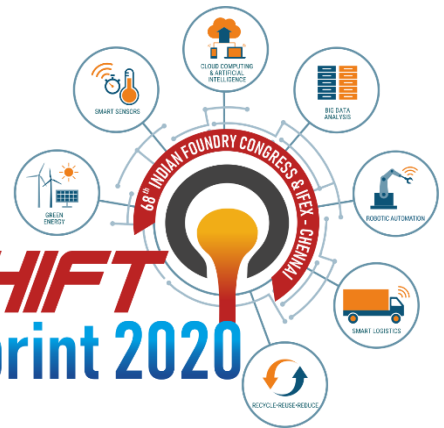


IIF FOUNDRY NEWS BULLETIN



Mission – Zero Defect

PARADIGM SHIFT
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Review of IIF's TUF Proposal by DIPP



Mr. A. K. Anand presenting Memento to
Jt. Secretary, DIPP Mr. Ravinder

Pursuant to the Foundry Development Council meeting held in DIPP on 25th April 2018, Department of Industrial Policy & Promotion (DIPP), Min. of Commerce & Industry, Govt. of India had asked IIF to submit draft proposal on Tech Up gradation Fund Scheme (TUFS) for the Foundry Sector.

IIF had already submitted the draft scheme to DIPP for their further perusal and subsequently IIF was asked to make a presentation on the proposal.

Presentation on TUFS for foundry sector was made by IIF before DIPP on 8th Feb., 2019 in DIPP, Udyog Bhawan. IIF was represented by Mr. A. K. Anand, Sr. Director-IIF and Mr. Basant Kumar, Asst. Director-IIF.

IIF team made presentation on the proposed TUF Scheme for foundry sector to the Joint Secretary, DIPP, Mr. Ravinder. The meeting was attended by other senior officials from DIPP.

JS, DIPP took keen interest in the proposal regarding TUF Scheme and various queries raised by him were satisfactorily clarified by IIF.

JS in this concluding remarks said, the proposal is under active consideration and if any further details/ information is required, the same shall be sought from IIF to process the case for approval by concerned authorities.

One Day Seminar on "FOUNDRY : FORTUNE & FUTURE" to be organized on 19th Feb., 2019 by IIF Nagpur Chapter

IIF Nagpur Chapter in Association with IIF Western Region is organizing One Day Seminar on THEME – FOUNDRY : FORTUNE & FUTURE as per details given below:-

Date: 19th Feb'2019

Timing: 09.30 am to 05.30 pm

Venue: Hotel Sayaji, GE Road, Raipur

The Seminar will be inaugurated by

Chief Guest:

Mr Giriraj Singhania, MD-Shivalik Power and Steel Pvt. Ltd.

Guest of Honour:

Mr Sushil Sharma, MD-Shamlax Metachem Pvt. Ltd.

The day will be marked by a series of informative and useful presentations from Highly Knowledgeable Experts associated with Foundry Industry covering topics like –

- Indian Foundries: Present & Future
- Sandman - A Tool to control Sand parameters
- Enhancing Foundry Profitability using Advance
- Radiography Technologies
- Yield Improvement & Profitability Strategies
- Smart Foundry Set Up - 2020

{Motivational and HR related video clips}

The program will be followed by Evening Cultural Activity and Dinner

For details please contact

western.region@indianfoundry.org

Technical Seminar on "Modernization and its benefits for the Foundry" organized by IIF Coimbatore Chapter

A Technical Seminar on Modernization and its benefits for the Foundry was conducted on 23rd

January 2019, at M/s Eltex Super Casting (A Division of KLFR), Coimbatore by IIF Coimbatore Chapter.

Total 45 foundrymen participated in the technical seminar.

Mr. S. Balraj, Vice Chairman, IIF Coimbatore Chapter gave the Welcome address, and also introduced the speaker Mr. D.T. Victor Paul Vedhanayagam, Vice President, M/s Eltex Super Casting.

Objective of the Program:

Foundries are switching to automated molding methods. Significant advances have been seen in induction furnaces, and in the methods used for melting, mechanized DISAMATIC molding for sand molding, and continuous casting for chemical sand binding.

Eco-friendly techniques such as cold casting, which does not emit hazardous particles, are also been introduced in many regions.

Unlike traditional casting methods, 90% of molds are recycled, generating less waste and requiring minimal raw materials.

Further, cold casting resins with metallic powders provides a product that gives the appearance of solid metal.

These castings are, however, lighter and easier to ship and handle. Metal cold castings find applications in automotive parts, accessories, and other articles, which are not subject to frequent wear and tear.

Most process changes within the foundry industry will have environmental impacts.

Therefore, technical innovation will often require a close partnership with regulatory agencies even if changes reduce emissions or solid wastes

Mr. V. Sivaprakash, Hon. Treasurer, IIF Coimbatore Chapter gave vote of thanks.

Approx Major Raw Material Prices

ITEMS	Price 01.02.2019 Rs./Kg (Basic Price Excl GST)	Price 08.02.2019 Rs./Kg (Basic Price Excl GST)
Pig Iron (Mum)	35.0	35.2
Melting Steel (Mum)	33.5	33.7
CRCA Scrap	33.0	33.4
Copper Ingot	437	451
Aluminum Ingot	150	151

News Headlines..

- Indian Brass, Copper Scrap prices fall tracking the weak trend in MCX Copper
- Indian Import Scrap: Prices surge \$14/t vs last week
- Indian traders hold wait-and-see attitude towards magnesium ingot market
Indian bauxite export to China remains quiet
- Ferrous scrap Prices stable in latest deals but indices slip
- Turkish scrap price rise pauses on thin activity
- Global Ferro Silicon :: European price stabilizes after falls; US sees slim trading
- Chinese ferrosilicon market quiet
- Chinese ferro-silicon tender prices for February tumble
- Chinese magnesium ingot market quiet

In the News..

PMO okays ministries' EV promotion measures

The approved proposals include recent decisions by ministries to provide incentives to manufacturers, buyers as well as electric mobility infrastructure creators.

The Prime Minister's Office (PMO) has given its go-ahead to at least a dozen measures proposed by a committee of secretaries to help achieve a 15% share of electric vehicles (EVs) in total vehicle sales in the next five years.

The government will, however, not formulate a separate comprehensive policy on electric

mobility, as was being discussed earlier, said officials. "This will hasten rollout of respective decisions," a senior government official told ET on condition of anonymity.

The approved proposals include recent decisions by ministries to provide incentives to manufacturers, buyers as well as electric mobility infrastructure creators.

The Department of Revenue had, on January 29, calibrated basic custom duty and goods and services tax (GST) rates on EVs to make them competitive in domestic and global markets, as well as lowered duties on raw material imported for manufacturing components.

The power ministry has issued guidelines for facilitating setting up of charging stations across cities and highways, while the housing and urban affairs ministry has notified an amendment to building code and town planning rules for provisioning of EV charging stations in private and commercial buildings.

Fast Track to Electrification		
Revenue Dept calibrates basic customs duty, GST; lowers duties on imports	Power ministry issues guidelines for facilitating setting up of charging stations	Housing and urban affairs ministry notifies amendment for provisioning these

Since transport comes under the jurisdiction of states, NITI Aayog, which is acting as a nodal body for smooth roll-out of the plan, has written to states to consider waiver of registration charges and road charges on electric vehicles. This could be a pre-condition for states eyeing incentives under the Faster Adoption and Manufacturing of Hybrid and Electric Vehicles in India (FAME-II) scheme.

"We are suggesting states consider exempting e-vehicles from such taxes, opting for a sunset period for exemptions or putting a cap on e-vehicles to be exempted from such taxes," the official said. The government is seized of the fact that India needs to adopt effective strategies to position itself as a key driver in the global mobility revolution and this can be done only by large-scale domestic manufacturing of electric vehicles, along with all their components including batteries.

Prime Minister Narendra Modi had, in September last year, assured a stable policy regime for e-vehicles that would cut down carbon emissions, create new job opportunities and reduce use of crude oil, about 80% of the requirement of which is met through imports.

Though never formally articulated as a policy statement, India had earlier wanted to ensure that by 2030 all new vehicles on the country's roads are powered by electricity. That target has, however, been scaled down to ensure 15% share of e-vehicles in total vehicle sales in the next five years.

CONTINENTAL ENGINES 'Making in India' for the world

The export-oriented business is now steadily doing a balancing act of feeding the domestic market as well. Continental Engines, with a current turnover of Rs. 425 crores, is gunning for exponential growth in coming years. It all started in 1996 when Continental Engines began operations in designing, manufacturing and distribution of intricate aluminium die cast components for major OEMs around the world. Mr. Yogesh Sharma, COO, shared: "This is a unique company. Most companies begin with domestic and then start exporting, but we began with exports and now have come back to India. Today, manufacturing has become global because what we are producing is not for one geography but for the global platform."

Mr. Jitendra Sharma, Head – Sales & Marketing, added: "We are among the top couple of companies in the world to make aluminium die cast components like cylinder heads and transmission parts. We consolidated our business in Europe and the US and now the Indian industry is growing too. So we wanted to train our focus here too. Currently our international and domestic market share would be roughly 50:50."

Continental Engines is now making a foray into engine parts too, and as a true global manufacturing platform, the company is exporting to all its customers across the world.

Mr Yogesh Sharma said: "In the commercial vehicle segment we see that the traditional casting components have been used for a long

time. As a de-risking proposition, we decided a couple of years ago to move into the trucking segment, and today we are the main suppliers to the global trucking OEMs across the world. We are shipping variety of components to all the European and American locations for a global OEM which is in India as well."

Fresh off the block is Continental Engines' brand new segment which is transmission housing. The company is working on it using low pressured die casting as against traditional methods.

Mr. Yogesh Sharma explained: "Most of the transmission housing across the world is produced by high pressure die casting, but we began with one of our domestic customers which has a JV with a European company by consciously not opting for this particular method. It is so because the traditional method requires high investments.

Another disadvantage with this method is that the flexibility is lost over time, especially because this industry is cyclic in nature. It means that when there is a trough, there would be a huge idle capacity.

That is why we opted for low pressured die casting where we are able to avoid the downsides of the traditional method. The advantages are that the investment is not so high with low pressured casting and the quality is also improved. Besides, the time to market is faster."

Continental Engines started developing low pressured die casting last year, and this year it has launched it in India. According to Mr. Yogesh Sharma, it is in the advanced stage of technical discussions with global truck manufacturers.

The USP of Continental Engines is that it is cost competitive. Mr. Jitendra Sharma shared: "We have marketing offices around the world. And it has been four years since we envisioned to touch Rs. 1,000 crores by 2021 which at that time meant 40-50 per cent growth year on year. Last year it was 43 per cent and next year we are targeting 53 per cent. By 2021 – 2022, we shall touch our target."

Another USP is that its factory boasts of international standards. Mr. Yogesh Sharma explained what is driving the company forward: "Most OEMs manufacture these parts in-house. We do only machined components and do not supply castings, and 90 per cent of the OEMs do the machining in-house. Our competition then is always with the OEMs. Since everyone wants to reduce the investment burden and outsourcing is the way out if there is a skill available, we are able to fit the bill perfectly."

In an attempt to further fortify its business interests, Continental Engines is coming up with an independent technical center where "we will have 100 plus engineers dedicated to new product development," he said.

Gearing up for e-mobility will be a tall order, according to Continental Engines. And this segment is snagging its keen attention. Mr. Yogesh Sharma explained: "India needs to opt for big technological upgradations in new components and the new challenges because e-mobility will require more complex parts.

So we need to be more agile in terms of the new changes coming into the product line which will be more critical and technologically upgraded."

The highly motivated team of professionals at the company is constantly on its toes to maintain zero defects as an ironclad rule and therein lies the key of its steady and successful ride.

Source: motorindiaonline.in

India's auto industry needs a sustainable scrappage policy

In May 2018, Harsha Udipi and his neighbours in a residential colony in a western suburb of Mumbai got together to discuss how to bring some key civic issues to the attention of local authorities. One of the top priorities was finding a way to get rid of abandoned cars in the streets outside their housing complex.

"Many of the cars don't belong to our area. They were either trafficked or abandoned here. Sometimes, the owners just got rid of them here. They're absolute junk," says 59-year-old

Udupi, who spent more than three decades working in information technology companies.

These cars were used to dump empty liquor bottles or doubled as storage space for street-side vendors. The abandoned vehicles ate into public parking spots, too. The group had had enough. In August, it decided to do a count of the cars and take pictures.

There were 52 cars in all, and after its efforts were reported by Mumbai Mirror, the municipal corporation removed half the cars within three months. But when the residents did another survey last month, they found that more cars had been abandoned in the locality. The count now was 45.

Cars or bikes on the side of roads, with missing parts and covered in an inch of dust, are a common sight across Indian cities. As more vehicles becoming obsolete in the coming years — partly due to stricter government regulations on emissions — the number of vehicles being abandoned like this would only increase.

One major reason for the problem is that India does not have a scrapping or recycling policy for vehicles, even though the country is the world's fourth largest car and light commercial vehicle market by volume and also the largest two-wheeler market by volume. Nearly 25 million vehicles were sold in India in 2017-18, more than 80% of which were two-wheelers and 13% were passenger vehicles, according to the Society of Indian Automobile Manufacturers.

In 2016, India had 230 million registered motor vehicles, according to the latest data from the ministry of road transport and highways. The number of vehicles per 1,000 persons has tripled since the turn of the century to 167.

According to an estimate by the Central Pollution Control Board (CPCB), GIZ, a German development agency, and Chintan, an NGO, there were 8.7 million obsolete vehicles, also called end-of-life vehicles (ELVs), in 2015. That figure will increase 2.5 times to 22 million in 2025, given that the average lifespan of a vehicle is 10-15 years.

Some used vehicles end up in scrap yards. But even at these yards, workers use crude and unscientific methods to dispose vehicles. Such practices pose a danger to health and environment. The sector needs to be regulated if India wants to avoid a disaster.

There have been efforts to increase vehicle ownership. But steps to improve infrastructure to support a growing fleet or a sustainable method of junking have been inadequate. Older cars, despite being more polluting and less fuel-efficient than their new counterparts, still find buyers.

For every new car purchased, one used car is sold in India, says a Mordor Intelligence report published in May 2018. The market for used cars in India is expected to reach \$75 billion by 2023, recording a CAGR of 15.2% during the period, it added. This gives a magnitude of the problem that the country is set to face if a relevant policy is not put in place soon.

Obsolete vehicles not abandoned haphazardly make their way to scrap yards in places such as Mayapuri in New Delhi, Kurla in Mumbai and Shivajinagar in Bengaluru. There, the vehicles are taken apart.

It takes just half an hour for two guys to dismantle a two-wheeler and four hours to dismantle a car. Valuable parts — like the engine, battery, tyres, wipers and clutch plate — are sold. These parts can fetch a profit of 30-70%, according to a 2012 study by Chintan, an NGO, and GIZ. Steel and plastic scraps are also sold to recyclers of those materials.

Hollowed-out cars and skeletons of bikes are common sights at scrap yards like the one at Kurla. Workers hammer away at cars with no protective gear and toss the parts into a corner. Whatever does not find takers is just dumped indiscriminately. For instance, according to the CPCB report, non-functional switches, brake shoes and rubber parts are usually thrown away carelessly — releasing asbestos, mercury and several other pollutants. Liquids like coolant, brake and hydraulic fluids are just drained on the ground. These contaminate groundwater and the air.

A vehicle has around 3,000 components. Around three-quarters of a vehicle are metals and the rest are plastic, rubber, glass, etc. "About 25% of the waste material coming from an ELV poses a potential environmental threat, due to the presence of heavy metals, waste oils, coolants, ozonedepleting substances, etc," adds the CPCB report.

A lot of these materials can be reused if there is proper salvaging. The auto recycling industry in the US and Canada provides enough steel each year to make nearly 13 million new vehicles, says Advanced Remarketing Services, a technology company focused on the remarketing and automobile recycling sector.

Ravi Batra, who works as an intermediary between vehicle owners and scrap dealers in Mayapuri, says the vehicles that land there are often not deregistered. These vehicles are sometimes sold to buyers from other states. "While the owner in, say, Delhi thinks his car has been scrapped, it might be in use in Punjab or UP. The owner will come to know of this only when the car is involved in an accident or is linked to a crime."

Even if conscientious car owners do not want to send their old vehicles to Mayapuri or Kurla, they have little choice. That could change with Cero Recycling. A joint venture between Mahindra Accelo, a step-down subsidiary of Mahindra & Mahindra, and state-owned MSTC, Cero is the country's first organised vehicle recycler and started operations at its five-acre Greater Noida facility around June 2018. Unlike the traditional scrap yards, the process at Cero is automated, where all the liquids are sucked out into separate containers and then sent to authorised recyclers.

Airbags are blown up and engines bored to avoid reuse. Cero recycles around 100 vehicles a month and will open a facility in Chennai next month. Other cities on its radar are Bengaluru, Hyderabad, Kolkata and Mumbai. "We have designed this to be sustainable and profitable," says Sumit Issar, managing director of Mahindra Accelo. He adds that Cero is looking at recycling 70-80% of a vehicle.

Cero claims to offer rates comparable with those offered by scrap dealers. That could be a

big factor in convincing car owners to choose Cero, considering that for most people, money could trump environmental concerns.

The Union government has been working on a scrappage policy for a while. Questions sent to Nitin Gadkari, minister for road transport and highways, were unanswered.

The Delhi government had in August 2018 announced guidelines for vehicle scrapping. Among the requirements is a scrap yard of at least 9,000 sq ft in a non-residential/commercial area, and equipment for depolluting vehicles, which makes the scrap dealers of Mayapuri and such places ineligible.

The existing scrap yard hubs will anyway not be able to handle the sheer volume of ELVs in the coming years. "The biggest problem in recycling is space. It now happens in the heart of cities. Recycling scientifically needs space," says NS Mohan Ram, advisor to TVS Motors and author of a book on vehicle recycling. He believes automakers should issue dismantling instructions soon after the launch of a model.

Owing to Delhi's alarming pollution levels, the Supreme Court in October banned the plying of diesel vehicles older than 10 years and petrol vehicles older than 15 years in the National Capital Region. The order was in line with a National Green Tribunal directive of April 2015.

These are city-specific norms, says Anumita Roychowdhury, executive director of research at the Centre for Science for Environment, and obsolete vehicles will be taken to other cities to bypass the rules. Central to the scrappage policy should be norms on the recyclability of components, which is the first step in sustainability. "We should close the entire loop for it to work," adds Roychowdhury.

India could learn from the recycling policies in the European Union, Japan, China and Korea. The EU mandates that 95% of the weight of an ELV should be recycled, while Japan has specific requirements for recycling of airbags and automobile residue. Vehicles owners in Japan also have to pay a recycling fee while buying a new car.

The government should mandate that every manufacturer sets up one or two recycling facilities, says Shekhar Viswanathan, vice-chairman of Toyota Kirloskar Motor. "Then the pricing of vehicles will encompass that cost."

This is one way to enforce extended producer responsibility (EPR). India introduced EPR in its Plastic Waste Management Rules, 2016, according to which plastic producers, importers and brand owners like fast-moving consumer goods companies will have to assist in the collection of plastic waste they introduce into the market. It is still a matter of debate if auto companies should get into recycling themselves or supporting recyclers.

A Hyundai Motor India spokesperson says a well-defined scrappage policy "will help us explore opportunities for safe disposal of old vehicles." Bajaj Auto and Tata Motors declined to comment for the story and Hero MotoCorp and Maruti Suzuki did not respond to our queries.

Once a scrappage policy is in place, vehicle recycling is sure to attract entrepreneurs, given the sheer size of the market and the growth potential. But the bigger challenge is what happens to the unorganised sector — Mayapuri alone has 3,000 shops, according to one estimate — where there are thousands of jobs at stake. They do not have space or technology to be authorised recyclers, which means the policy will have to balance environmental sustainability and livelihood.

Jan PV sales slide for 3rd straight month as manufacturers reduce inventory

Domestic car sales were also down for the third consecutive month, declining 2.65 per cent to 179,389 units

Domestic passenger vehicle (PV) sales declined for the third month in a row in January, dropping 1.87 per cent, as manufacturers continued to reduce inventory at dealers following a tepid festive season sales, according to SIAM.

As per data released by the Society of Indian Automobile Manufacturers (SIAM) Friday, PV sales in January stood at 2,80,125 units last

month as against 2,85,467 units in the same month last year.

Domestic car sales were also down for the third consecutive month, declining 2.65 per cent to 179,389 units as compared to 1,84,264 units in January 2018.

"Stock correction by manufacturers continued in January to cut inventory that were piled up during the festive period, which saw sluggish sales," SIAM Deputy Director General Sugato Sen told PTI.

He, however, said retail sale was better than wholesale in January, and the industry expects demand to grow in the remaining two months of the fiscal.

During the month, market leader Maruti Suzuki India (MSI) posted a marginal growth of 0.18 per cent in its PV sales at 1,39,440 units. Rival Hyundai Motor India Ltd (HMIL) also posted 0.65 growth at 45,803 units.

Similarly, homegrown utility vehicles major Mahindra & Mahindra also saw 0.88 per cent rise in its PV sales at 23,864 units last month.

In passenger cars segment, MSI's sales stood at 1,01,865 units, down 4.12 per cent. HMIL's car sales was also down 1.58 per cent at 35,439 units last month. Honda Cars India, however, saw its car sales grow 51.67 per cent to 14,383 units.

In the two-wheeler segment, SIAM said total sales in January were down 5.18 per cent to 15,97,572 units compared to 16,84,761 units in the year-ago month.

Motorcycle sales last month declined 2.55 per cent to 10,27,810 units as against 10,54,757 units in the same month a year ago.

Market leader Hero MotoCorp's bike sales last month was down 4.95 per cent at 5,16,451 units. Rival Bajaj Auto, however, posted growth of 24.67 per cent at 2,03,358 units last month. Honda Motorcycle and Scooter India's bike sales stood at 1,28,525 units, down 24.19 per cent. Total scooter sales last month declined by 10.21 per cent at 4,97,169 units as against 5,53,695 units in January last year, SIAM said.

Market leader HMSI's scooter sales were at 2,72,170 units, down 14.77 per cent. Chennai-based TVS Motor Co also saw its scooter sales dip by 0.41 per cent at 83,794 units.

Suzuki Motorcycle India, however, witnessed a 60.28 per cent jump in its scooter sales at 61,348 units last month.

SIAM said sales of commercial vehicles were up 2.21 per cent to 87,591 units in January.

Vehicle sales across categories registered a decline of 4.68 per cent to 20,19,331 units from 21,18,465 units in January 2018, it added.

MSME minister urges banks to provide loans to youth and small entrepreneurs

The MSME minister said the government is keen to bring SC/ST entrepreneurs at par with their counterparts in the industry

Union minister Giriraj Singh Tuesday urged banks to set their priorities in line with the policies and financial guarantees of the government and provide loans to youth and small entrepreneurs.

Addressing a conference here, the Micro Small and Medium Enterprises (MSME) Minister stressed on the need for financial inclusion of small entrepreneurs, without whom the country cannot develop.

While appreciating the banking sectors concerns about the Non-Performing Assets and bad debts, he pointed out that where there is need based financing from the banks the recoveries have been more than 99 per cent.

The MSME minister said the government is keen to bring SC/ST entrepreneurs at par with their counterparts in the industry, dedicating financial schemes exclusively for them.

Talking about the 12 initiatives of the government for the MSME sector last year, Singh urged MSMEs to take full advantage of the 59 Minute Loan Sanction portal.

He said the resources are limited but the government during the last four years has done a lot for the development of MSME sector. PTI

Secretary MSME Arun Kumar Panda, said timely availability of low cost capital, technology upgradation to make MSMEs competitive, market accessibility and skilled man-power are the core components for the development of the MSME sector.

International News..

SHW HIGH PRECISION CASTING TECHNOLOGY GMBH IN KÖNIGSBRONN IS EXPECTED TO CEASE OPERATIONS

The Provisional Insolvency Administrator Martin Mucha of the Stuttgart Law Firm Grub Brugger informed the 162 Employees today in a Staff Meeting. The company is currently in the third insolvency proceedings within five years. Foundry operations ceased in October 2018.

SHW High Precision Casting Technology is a foundry specializing in the production of rollers, etc. for the paper, food and coating industries and wear castings for the crushing industry. The finished castings weigh between 100 kg and 120 t. The service portfolio also includes technical services such as roller calculation, design and construction, material selection and simulation.

In April 2013 as well as July 2017, the company had fallen into economic imbalance and had to file for bankruptcy. In June 2018, Rheinische Mittelstandsbeteiligungs GmbH took over the plant in Königsbronn. In the course of the summer, it became apparent that the new shareholder did not have sufficient funds to successfully run the business. Therefore, in October 2018, the foundry's operations in Königsbronn were discontinued due to lack of funds. Management started working together with the previous owner to develop a rescue operation involving the main customers, which failed in early December 2018. The management subsequently filed for insolvency.

"In order to raise the purchase price for the company, the investor sold the machines to a leasing company, which he subsequently rented back from them for a high five-digit amount a month. The inventories were transferred to the previous owner to secure the outstanding purchase price share. Thus, at the beginning of the procedure, I found a company that had virtually no material assets," reports Martin Mucha of the Stuttgart law firm GRUB BRUGGER, who was appointed as the provisional insolvency administrator. "The permanent reorganization situation and the failed investor solutions led to lasting loss of

customer confidence. Immediately after filing for bankruptcy, I had talks with major clients about a reorganization of the company's operations, but they finally failed on Wednesday of this week after key customers failed to get the financial support they needed."

As a result, the provisional insolvency administrator informed the workforce today that it was no longer possible to expect long-term support from the main customers and that it was likely to cease operations.

Government Schemes

Skill Development Initiative (SDI) Scheme

Objective: To provide vocational training to school leavers, existing workers, ITI graduates, etc. to improve their employability by optimally utilizing the infrastructure available in Government, private institutions and the Industry. Existing skills of the persons can also be tested and certified under this scheme.

Eligibility: Training is provided by registered Vocational Training Providers (VTPs) under the Govt., Private Sector and Industrial establishments. Demand driven Short term training courses based on Modular Employable Skills decided in consultation with Industry.

The Skill Development Initiative Scheme is 100 % centrally sponsored scheme.

For more information please click on the following link
<http://dget.nic.in/content/innerpage/introduction-sdis.php>

Notifications/ Circulars

Ministry of Finance, Department of Revenue, CBITC

Notification 08/2019-Central Tax ,dt. 08-02-2019
 Seeks to extend the due date for furnishing of FORM GSTR – 7 for the month of January, 2019 till 28.02.2019
<http://www.cbic.gov.in/resources/htdocs-cbec/gst/notfctn-08-central-tax-english-2019.pdf;jsessionid=0EC9E40143B35F09DA07218CB8035083>

Ministry of Finance, Department of Revenue, CBITC

Notification 09/2019-Cus (NT) d.t 07.02.2019
 Exchange Rates Notification No.09/2019-Custom(NT) dated 07.02.2019.
<http://www.cbic.gov.in/htdocs-cbec/customs/cs-act/notifications/notfns-2019/cs-nt2019/csnt09-2019.pdf>

Ministry of Finance, Department of Revenue, CBITC

CGST Rules, 2017 as as on 01.02.2019
[http://www.cbic.gov.in/resources/htdocs-cbec/gst/01.02.2019_CGST_Rules-2017\(Part-A_Rules\).pdf;jsessionid=38879895B941520C27356909344213D7](http://www.cbic.gov.in/resources/htdocs-cbec/gst/01.02.2019_CGST_Rules-2017(Part-A_Rules).pdf;jsessionid=38879895B941520C27356909344213D7)

Upcoming Indian Events

	<p>The BIG SHOW RAJKOT 2018 24-27 February, 2019 Rajkott http://www.rajkotexpo.com/</p>
	<p>68th Indian Foundry Congress 28th, 29th Feb., & 1st March, 2020 Chennai</p>

Upcoming International Events

	<p>The Bright World of Metals 2019 25 - 29 June Düsseldorf/Germany 14th International Foundry Trade Fair with Technical Forum</p>
	<p>https://www.gifa.com CHINA DIECASTING 2019 17. JULY 2019 - 19. JULY 2019 SHANGHAI NEW INTERNATIONAL EXPO CENTER (SNIEC)</p>

Disclaimer: Although every care has been taken to ensure that information provided is correct, The Institute of Indian Foundrymen will not be responsible for any error or omission and it does not necessarily represent official opinion of the Institute of Indian Foundrymen.