

# Govt doubles export tech upgrade grant to ₹1 crore

**ANIL SHARMA**

Jaipur, 25 May

A notification detailing amendments to the Rajasthan Export Promotion Policy 2024 has been issued in line with Chief Minister Bhajan Lal Sharma's announcement, said Nilabh Saxena, commissioner of the industries and commerce department.

"The maximum grant for technological upgradation under the policy has now been raised from ₹50 lakh to ₹1 crore," Saxena said, adding that the move will provide further incentives to exporting entrepreneurs and help industries adopt modern technology in

line with global competitive standards. "This will enhance both production capacity and product quality," he added.

The Chief Minister had announced the change during a discussion on the Finance and Appropriation Bill for the State Budget 2026-27. He had unveiled the Rajasthan Export Promotion Policy on December 4, 2024, following which the department issued an official notification on December 8, 2024.

"Introduced to transform the state's entrepreneurs into exporters, the policy provides financial assistance of up to ₹5 lakh for documentation and up to ₹1 crore for technological

upgradation," Saxena said.

The policy also offers grants of up to ₹3 lakh for participation in international events and reimbursements of up to ₹2 lakh for fees paid to e-commerce platforms.

As part of this push, the department earlier moved the application process for three key policies online. In February, the One District One Product Policy, 2024, the Rajasthan Export Promotion Policy, 2024, and the Rajasthan MSME Policy, 2024 were made fully online, allowing applications through SSO IDs and the e-Mitra portal. The SSO ID is the state government's single sign-on system.

Business Line Dt: 27/05/26.

# Share of petroleum products in total exports slips to 8.8% in FY26

**Rishi Ranjan Kala**  
New Delhi

The share of petroleum products in India's gross exports fell to 8.8 per cent in FY26 on a provisional basis, which is the lowest share of the sector in more than 10 years, barring the Covid-impacted FY21.

According to the Petroleum Planning and Analysis Cell (PPAC), the share of the petroleum sector in India's total exports stood at 8.8 per cent in FY26 compared to 10.1 per cent in FY25 and 10.9 per cent in FY24.

Exports of petroleum products declined by 5.5 per cent y-o-y in FY26 mainly on

account of a fall in the outbound shipments of diesel and jet fuel, the Oil Ministry's data processing arm pointed out.

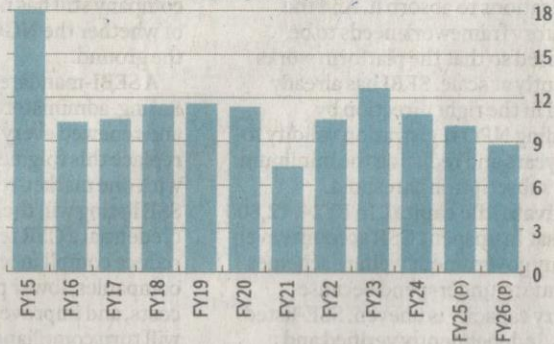
**DIESEL EXPORTS DOWN**  
Diesel exports fell by 2.5 per cent y-o-y to 27.32 mt (provisionally) in FY26. This was the third consecutive year of decline in diesel exports.

Similarly, export of aviation turbine fuel fell by a steep 20.35 per cent to 6.81 mt. Outbound shipments of jet fuel also declined for the third year in a row in FY26.

However, exports of petrol rose by 5.31 per cent y-o-y to 16.67 mt in FY26. Motor spirit exports rose for the third consecutive year in

At new low

Share of petroleum products in gross exports (%)



(P): Provisional Source: Petroleum Planning & Analysis Cell (PPAC)

FY26. Analysts attribute the fall in outbound shipments to sanctions by the European Union on products pro-

cessed from Russian crude oil in third countries, sanctions by the US on Russian oil giants Rosneft and Lukoil,

rising domestic demand and refinery maintenance. Recently, Crisil in a commentary anticipated that India's oil trade deficit is set to balloon anew in the current financial year. Over the years, while the volume of imports have trended up, exports of refined petroleum products have been flattish, barring the surge after the Covid-19 pandemic, it pointed out.

## POL EXPORTS

From FY24, the pressure on oil trade deficit exacerbated because exports of refined petroleum products fell for two consecutive fiscals, even as oil imports continued to rise, it added. The world's fourth largest refiner exper-

ted 61.5 million tonnes (mt) of refined products worth \$38.8 billion in FY26, compared to 65.1 mt worth \$44.4 billion in FY25. India exported 62.6 mt of POL (petroleum oil and lubricants) worth \$47.7 billion in FY24.

"Consequently, the oil trade deficit in dollar terms rose, despite crude oil prices trending down in that period. This was a break from the past when the deficit used to narrow as crude oil prices fell. And now, with prices rising, the oil trade deficit is expected to be even higher this fiscal. We expect the price of Brent crude to average \$90-95/barrel in FY27 from \$70.3 last fiscal," Crisil said.

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# Despite US tariffs, gherkin exports surge to a record high of \$307 million in FY26

**Vishwanath Kulkarni**

Bengaluru

Gherkin exports touched a new high both in value and volume during 2025-26 as key buyers, such as Germany, Russia and Canada, scaled up purchase of the pickled cucumbers. The record exports are despite the tariff issue hurting shipments to the US, the largest buyer, and sluggish off-take by key European buyers such as Spain and France.

## VOLUME RISE

The gherkin export value during 2025-26 was a tad higher at \$307.61 million over \$306.72 million the previous year.

However, the volume was

## Record shipments

(India's Gherkin and Cucumber exports)

Year	Quantity (lakh tonnes)	Value (\$ million)
2025-26	3.145	307.61
2024-25	2.895	306.72
2023-24	2.442	256.58
2022-23	2.276	218.74
2021-22	2.175	199.46

Source: DGCIS

up by 8 per cent at 3.14 lakh tonnes against 2.89 lakh tonnes.

GM Vinod, President, Indian Gherkin Exporters Association, attributed the growth in value to the appreciating trend in currencies such as the dollar and euro.

Though exports to the US, the largest buyer, were impacted due to tariff issues initially, shipments picked up

after the issue was resolved, he said.

## SPAIN, FRANCE OFFTAKE DOWN

As per DGCIS data, gherkin exports to the US were down by 27 per cent in value at \$53.61 million during FY2025-26 over the previous year's \$73.51 million.

In volume, exports to the US declined 23 per cent to 52,768 tonnes from 68,376 tonnes a year ago.

Also, the off-take from key European buyers Spain and France was lower during the year due to higher domestic stocks, Vinod said.

However, buyers such as Germany, Russia, Canada and the Netherlands increased their purchases from India.

After the US, Germany is the second largest buyer of Indian gherkins with volumes of 35,070 tonnes (29,097 tonnes during 2024-25) valued at \$40.09 million (31.79 million).

Exports to Russia, the third largest buyer, increased to 43,627 tonnes (28,598 tonnes), valued at \$31.76 million (\$25.28 million).

India exports gherkins both in bulk and bottled form. The production and processing of gherkins is concentrated largely in Karnataka, Tamil Nadu and Andhra Pradesh.

Gherkins are produced under a contract farming model with farmers and most of the produce is exported as the pickled cucumber has a negligible domestic market.

# Honda scales back on export, to focus on domestic market

NITIN KUMAR  
New Delhi, May 26

**AT A TIME** when exports of India-made passenger vehicles are witnessing robust growth, Japanese automaker Honda Cars India is shifting its focus toward the domestic market while accelerating plans to bring fully built imported models into the country.

The company's exports declined sharply in FY26, falling 56% to 26,485 units from 60,229 units in the previous financial year. This comes even as overall passenger vehicle exports from India rose 17.5% to 905,200 units in FY26, compared with 770,394 units in FY25.

Honda's export decline stands in contrast to the performance of other Japanese automakers operating in India. Maruti Suzuki reported exports of 443,825 units in FY26, up 35% from 330,081 units in FY25, while Toyota Kirloskar Motor exported 38,974 units during the year, a 41% increase from 27,640 units in FY25.

Honda Cars India President and CEO Takashi Nakajima indicated that the company's strategy now prioritises the domestic market over exports. "Exports are a second priority. The first priority is the Indian market," he said.

The company added that while export shipments will continue to select markets, including Japan and other regions, India's production base will primarily be aligned with domestic demand and capacity

## SHIFTING GEARS

■ Japanese automaker plans to accelerate imports of completely built units into India

■ First such model, the Honda ZR-V e:HEV, was launched last week as a CBU imported from Japan

■ Export shipments will continue to select markets

■ India's production base will primarily be aligned with domestic demand



utilisation requirements.

Instead, the Japanese automaker plans to accelerate imports of completely built units (CBUs) into India, primarily from Japan. Of the 10 models planned for the Indian market, the company said there will be a mix of imported vehicles and locally assembled products. The first such model, the Honda ZR-V e:HEV, was launched last week as a CBU imported from Japan.

The move marks a departure from Honda's earlier strategy, under which exports were positioned as a key pillar of the company's business and revenue plans. In September 2025, Honda Cars India crossed cumulative exports of 200,000 units. At the time, Kunal Behl, vice president, marketing & sales, Honda Cars India said the milestone reflected the grow-

ing global acceptance of India-made Honda vehicles.

"Exports are an integral part of HCIL's business and revenue strategy, and we remain committed to strengthening this area going forward. We are dedicated to the 'Make in India' initiative, serving both our domestic market and global customers," Behl had said.

Sources said the company's stronger export performance in earlier years was partly driven by global production scheduling adjustments involving Japan, which have since changed.

Over the years, Honda Cars India has exported vehicles to 33 countries. Japan accounted for 30% of total exports, followed by South Africa and Southern African Development Community nations at 26%, Mexico at 19%, and Turkey at 16%.

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# Woodfield to export first India-made LNG marine loading arm

**Avinash Nair**

Ahmedabad

Woodfield Systems, a 103-year-old British engineering company known for manufacturing LNG marine loading arms, is set to ship its first India-made LNG marine loading arm from its facility near Mumbai, marking a significant shift in production of the critical liquefied natural gas (LNG) equipment from the UK to India.

The company, on Tuesday, said it has successfully manufactured India's first LNG marine loading arm at its Asangaon facility, using the

British firm's design expertise and intellectual property along with Indian manufacturing infrastructure.

The equipment, which was earlier manufactured only in the UK, will now be produced in India following the company's acquisition by an Indian promoter group in 2024.

The first India-manufactured LNG marine loading arm is being shipped to a leading oil and gas company in West Asia, while a second unit is scheduled for testing by June 10. Woodfield Systems said it expects the India-made LNG marine loading arm business to generate



revenues of \$20-30 million (₹193-290 crore) by FY27.

## **COST ADVANTAGE**

Woodfield said manufacturing in India offers a 30-40 per cent cost advantage compared to the UK, depending on equipment size, making

the shift commercially significant for global competitiveness. LNG marine loading arms are considered highly-specialised critical equipment used for transferring LNG between shore terminals and LNG carriers. The systems have traditionally

been dominated by European manufacturers because of the engineering precision and safety standards involved.

Each LNG marine loading arm is estimated to cost \$1.2-1.5 million (₹11.6-14.5 crore). "Because of the costs involved in manufacturing in the UK, the kind of market share that we wanted was not doable. That is why the company decided that even the critical technologies and equipment must be moved to India to start manufacturing," Kartik Gala, CEO and one of the promoters of Woodfield Systems, told *businessline*.

Business Like Dt: 28/08/21

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# Carraro India bets on premium tractors, construction exports

**Amit Vijay Mohile**

Mumbai

Pune-based Carraro India is preparing for its next phase of growth by expanding axle capacity, scaling manufacturing infrastructure and deepening its presence in premium four-wheel-drive (4WD) tractors, construction equipment exports and electric driveline systems, as the company increasingly transitions from a traditional tractor-component supplier into a higher-value off-highway engineering platform.

The company's investor presentation indicates that Carraro plans to fund much of its next growth cycle through internal accruals, improving return ratios and operating leverage rather than aggressive balance-sheet expansion.

Operating cash flow nearly doubled to ₹155.8 crore in FY26 from ₹76.3 crore in FY25, while debt-equity improved to 0.27x from 0.62x in FY22.

"FY26 was a strong and encouraging year for Carraro India, with the company delivering healthy growth across both domestic and export markets," said Managing Director Balaji Gopalan.

## PREMIUMISATION

Carraro India's profit after tax surged 48 per cent to ₹130.6 crore in FY26, while EBITDA rose 33 per cent to ₹247.5 crore, with margins improving to 10.8 per cent from 10.2 per cent a year ago. The March quarter remained particularly strong, with revenue climbing 37 per cent to ₹614.2 crore and PAT jumping 76 per cent to ₹41.7 crore.



Balaji Gopalan,  
MD, Carraro India

According to the presentation, India's 4WD tractor market is projected to grow at a 23 per cent CAGR through 2029, sharply outpacing the expected 2.8 per cent CAGR growth in the traditional 2WD segment.

"Demand towards larger axles and transmissions with higher power and higher technological specifications will result in higher volume growth," the company said.

## EXPORT PUSH

Construction vehicle revenue rose 31 per cent to ₹983.7 crore in FY26, significantly faster than agricultural equipment revenue growth of 19 per cent. Construction vehicles now account for 43.6 per cent of Carraro India's revenue mix, nearly matching the 45.2 per cent contribution from agricultural tractors.

Exports rose 37 per cent to ₹812.5 crore during FY26, compared with 19 per cent growth in domestic revenues. "Exports remained a key growth driver, supported by sustained momentum in construction equipment," Gopalan said.

## FY27 EXPANSION

Carraro is now scaling manufacturing capacity ahead of the anticipated demand growth, including increasing axle capacity, alongside new

assembly lines, warehouse additions and heat-treatment facilities planned across its Pune operations for FY27 and beyond.

Its driveline plant operated at nearly 80 per cent utilisation during FY26, while gear manufacturing utilisation stood at nearly 76 per cent, indicating relatively high loading levels ahead of the next capex cycle. Carraro is also positioning itself in electric off-highway mobility technologies. The company signed a ₹17.5 crore engineering services agreement with Montra Electric for industrialisation and supply of e-transmissions for electric agricultural tractors and has already received prototype orders for field validation.

The company is increasing localisation and supplier diversification to improve supply chain resilience.

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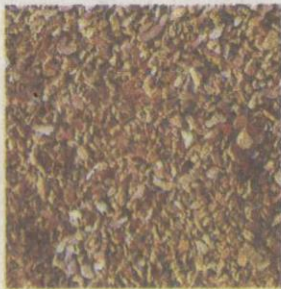
# Red Sea crisis, price competition hit oilmeal exports

**Our Bureau**  
Mangaluru

Oilmeal exports declined to 37.68 lakh tonnes (lt) during 2025-26 from 43.42 lt in 2024-25, registering a drop of 13.22 per cent. In value terms, exports fell to ₹9,340 crore in 2025-26 from ₹12,171 crore in 2024-25.

BV Mehta, Executive Director of the Solvent Extractors' Association of India (SEA), said oilmeal exports continued to face significant market and logistical challenges, adversely affecting export realisations and profitability.

The key issue is the severe disruption in the Red Sea shipping route. The disruptions have sharply increased freight costs. Additionally, intense price competition from South American and



China remained the largest importer of Indian oilmeals, driven by tariffs on Canadian canola products

European suppliers also impacted oilmeal exports from India.

Stating that the geopolitical conflicts had forced shipping companies to bypass the Red Sea route, he said taking a detour around the Cape of Good Hope added 10-15 days to shipping journeys. This has created con-

tainer shortages and inflated freight costs.

Approximately 20 per cent of India's oilmeal (destined for West Asia) and 15 per cent (destined for Europe) are vulnerable to these logistical delays and costs.

## UNCOMPETITIVE

He said Indian soybean meal exports remain uncompetitive globally due to price disparities with major producers such as Argentina and Brazil. Further, domestic livestock feed makers have increasingly shifted towards cheaper alternatives, such as DDGS (a byproduct of ethanol), at the expense of soybean meal and other oilmeals.

Mehta said the domestic high price of soybean and the drop in crushing activity had led to lower shipping volumes.

He said India's oilmeal ex-

ports to China reached 8.78 lakh tonnes during FY26. This was largely driven by price competitiveness for the rapeseed meal and China's restriction on Canadian canola. A major driver of India's exports was China's 100 per cent tariff on Canadian rapeseed/canola meal.

South Korea became the second-largest importer of Indian oilmeals during FY26. India exported 3.5 lt of oilmeal to South Korea.

Though Bangladesh is one of the key importers of Indian soybean and rapeseed meal, the export volume reduced nearly 50 per cent in 2025-26 due to political disturbances in the neighbouring country.

The other importers of Indian oilmeal include Kenya (1.87 lt), Germany (1.78 lt), Nepal (1.67 lt) and France (1.37 lt).

Business Line Dt: 29/05/26

# Engineering goods exports rise 8.8% in April despite fall in shipments to UAE, Saudi Arabia

Our Bureau  
New Delhi

The country's exports of engineering goods to West Asia in April, particularly to the UAE and Saudi Arabia, declined significantly as the US and Israel's war with Iran disrupted shipping, but overall exports from the sector posted an 8.78 per cent growth (year-on-year) to \$10.35 billion, per data shared by the Engineering Export Promotion Council (EEPC).

"Among the top exporting countries, exports to the US, the UK and Germany increased in April 2026 but shipments to the UAE, Singapore and Saudi Arabia continued to drop," according to an EEPC India analysis shared

## MIXED BAG

- Exports to North America increased 7.1% to \$2.14 billion and to EU rose 13% to \$1.87 billion
- Exports to West Asia and North Africa fell 18.1% to \$1.10 billion
- Shipments to Asean were down 7% to \$1.07 billion



on Thursday. During the month, exports to North America increased 7.1 per cent to \$2.14 billion, while exports to the EU rose 13 per cent to \$1.87 billion.

Exports to WANA (West Asia & North Africa) in April 2026, however, declined 18.1 per cent to \$1.10 billion, while shipments to Asean,

too, fell 7 per cent to \$1.07 billion.

"The demand in the WANA region has declined mainly due to drop in exports to the UAE (37.1 per cent dip in April 2026 to \$339.23 million) and Saudi Arabia (9.7 per cent fall to \$356.17 million)...as both the countries faced significant challenges

due to regional conflicts," the report noted. Saudi Arabia's Purchasing Managers' Index contracted for the first time since 2020 in March 2026, while the UAE faced challenges as a transshipment hub that relies heavily on key shipping routes, which have been affected by conflicts.

However, within the region, exports to Oman increased, which is a positive indicator, especially due to the recently signed India-Oman CEPA, the report highlighted.

## POSITIVE INDICATOR

Within the region, exports to Oman increased, which is a positive indicator, especially given the recently signed India-Oman CEPA, the report noted.

"Indian exporters are also facing stiff competition from Chinese suppliers and even Russian suppliers at some instance," it added.

On the brighter side, engineering goods exports to the US, India's top market, rose 4.9 per cent in April 2026 to \$1.74 billion.

Exports to the UK, too, increased sharply by 40.8 per cent to \$471.94 million, while shipments to Germany rose 27.8 per cent to \$426 million.

## FTA PUSH

EEPC India Chairman Pankaj Chadha said that India has signed a slew of FTAs with major partners, but the industry needs to understand the key challenges to market access in these countries to make the most of these deals.

Business Line. Dt:- 29/05/26

# China allows fresh urea exports amid Iran war-fuelled fertilizer crisis

Reuters

Beijing

China has issued export quotas for urea fertilizer, sources with direct knowledge of the matter said, a move that could help ease soaring global prices for one of the world's most widely used crop nutrients after supply disruptions linked to the Iran war. One of the world's largest fertilizer exporters, China banned exports of many categories in March to protect domestic farmers from the surge in prices triggered by the closure of the Strait of Hormuz, through which a large share of global fertilizers and their inputs normally flow.

Urea exports are managed by a quota system and the issuance of quotas is a signal



authorities are confident there is enough supply domestically to release some for export.

## NOTIFICATION

Two Chinese urea producers confirmed to *Reuters* that they had received export quotas but declined to provide further details. An Indian importer also said the Chinese government had issued a notification permit-

ting urea exports, though no specifics were disclosed. China's General Administration of Customs and National Development and Reform Commission did not immediately respond to requests for comment. Domestic urea prices in China remain well below international levels and new export quotas are likely to be welcomed in particular by India, which imported more than 40 per cent of its urea, a nitrogen-based fertilizer, and di-ammonium phosphate, a widely used phosphate-based one, from West Asia last year. In March, India asked China to allow the sale of some urea cargoes as the US-Israeli war on Iran disrupted gas supplies and threatened fertilizer production, *Bloomberg News* reported.

# Ashok Leyland Looks Beyond Middle East to Drive Exports

**Shally Seth Mohile**

**Mumbai:** Ashok Leyland is betting down on exports and new markets such as Indonesia even as geopolitical disruptions in the Middle East threaten to slow demand in one of its key overseas regions, vice chairman Dheeraj Hinduja said after the company posted record quarterly and annual earnings for FY26.

The commercial vehicle maker said it remains confident of sustaining growth momentum despite near-term uncertainty stemming from the Iran conflict, rising commo-



modity prices and supply chain pressures.

"We had seen some disruption in activity in the Middle East towards the second half of March and even had to fly back some team members. But things have come back

**We moved from selling 11,000 export vehicles to over 18,000 last year. Our goal is to first reach 25,000 and eventually 50,000 units**

**DHEERAJ HINDUJA**  
Vice chair, Ashok Leyland

once again and production has restarted," Hinduja told ET. "People have learned to live with a new type of normalcy."

Ashok Leyland derives annual exports of 4,000-5,000 vehicles from the Middle East. While the

company expects some softness in the initial months, it is aggressively expanding into Southeast Asia to diversify risks.

Indonesia, which Hinduja described as strategically important for Ashok Leyland's global ambitions, is emerging as a major focus market alongside the Philippines and Malaysia.

"We moved from selling 11,000 export vehicles to over 18,000 last year. Our goal is to first reach 25,000 and eventually 50,000 units," he said, adding that the ASEAN region offers strong potential for trucks as well as electric buses.

# China tightens hold over India's imports for new-age sectors

SAURAV ANAND

New Delhi, May 28

**INDIA IS SEEKING** to diversify its sourcing network for new-age manufacturing, for which it has set ambitious targets. But China's grip over India's clean-energy and advanced manufacturing supply chain is only getting stronger.

The northern neighbour controls more than 84% of India's lithium-ion battery imports, 78% of permanent magnet supplies and over half of lithium carbonate imports. This sets the context for India's newly signed critical minerals framework with the United States.

India's imports of selected critical minerals and rare earths rose 6.45% year-on-year to \$521.75 million in FY26 from \$490.12 million in FY25 as demand accelerated from electric mobility, battery storage systems, semiconductors, electronics and renewable energy manufacturing.

The India-US critical minerals framework signed on May 26 seeks to gradually reshape supply chains across mining, refining, processing, recycling and strategic investments as both countries attempt to build "trusted" alternatives to China-dominated networks. The scale of China's dominance remains particularly visible in downstream manufacturing ecosystems that determine global clean-energy economics.

Permanent magnets -- critical for EV motors, wind turbines, electronics and defence systems -- remained India's largest import category among selected critical minerals at \$221.66 million in FY2026, up from \$206.26 million in FY2025. China alone accounted for 78% of imports, while the US contributed just 1%. In rare earth metals, India imported \$3.44 million worth during FY2026, with China accounting for 68% of supplies and Japan 27%. The US share remained only 1%.

An analysis by Rubix Data Sciences showed China accounted for more than 84% of India's lithium-ion battery

## SUPPLY RISK



■ China controls 84% of India's battery imports

■ China supplies 78% of India's permanent magnets

■ Over half of lithium carbonate imports come from China

■ India-US critical minerals pact signed on May 26

■ Pact seeks alternatives to China-led supply chains

■ India's critical minerals imports rose 6.45% in FY26

■ EVs & renewables drove import demand higher

imports during FY2026, underlining India's dependence not only on raw materials but also on processed battery ecosystems and integrated manufacturing supply chains.

In lithium carbonate -- a key battery raw material used in EV and storage batteries -- India imported \$12.64 million worth during FY2026. China controlled 51% of supplies, while the US accounted for 14%, making it one of the few categories where America already has a visible presence in India's import basket. Lithium hydroxide imports rose to \$25.49 million in FY2026 from \$23.29 million in FY2025. Argentina accounted for 33% of imports, Belgium 23%, China 16% and the US only 1%.

Imports of germanium and other strategic metals increased to \$87.68 million from \$76.93 million a year earlier. China accounted for 33% of supplies,

South Korea 14% and Russia 11%, while the US share remained at 2%. Rare earth compounds imports more than doubled to \$23.03 million in FY2026 from \$11.18 million in FY2025. Japan accounted for 44% of supplies, South Korea 19%, China 16% and the US 3%.

India also imported \$83.77 million worth of rare earth ores and concentrates during FY2026, with the UAE supplying 49%, China 28% and the US only 1%.

Queries sent to the Ministry of Mines on how the India-US critical minerals partnership could help reduce India's dependence on concentrated supply chains remained unanswered till press time.

Tushar Bhaskar, President at Rubix Data Sciences, said the India-US framework was more about diversification and strategic resilience than replacing China immediately. "China currently controls about 60% of global rare earth reserves and processes nearly 90% of global supply, giving it overwhelming leverage in downstream sectors such as permanent magnets, EV batteries and clean-energy technologies," Bhaskar said. "The significance of the pact lies more in diversification and strategic resilience than in replacing China outright," he added.

India currently produces only four critical minerals -- copper, graphite, phosphorus and titanium -- because of limited exploration, weak infrastructure, and a lack of advanced processing technologies.

Rajib Maitra, Partner at Deloitte India, said India and the US could leverage complementary strengths across mining, processing, refining and downstream manufacturing over the next decade.

"A key initiative is the launch of the National Critical Mineral Mission with an outlay of ₹34,300 crore, while the Ministry of Heavy Industries has launched a dedicated ₹7,280-crore scheme to promote manufacturing of sintered rare earth permanent magnets," Maitra said.

# Govt cuts export duties on petrol, diesel, jet fuel

FE BUREAU  
New Delhi, May 31

THE GOVERNMENT HAS announced a fresh revision in export duties on petroleum products, sharply reducing the levy on aviation turbine fuel (ATF) and petrol while moderating the levy on diesel shipments. The move follows significant improvement in domestic crude oil stocks over the last few days, allaying concerns about a possible shortage.

Petroleum products are a major item in India's export basket. Under the new structure, the export duty on petrol has been brought down to ₹1.5 per litre (Special Additional Excise Duty

## DUTY CHART

■ Export duty on petrol has been brought down to **₹1.5/litre**

■ The duty was **₹3/litre**

■ Export duty on diesel has been reduced to **₹13.5/litre**

■ It was at **₹16.5/litre** earlier

■ ATF will now attract a duty of **₹9.5/litre** down from **₹16/litre**



of ₹1.5 and nil Road and Infrastructure Cess). The duty was ₹3 per litre when first imposed on May 15.

The total export duty on diesel has been reduced to ₹13.5 per litre from ₹16.5 per litre ear-

lier. ATF will now attract a duty of ₹9.5 per litre (SAED only), down from ₹16 per litre. The revised rates will come into effect from Monday.

The government had introduced these export duties in late

March to discourage exports and ensure adequate domestic availability of petroleum products amid supply uncertainties triggered by the West Asia crisis.

The rates are reviewed every fortnight based on average international prices of crude oil and refined products. The rates are prescribed based on the average international prices of crude oil, petrol, diesel and ATF prevailing during the period since the last review, the officials said.

Following a steep hike in mid-April that took diesel duty to as high as ₹55.5 per litre and ATF to ₹42 per litre, the government has been steadily moderating the levies through May.