



Indian Diesel Engine Manufacturers Association (IDEMA)

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About IDEMA



- Diesel Engine manufacture started in India in 1947, IDEMA started in 1967
- IDEMA represents - **stationary and non-road** use Internal Combustion Engine (ICE) Industry
- IDEMA works proactively with government to develop legislation on emission, safety, fuel efficiency, and such.

Mission

To be the acknowledged voice of the Internal Combustion Engine industry in India, and thereby, be called upon by regulatory agencies and user industry for open and fair dialogue. And, be the credible source of information, affecting ICE industry.

Members

32 ICE manufacturers, and 4 major importers

IDEMA's Dialogue Partners



Government Agencies

- Central Pollution Control Board (CPCB, www.cpcb.nic.in) under **Ministry of Environment and Forests**
- Automotive Research Association of India (ARAI, www.araiindia.com) under **Ministry of Heavy Industries and Public Enterprises**
- Bureau of Indian Standards (BIS, <http://bis.org.in>) under **Ministry of Consumer Affairs**
- Bureau of Energy Efficiency (BEE, <http://www.bee-india.nic.in>) under **Ministry of Power**
- **Ministry of Surface Transport** (<http://morth.nic.in>)

User Industry Associations

- Society of Indian Automobile Manufacturers (SIAM)
- Indian Earthmoving & Construction Industry Association Ltd (IECIAL, www.iecial.com)
- Diesel Generating Set Manufacturers Association
- Tractor Manufacturers Association (TMA)
- Indian Generator Manufacturers Association
- Genset Manufacturers Association

Market Information

(IDEMA Members, year ending March 31, 2010)



	Units	Value (INR Cr.)
Domestic Sales	554,000	10,200 +
Exports Sales	20,000	750
Imports Sales	16,000	60
Total	590,000	11,000 +
Direct Employees	12,000	

Strengths



- Wide Range is manufactured : 4 to 11,000 hp range
- Large Supplier base in country
- Variety of uses : Agri Machinery, Generating Sets, Construction Machinery, Marine, Defense, etc.
- Several Fuel options : High Speed Diesel, Heavy Fuels, Compressed Natural Gas (CNG), Liquefied Petroleum Gas (LPG) and Bio-diesel blends up to B100
- Research in country for cost effective technology
- Today's diesel engines emit lesser CO₂ as compared to petrol engines.
- Service Network that reaches remote corners of the country
- Large wide spread employment generation

Challenges



Fuel Roadmap

Capability exists to develop technology to meet emission and fuel economy expectations. Progress depends on fuel quality.

- Ministry of Petroleum and Natural Gas (MoPNG) not committing fuel quality roadmap for low sulphur fuel.
- We need **1 country - 1 fuel** to deploy one technology solution economically.
- After MoPNG's road map is committed, engine industry will deliver road map of emission regulations for Auto, Genset, Industrial, Tractors and other applications.

Dealing with Multiple Ministries

Industry has to deal with multiple ministries. Can one ministry be assigned ?

Lax Control on Imports

Engines used for other than stated application to get around emission regulations.
e.g., pump engine and used for genset, CNG engine used as a petrol engine

And, opportunity



- Africa and Middle East is huge market for ICEs.
- Industry has right technology at prices affordable to these markets.
- Western manufacturers find it difficult to meet price targets.

Exports can grow dramatically creating jobs in manufacturing sector.

Government to include in focused product list for exports

More on IDEMA @
<http://idema.org.in>