Consultation Forum for Make in India 2.0 Towards USD 1 Trillion Manufacturing
(Organized by DPIIT -CII ) & Report Back Session Chaired By
Hon'ble Minister Shri Piyush Goyal on 15-01-2020

The consultations on subject matter were held with various industry segments for finalization of various recommendations to Govt. for consideration for stimulating growth & investments to achieve the target of USD 1.0 Trillion manufacturing by 2025.

The consultation process was followed by Report Back Session on the various industry segments which was Chaired by Shri Piyush Goyal, Hon'ble Minister - Commerce & Industry & Railways, & was attended by Niti Ayog & Secretaries of various Ministries.

The undersigned represented IIF in the Capital Goods Sector during the consultation process & also attended the Report Back session.

The Following were the participants during the consultations on Capital Goods Sector:-

Chairman, Capital Goods Committee : Dr Nalin Singhal, Chairman & MD, BHEL
Ms. Sukriti Likhi, Jt. Secretary, DHI, Mr. Arnab Kumar, Prog Director ,Niti Ayog , Mr. Kartic Sharma, Invest India Mr. Ravi Raghvan, Co-Chair, Mr. S. N. Roy, MD & CEO L&T, Mr. Sandooja, MD, Avery, Mr. Sandeep Kalra ,VP, JCB, Mr. Ramanand Prabhu , M&M, Mr. Kuldeep Goel EVP ,L&T, Mr. Rajesh Ganjoo, IRCO, Mr. Anbu , IMTMA, Mr. A. K. Anand, IIF, Mr. Kaushik Patra, JCB, Mr. S. G. Roy, ICEMA, Mr. K. V. Krishnamurthy, ICEMA

Following points were finalized after consultations during discussion covering topics such as Investment, Technology & R & D, Exports, Skills, Ease & Cost of Doing Business.

1. Govt. may monetize various assets for arranging funds for investments in infrastructure to spur growth in manufacturing. Vehicle Scraggance policy may also be finalized, which will spur demand for Auto sector as well as other manufacturing sectors.
2. Land may be made available for industry clusters at 5% as initial payment & balance over extended period with other utilities such as power ,water etc. on single window clearance basis
3. Power is major cost for industries such as foundries. Open access to power is not implemented in practice more often than not. Cross subsidies are ever increasing adversely impacting the cost competitiveness of industry. There should be upper cap for cross subsidies. The energy intensive equipment commonly used such as induction furnaces may be star rated. This will help in improving competitiveness (Suggested by IIF). Ingersoll Rand also made similar suggestion for equipment such as compressors.
4. To help improve exports, International campaign to promote Brand India in identified countries to be initiated .We need to create Brand India image. Presence of exporters in destination countries sometimes becomes necessary .To reduce the cost of doing business overseas, Common facilitation centres may be established overseas in major destination countries to help exporters to reduce cost of doing business on pay on use basis
5. Registration process for qualification for supply to various Govt Departments such as Railways may be made simpler & the contracts should be long term to encourage vendors to invest & upgrade (Suggested By IIF)
6. Self-certification should be practiced by Department such as Railways for established vendors having good track record over a period of time to reduce the cost /Ease of doing business (Suggested By IIF)
7. Bids are usually evaluated by Govt Departments on L1 Basis. Instead total cost of ownership /Life cycle cost should be evaluated for deciding the contract
8. In case of Railways items which are common for Electrical /Diesel Locomotives are taken care of & no separate registration is necessary
9. In case of Railways certain conditions for registrations are specified which will not let the domestic players to participate such as Foreign Collaboration, AAR Approval, Experience on operation @ 200 KM/Hr which need to be addressed as this is barrier for domestic manufactures
10. Govt Policy should be consistent & plans should be known 2/3 years in advance, so that the industry can plan investments accordingly. The case of bullet train was cited which seems to be shelved what happens to investments made by industry. If the policy is not long term & is inconsistent, investors will shy away

11. Technology is changing rapidly. New skill sets will be required. Courses need to be up dated to meet the changes. Need to upgrade ITI /Polytechnics

12. New tax regime not R&D friendly needs to be reviewed

13. High tech common facilities centres to be established (Suggested by IIF)

14. Trade agreement should be on reciprocal basis. When India extends financial help to countries, we must ensure that our suppliers have easy access to their markets

Remarks by Shri Piyush Goyal, Hon'ble Minister - Commerce & Industry & Railways:-

Brief presentations (5-7 minutes) on each of the 16 sectors were made by respective Chairman of the committee to the Minister. He appreciated the whole exercise & assured Govt. will try to address all possible issues. He also mentioned that similar exercise to be done specially for MSME sector.

1. We should move to Quality as Buzz word & change our mindsets from seeking small incentives to making Quality products to achieve our targets. Govt. will have to move to WTO compliant practices. He cited two examples of large companies who received Rs 200 -280 Cr under MEIS scheme in last year which is insignificant fig for their size & does not add to their bottom lines. Such money can be better utilized for creating facilities for the overall benefit of industry to help improve manufacturing competitiveness.

2. Logistic costs for transport by Railways is quite low. Railways will consider making 4 hubs to start with in Gurgaon, Chennai etc. for this purpose which will help reduce logistic cost.

3. Lot of imports are happening under "Others category". He mentioned that all importers should seek specific HSN code otherwise they will find imports of items under "Others category " very cumbersome & costly in very near future. This is being done to help domestic industry

4. Railways have started issuing LOC to vendors to help improve their cash flow

5. Responding to some suggestions on GST rates by some sectors, he said, industry should also take up with their respective states also as the matter will be decided by GST council where states are also stakeholders & it will help in building opinion & agreement & we will have to wait till the decision of the council, as this has to go through long drawn process

6. While making proposals, we should take Nationalistic & wholistic approach. If we want protection for our sector, we must also protect interest of other sectors too. He cited examples of Japan & Korea where Indian steel makers have not been able to export steel although there is no law regulation against import of steel from India. This is only because of Nationalistic approach.

7. He also cited example of Project imports where equipment are allowed at zero duty/concessional duty. If this is changed, it will help domestic manufacturing

8. Responding to 9% incentive under new upcoming RoTDEP by one sector, he responded that it is not incentive. It is remission of taxes & duties paid by exporters on inputs for exports so that the taxes are not exported.

9. He advised that DGTR is today initiating one case per day as against 14-15 in the whole last year. Industry should seek trade remedies on issues such as dumping or other such issues as per provisions of law proactively to protect domestic industry.

10. Going forward, we will have to consider FTA with developed countries too for which we need to enhance competitiveness & quality. USA has approx. 8000 TBT as against 400 in India. As a result of this US is able to combat imports. We need to look into WTO compliant practices to curb undesirable imports.

11. He acknowledged the importance of consistency in Govt. Policy for Industry growth

12. The Govt. will consider making Railway/ PSU land available to industry at competitive prices where feasible

13. IBEF with Rs. 200 Cr has been initiated. Invited industry /leading industry associations to pump the resources to create Brand India Story

14. He also mentioned increasing the use of tribal products in our daily lives to protect the Indian heritage & protect the art & culture from extinction. We should have nationalistic approach & support each other & buy Indian products to help Make in India.
THE INSTITUTE OF INDIAN FOUNDRYMEN
Northern Region & Batala Chapter
(SUPPORTED BY FOUNDRY INFORMATICS CENTRE)
Cordially invites you to

INDUSTRY Interaction
On 24.01.2020 - Friday
(10:00 am to 2:00 pm followed by Lunch)
At Batala, Club, Batala, Punjab

Chief Guest
Shri. Tripat Rajinder Singh Bajwa
Cabinet Minister, Govt. of Punjab

Guest of Honour
Dr. Satnam Singh Nijjar
Chairman- Distt. Planning Committee (Gurdaspur)

Featured Events

Presentation on Major Schemes of Min of MSME
by Mr. R. Panneerselvam, Principal Director, MSME TDC, PPDC, Agra
& Mr. P. R. Joshi, Asst. Director, MSME TDC, PPDC, Agra

Presentation on Export Opportunities
by Dr Surendar Singh, Sr. Dy. Director, EEPC

Presentation on 68th Indian Foundry Congress & IFEX 2020
By Mr. K Dhayalan, Hon. Secretary, IIF Chennai Chapter

With best Compliments
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February 28 – March 1, 2020, Chennai Trade Centre, Chennai, India

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Register on www.ifcindia.net
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Contact No: 044-42187119 | Mobile: +91 99520 00403
Approx. Major Raw Material Price

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<th>ITEMS</th>
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<td>Aluminum Ingot</td>
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Headlines...

- Indian Ferrous scrap Price still perched higher
- Indian scrap imports decline again
- India in talks with Mongolia and Russia for importing coking coal
- Indian nine-month auto output slumps
- Brazil’s ferrous scrap exports jump in 2019
- US domestic scrap uptrend to reverse in February
- Brazilian iron and steel castings output falls
- European ferrotungsten prices increase
- Chinese ferrovanadium market keeps quiet
- Ferrosilicon prices in China slip
- Chinese magnesium ingot prices stable
- Chinese magnesium ingot export prices up slightly
- Chinese ferromolybdenum prices firm

News...

Govt plans restrictions on imports of products categorised as ‘others’

Concerned over the rise in imports in the ‘others’ category, Commerce and Industry Minister Piyush Goyal on Wednesday asked those importers to seek HSN or tariff code within 30 days from the foreign trade office, failing which the government would impose strong restrictions on their inbound shipments.

In trade parlance, every product is categorised under an HSN code (Harmonised System of Nomenclature). It helps in systematic classification of goods across the globe.

Goyal said India is facing “big” problem in imports of a category called “others” and in that category, all sorts of stuff is being imported into the country. Citing an analysis, he said one out of the four products being imported in India is under this category.

Of over $500 billion worth of imports in 2018-19, the ‘others' category accounted for over $100 billion. “I will follow the German model,” he said, adding he would wait for response from importers for next 30 days and thereafter, “I will restrict the import of any product which goes in the others category”.

At the CII’s National Standards Conclave, he said that importers will have to approach the ministry to take a special licence for that import without which "you cannot import any product in the others category”.

"Today, I would like to give a final announcement that I appeal to everybody who is importing any product or services into the country, please categorise your product into a respective HSN code under which it falls," he said.

Goyal asked the importers to approach their nearest DGFT (Directorate General of Foreign Trade) immediately.

"We will start the process to create a separate HSN code if it is not fitting into any existing code or amend the existing code... Very soon, I shall be coming out with serious consequences. The consequences could be a higher duty on products which come under others category," he added.

He also asked the DGFT to bring a trade notice immediately and “make it an absolute ultimatum either the import duty will be increased exorbitantly or a special duty imposed”. This measure, he said, will help the government assess what is being imported into the country.

The minister added that no imports will be allowed without the HSN code into the country. On free-trade agreements, he said it is an unfortunate reality for India that the FTAs entered into with other nations have not led to the growth of trade and businesses.

Ranjeet Mahtani, partner Dhruva Advisors, said: "This proposal will impact India’s trade patterns, when it has been concerned with bulging import bill, and there have been discussions on levy of a broader adjustment tax on imports to adjust for..."
non-creditable local levies to support Indian manufacturing."

Sandeep Shah, partner, NA Shah Associates, said: "The government should release the draft code before implementing the higher tariff to avoid unintended consequences."

**SIA M bullish on auto sector revival in 2020 after worst sales in 20 years**

Society of Indian Automobile Manufacturers (SIAM), the apex body representing all major vehicle and vehicular engine manufacturers in the country, is bullish on the revival of the automobile industry in 2020, a senior official said on Monday.

Since the penetration of automobiles in the country is low, many foreign players will look at this opportunity to enter India, he said here.

"This is the worst downturn of the automobile industry in the last 20 years," SIAM deputy director Sugato Sen told reporters here.

"We hope that the year 2020 will be the year of revival of the Indian automobile industry. Sales are expected to go up as penetration of automobiles in India is very low," Sen said.

He said many foreign players will look at this scope to enter the Indian market.

On the upcoming Auto Expo to be held in Greater Noida from February 7 to 12, he said new players like Chinese automobile manufacturers Great Wall and Haima will showcase their products for the first time in the exhibition.

Another Chinese player which will be also present for the first time is MG Motors which will bring in their entire range of automobiles in the Expo.

There will be around 70 launches in the Expo by SIAM members in the Expo.

"There will be also global launches by foreign players," SIAM deputy director said.

Sen said all stalls will display electric vehicles (EV).

The dip in commercial vehicles is due to the new axle loading norms announced by the government which has hit sales, he said.

**Petroleum products, engineering goods drive India's export growth**

Engineering goods, gems and jewellery, and finished petroleum products helped India achieve a compounded annual growth rate (CAGR) of 4.9 per cent in commodity exports between 2015 and 2019.

“Engineering goods and gems & jewellery are the two main exports accounting for 35.5 per cent of total in 2019. But there is a contrast in their shares. Engineering goods share has been fairly stable in the 22-24 per cent range while that of gems & jewellery has come down from 14-16 per cent in the first three years to 11-12 per cent in 2018 and 2019.

There has been a decline in CAGR for gems & jewellery while that of engineering has been higher than the overall exports at 6.9 per cent”, a report by CARE Ratings noted.

Exports of petroleum-related products also grew at a higher rate of 7.8 per cent during 2019. The next three important products from the point of view of exports are drugs and pharma, readymade garments and inorganic chemicals. Growth in readymade garments has fallen by 2.1 per cent which is significant as this is one area where the exchange rate matters.

Typically demand tends to be very price sensitive and a stronger rupee can work against growth in exports of this product. The other two have maintained their share with inorganic chemicals growing by 17 per cent.

Electronics exports grew by 4 per cent. Exports of electronics goods have registered CAGR of 18 per cent between 2015 and 2019, the highest among all commodities. Inorganic and agro chemicals rank second growing by 17 per cent.

Imports, too, grew at the rate of five per cent during 2015-19. The share of crude oil to the country’s import basket which was stable at around 22 per cent during 2015-17 has increased now to 26.7 per cent and has registered growth of 9.1 per cent in the four years.

This can be attributed more to demand as well as price. The latter has had phases of periodic sharp increase in prices based on geo-political issues.

The report said the country’s trade deficit during April-December period of FY20n has narrowed to
$118 billion from $145 billion. Though both exports and imports declined in 2019 over 2018, the fall in the latter was sharper and this contributed to the fall in trade deficit.

The report forecasts that India’s foreign trade will be driven mainly by growth factors in the global economy for exports and domestic industrial expansion for non-oil imports.

The present status of low trade deficit though good from a BOP (Balance of Payments) perspective is reflective of low industrial demand which has to change.

**Budget 2020: DPIIT seeks more funds to boost infrastructure in hinterland**

A year after its Budget allocation was slashed, the Department for Promotion of Industry and Internal Trade (DPIIT) has argued for bigger funds in the upcoming Union Budget as it plans to boost industrial development in backward areas.

The department got Rs 5,674.51 crore for 2019-20, from the Revised Estimate (RE) of Rs 6,140.23 crore in 2018-19. Allocations have been volatile over the past five years, rising or falling almost every alternate year.

But after focusing on issues like e-commerce, retail, and initiatives like the ease of doing business and Startup India, the DPIIT plans to return to its core mandated objective of providing uniform industrial development nationwide, especially to backward and remote areas.

“The initial groundwork for the government’s flagship initiatives like Startup India and ease of doing business and Make In India has been laid and work in these areas would continue. But we need to go back to the basic agenda of providing more jobs through industry in the hinterland,” said a senior source.

The government had severely cut down on expenditure in this area, with the 2019-20 (FY20) Budget providing Rs 909 crore, down from the RE of Rs 1,707 crore in the earlier one.

As this again becomes a prime focus, the department has argued for major fund infusion that will be needed for creating infrastructure at the ground level, said a senior official. He added that the DPIIT has also pushed hard for more funds to be made available for industrial promotion and the Make In India scheme, which was allocated Rs 473 crore in FY20.

Also, officials expect the DPIIT to see growth in allocations for refund of central and integrated goods and services tax to industrial units in the Northeastern region and Himalayan states, pegged at a significant Rs 1,700 crore for FY20.

Also, in line with previous years, the department hopes to increase its allocations on the ease of doing business, which saw an additional Rs 100 crore through the eBiz project and Startup India.

As of December, the government estimates the Startup India initiative to have created 285,890 direct jobs since its inception in 2016. More than 25,000 start-ups have been recognised by Startup India. The government data suggests that slightly more than 11 direct jobs are created per start-up.

“We have seen that each direct job leads to 3x indirect jobs, and as a result, the total jobs created by these start-ups are estimated at more than 560,000,” said a senior official. However, the figures are self-reported by start-ups and not verified by the government.

This job growth has come at a rough cost of more than Rs 3,000 crore disbursed by the government to fund start-ups as of November 2019.

In 2016, the Centre had established a Rs 10,000-crore fund of funds under the Small Industries Development Bank of India to meet the financial needs of start-ups.

However, the finance ministry is unlikely to ramp up disbursements to the national industrial corridor projects as well as the new ambitious exhibition-cum-convention centre coming up in the suburb of Dwarka in Delhi, said sources. The centre is expected to be completed by 2025, with trunk infrastructure along with portions of the main project likely to be operational in the current year.

**Ashok Leyland sees pickup in demand for tippers and ICVs**

Truck and bus maker Ashok Leyland has said it expects pickup in demand for tippers and ICVs (intermediate commercial vehicles) due to the Centre’s infrastructure push and growth in e-commerce, respectively, while outlining its preparedness for BS-VI, for which the Hinduja flagship has spent about ₹500 crore.
“In the next few months, the demand for tippers and ICVs should be good. But demand for multi-axle vehicles continues to be sluggish. The capacity that got generated because of the axle load norms is getting absorbed.

But it will take another year or so to get absorbed completely,” Anuj Kathuria, Chief Operating Officer of Ashok Leyland, said here.

The demand for tippers was subdued for the past 7-8 months due to various factors. Now, new projects being mobilised for the government through a strong spending plan. Also, coal shipments have improved. All these things will help revive the demand for tippers, he added.

The demand for ICVs has not been bad since it was not impacted by axle load norms. Also, the hub-and-spoke model has matured, while the boom in e-commerce has also helped. Thus, the company expects this segment to show improvement in sales going forward.

Ashok Leyland’s BS-IV inventory is in manageable level and there is nothing alarming about it. “We are not in a position to push for a clearance sale of BS-IV vehicles,” he added.

For the current fiscal, Kathuria expects the medium and heavy commercial vehicle volumes at about two lakh units when compared with 372,000 units in 2018-19.

BS-IV vehicles
Meanwhile, the company has started seeding its BS-IV trucks ahead of BS-IV emission norms that will kick in on April 1. It has delivered its first batch of ICVs to its customers in Delhi-NCR region where BS-IV fuel is available for more than a year.

The company plans to roll out BS-IV variants of tippers, tractor-trailers and other vehicles gradually. But he declined to disclose the possible price increase for BS-IV vehicles as the company has not firm up the same.

The company has spent ₹500 crore in BS-IV preparation, including new platforms and its own new technology – iGen6, which will be a combination of its own iEGR (intelligent exhaust gas recirculation) technology, which was used in its BS IV trucks, and SCR (selective catalytic reduction) system.

Kia Motors plans $25 billion investment in future mobility in 6 years

South Korean carmaker, Kia Motors on Tuesday announced its plans to invest US $25 billion (29 trillion won) in new electric vehicles and business diversification worldwide in the next six years.

Kia is adding its K5 sedan and Sorento SUV to the existing electric models Niro and Soul, with the aim to achieve 6.6 per cent pie of the global EV market by 2025, from the current 2 per cent, as per a South Korean news agency.

Kia Motors made the announcement as it aims to transform itself into a leading electric vehicle manufacturer while reducing the ratio of combustion engine vehicles it makes, according to Yonhap News Agency.

During an investor session in Seoul Kia Chief Executive and President Park Han-woo said that the company is taking a bold and preemptive transition in business portfolio.

"We are not simply adapting to changes in the automobile market but adopting innovation to make a leap forward to become a leading player (in next-generation vehicles) through a bold and preemptive transition in business portfolio," Kia Chief Executive and President Park Han-woo.

With this investment, the automaker is targeting to expand its portfolio of all-electric models from the current two to 11 within six years of time span, Yonhap News Agency reported.

As per the South Korean news agency, the company will focus on the domestic market and advanced markets such as the U.S. and Europe, while selectively launching EV models in emerging markets due to a lack of charging infrastructure and subsidies.

It also targets to sell 500,000 electric vehicle and 1 million environmentally friendly vehicles in global markets outside China in 2026.

Besides, the company is also eyeing for a 5 per cent operating profit margin in 2022 and increase it to 6 per cent in 2025 by advancing to new businesses including purpose-built vehicle (PBVs) services and mobility services based on EVs and autonomous vehicles, the agency mentioned.
Govt needs to pump prime the economy to arrest slowdown: Ficci

New Ficci President Sangita Reddy on Tuesday urged the government not to worry too much about the fiscal deficit and try to pump prime the economy by increasing investments to arrest slowdown and accelerate growth.

"We need to infuse capital into the economy. The fact is that there is a slowdown of the GDP but to pump prime economy, adequate capital is really the need of the hour and therefore the preposition which we put forward is that we should not worry for a small expansion in fiscal deficit," she said.

She said that the government should find a mechanism to infuse Rs 1.5 to Rs 2 lakh crore into the economy as it would help spurring consumption.

With the slowdown in economic growth, the government will face difficulty in adhering to the fiscal deficit road map laid down in the FRBM Act.

"With the increased consumption or purchasing power of people, investments and the overall sentiment of the corporate India will improve and this will create a virtuous cycle, which grows the GDP," she told.

When asked whether the government has enough fiscal space to infuse money into the system, Reddy said the government has the space because the fiscal deficit is still under control.

"One mechanism to do this would be to raise money from the RBI," she said, adding the government should also simultaneously pursue disinvestment programme in a time-bound manner.

The government aims to restrict the fiscal deficit to 3.3 per cent of the GDP for the financial year ending March 2020.

If there will be well articulated and executed plan, then the expansion in fiscal deficit will not affect India's ratings, she added.

Further the new president said that there is a need to focus on boosting exports.

"We are only 1.7 per cent of global trade and this is miniscule for country like India and we should ramp this up," she said.

Exports during April-November 2019-20 has dipped by about 2 per cent to USD 212 billion.

On ease of doing business, she said there is more work needs to done by reducing amount of regulation, and further simplification.

"We have improved but definitely there is a more scope," she said.

International News..

CRANFIELD FOUNDRY CELEBRATES THE “FIRST POUR” AND “GRAND OPENING” AT ITS NEW CAST IRON FOUNDRY IN PROBISHTIP, REPUBLIC OF NORTH MACEDONIA

With great pride Cranfield Foundry celebrated its Grand Opening on the 11th of December 2019 in its newly built facility in the city of Probishtip, in the Republic of North Macedonia. It is the largest cast iron foundry that has been built in this country.

Previously, Cranfield had successfully conducted its first test casting of iron at the all-new 8,000 square metres foundry to ensure all systems function properly. During this time, the furnaces were charged, and the molten raw material was poured into a mould for the first time. All systems at Cranfield Foundry performed as expected.

The facility produces grey and ductile iron castings using green sand technology and operates:

- A horizontal line by DISA with mould size of 810x810x700 mm
- Two ABP induction furnaces with melting capacity of 5 tons each.

The total melting capacity of Cranfield Foundry is approximately 13,000 tons per year.

Beside the foundry facility, Cranfield Foundry built a 110/20 kV substation and a transmission line of 1.7 km.

"The first pour and grand opening of Cranfield Foundry are the result of a combination of efforts by our strong local team in North Macedonia, global foundry experts, our suppliers, as well as local and national government officials supporting this investment", said Mr. Dariusz Dziuba, Chief Executive Officer at Cranfield Foundry.
“Getting the Probishtip facility up and running will enable us to produce the best quality grey and ductile iron castings for our customers well into the future. With this foundry located in the Central Balkans, we are now in the best position to serve our customers in fast growing European and Middle East markers in the most efficient way possible”, adds Mr. Dziuba.

**Government Schemes**

**Credit Guarantee Trust Fund for Micro & Small Enterprises (CGTMSE)**

Description: Ministry of Micro, Small and Medium Enterprises and Small Industries Development Bank of India (SIDBI) jointly established a Trust named Credit Guarantee Fund Trust for Micro and Small Enterprises (CGTMSE) in order to implement Credit Guarantee Scheme for Micro and Small Enterprises.

The corpus of CGTMSE is contributed by Government of India and SIDBI. 75% of the loan amount to the bank is guaranteed by the Trust Fund.

Nature of assistance: Collateral free loan up to a limit of ₹ 100 lakh is available for individual MSE on payment of guarantee fee to bank by the MSE.

Who can apply? Both existing and new enterprises are eligible under the scheme.

How to apply? Candidates meeting the eligibility criteria may approach banks / financial institutions, and select Regional Rural Banks which are eligible under the scheme.

Web links are
[www.dcmsme.gov.in/schemes/sccrguarn.htm](http://www.dcmsme.gov.in/schemes/sccrguarn.htm)

For more details, click on the web-link [https://www.cgtmse.in/schemes.aspx](https://www.cgtmse.in/schemes.aspx)

Whom to contact
1) CEO, CGT SME
Ph: 022-61437805
Email: pradeepm@cgtmse.in

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### Notifications/ Circulars

**Ministry of Commerce & Industry, Department of Commerce, DGFT**

Trade Notice No. 46/2019-20, dt. 17.01.2020

Mis-classification goods under ‘Others’ category at the time of Import reg.

**Ministry of Finance, Department of Revenue, CBITC**

Notification No.05/2020 - Customs (NT), dt. 16.01.2020

Exchange Rates Notification No.05/2020-Custom (NT) dated 16.01.2020.

**Ministry of Commerce & Industry, Department of Commerce, DGFT**

Trade Notice No. 55/2015-20, dt. 03.01.2020

One time condonation under the EPCG scheme - Extension till 31.03.2020
[http://dgft.gov.in/sites/default/files/P%20N%2055%20ENGLISH_0.pdf](http://dgft.gov.in/sites/default/files/P%20N%2055%20ENGLISH_0.pdf)

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### Upcoming Indian Events

**68th Indian Foundry Congress & IFEX 2020**

28th, 29th Feb., & 1st March, 2020 - Chennai
[http://ifcindia.net/](http://ifcindia.net/)

**EUROGUSS MEXICO**

10- 12 NOVEMBER 2020
GUADALAJARA, MEXICO
[HTTP://EUROGUSS-MEXICO.COM/](http://EUROGUSS-MEXICO.COM/)

**METAL + METALLURGY CHINA 2020**

Shanghai New International Expo Centre, Shanghai
13. MAY 2020 - 16. MAY 2020

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