MINT, Delhi, 10.6.2025
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All clean mobility equal before PMO

EV cos averse to sharing sops; hybrid firms see space for both

Manas Pimpalkhare & Utpal Bhaskar

NEW DELHI

The Prime Minister's Office (PMO) believes the Centre needs to support all clean-fuel vehicles, including hybrids, even as a rift widens in the Indian auto industry over hybrids being put on par with pure electric vehicles (EVs).

The stand, confirmed by two top government officials, comes after makers of electric and hybrid vehicles sought the Centre's favour after several states proposed incentivizing electric, hybrid and CNG vehicles equally.

"I do not understand why there is so much lobbying. State policies may differ, but the central government has supported both EVs and hybrids in clean mobility schemes. It cannot be that you incentivize one and not the other. The idea is to help all forms and all clean fuels," one of the two officials said on the condition of anonymity.

The incentives for EVs and hybrids are aimed at reducing the country's fuel imports and carbon emissions. "All clean mobility initiatives which contribute to this have been incentivized so far, and will continue to be so," the second official said, also on the condition of anonymity.

Mint reported on 6 June, quoting Union heavy industries minister H.D. Kumaraswamy, that the government would continue to support all forms of clean mobility, including hybrid vehicles.

In the past too, the Centre supported hybrids and EVs alike in various subsidy schemes, including the second iteration of the Faster Adoption and Manufacturing of (Hybrid &) Electric Vehicles in India (FAME

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MINT

CLEAN SWEEP

PLUGGED IN

AUTO industry differs on equal incentives for EVs and hybrids

EV makers worry hybrid parity will hurt EV adoption goals

EV, hybrid sales show growth, supporting diverse clean mobility

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EVs, hybrids or CNG, all clean mobility equal before PMO

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India), which ran from 2018-19 to 2023-24.

Eventually, support for clean-fuel cars was removed under the PM E-Drive scheme (2023-24 to 2025-26). However, it continues to incentivize pure electric buses and electric and hybrid ambulances.

Still, the Union government will continue to support policies to promote clean mobility through all possible means, including EVs, hybrid vehicles, as well as vehicles running on CNG and LNG, the officials cited above said.

India's major EV makers include Tata Motors Ltd, Mahindra & Mahindra Ltd, Hyundai Motor India Ltd, Kia India Pvt. Ltd, and JSW MG Motor India Ltd. The hybrid carmakers are led by Maruti Suzuki India Pvt. Ltd, Honda Cars India Ltd, and Toyota Kirloskar Motor Pvt. Ltd.

"Tata Motors believes that government incentives should be directed towards promoting zero-emission technologies such as EVs by bridging funding gaps, developing enabling infrastructure, and accelerating innovation to help them reach scale and maturity. Hybrid is an incremental and mature ICE technology, which is commercially viable and faces no funding or adoption barriers that typically warrant government support," a spokesperson said in an emailed statement.

The spokesperson added that hybrids use fossil fuels, resulting in PM2.5, CO2, and other tailpipe emissions like any other ICE vehicles.

Rahul Bharti, senior executive officer, corporate affairs, Maruti Suzuki, countered that strong hybrid EVs reduce CO2 emissions by 25% to 31% over pure petrol vehicles and increase energy efficiency by 36% to 44%, but they still have a viability gap.

"So, the tax cannot be the same for a strong hybrid and a pure petrol/diesel vehicle. Data shows that wherever SHEVs have been incentivized, the sales of BEVs have not fallen at all; on the contrary, they have gone up. SHEVs will help reduce pure diesel/petrol cars, and that is in the national interest," he added.

Centre will continue to back policies to promote clean mobility by all means. ISTOCKPHOTO

Queries emailed on 5 June to the PMO, on 6 June to Mahindra & Mahindra, Hyundai Motor India, Kia India, JSW MG Motor, Honda Cars, and Toyota Kirloskar Motor, and on 7 June to the heavy industries ministry, remained unanswered.

Mint reported on 24 April that the Delhi government had proposed to grant hybrid cars the same benefits as fully electric ones. The draft of the Delhi Electric Vehicles Policy 2.0 seeks to waive road tax and registration fees on electric cars priced up to ₹20 lakh ex-showroom and extend the benefit to strong hybrid EVs (and plug-in hybrid EVs with a similar price cap as well.

Uttar Pradesh was the first state to waive these charges for hybrid vehicles in July 2024.

On 4 June, the Commission for Air Quality Management (CAQM) directed commercial vehicle operators to include "clean" vehicles, including hybrids, in their fleets.

India's EV market was valued at $54.41 billion in 2025, and the hybrid market at about $0.53 billion, according to market research company Mordor Intelligence. While hybrid sales rose about 12% year-on-year to 365,024 in 2024-25, pure EV sales rose 17% to 1,967,313, showed data from the central government's Vahan portal.

The share of non-conventional fuels has increased to a fifth of total passenger vehicle volumes, as against less than 5% five years ago, said Srikumar Krishnamurthy, senior vice-president and co-group head, corporate ratings, Icra Ltd.

"Specifically, hybrids have seen better acceptance in the last one and a half years as they reduce carbon emissions while managing to achieve good ranges. While hybrids at this stage are a stop-gap solution as EV infrastructure is yet to mature, they are also playing a strategic role in achieving sustainability and with more product launches and better product quality, it has become more popular."

manas.pimpalkhare@hindustantimes.com

For an extended version of this story go to livemint.com.

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All clean-fuel vehicles are equal before PMO

Makers of electric vehicles had complained about incentives for hybrids

Manas Pimpalkhare & Utpal Bhaskar
manas.pimpalkhare@livemint.com

The incentives for EVs and hybrids are aimed at reducing the country's fuel imports and carbon emissions. MINT

NEW DELHI: The Prime Minister's Office (PMO) believes the Centre needs to support all clean-fuel vehicles, including hybrids, even as a rift widens in the Indian auto industry over hybrids being put on par with pure electric vehicles (EVs).

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The incentives for EVs and hybrids are aimed at reducing the country's fuel imports and carbon emissions. "All clean mobility initiatives which contribute to this have been incentivized so far, and will continue to be so," the second official said, also on the condition of anonymity.

Mint reported on June 6, quoting Union heavy industries minister H.D. Kumaraswamy, that the government would continue to support all forms of clean mobility, including hybrid vehicles. In the past too, the Centre supported hybrids and EVs alike in various subsidy schemes, including the second iteration of the Faster Adoption and Manufacturing of (Hybrid &) Electric Vehicles in India (FAME India), which ran from 2018-19 to 2023-24.

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CONSUMERS STEERING TOWARDS SAVINGS

Petrol's Popularity Runs Out of Gas in FY25 as CNG Surges

At 19.5%, CNG's market share more than triples in 5 years, pulling ahead of diesel

Sharmistha Mukherjee

New Delhi: Car buyers in India are increasingly opting for compressed natural gas (CNG)-powered vehicles amid high fuel prices and increased choices in a sluggish market.

The share of CNG models in total passenger vehicle sales more than tripled in five years to 19.5% last fiscal—pulling ahead of diesel cars—from 6.3% in 2019-20.

The share of petrol cars fell sharply to 57.7% from 76.3% during the same period, attesting this pronounced shift, while diesel car sales have remained largely constant at about 17-19% in this period, shows data from industry body Society of Indian Automobile Manufacturers (SIAM).

TaMo to Invest up to ₹35k cr in PV Business in 5 Years ▸▸ 14

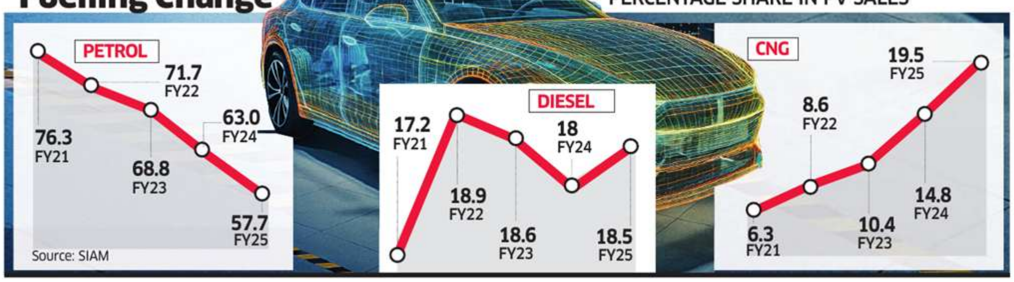
And in the ongoing fiscal, for the first time, more than one million CNG cars, sedans and SUVs are expected to be sold—an increase of about 20% over 839,000 units sold in FY25. This while total car sales are expected to inch up by 1-2% in FY26, according to industry estimates.

"This is one category which has surprised everyone," said Vivek Srivatsa, chief commercial officer at Tata Passenger Electric Mobility (TPEM) who also oversees Tata Motors' PV (internal combustion engine) operations.

Wide Range of Product Offerings ▸▸ 5

Fuelling Change

PERCENTAGE SHARE IN PV SALES



Source: SIAM

ECONOMIC TIMES, Delhi, 10.6.2025
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Wide Range of Product Offerings

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"It is growing in a robust manner, with availability improving," according to TPEM's Srivatsa.

The growth is largely driven by individual buyers even as the taxi segment accounts for about one-fifth of CNG car sales, as per industry estimates.

Industry watchers attribute this to high prices of petrol and diesel fuel, increased network of CNG stations, and a wide range of product offerings from carmakers including Maruti Suzuki, Hyundai Motor, Tata Motors and Nissan.

The number of vehicles with CNG variants more than doubled to 25 in FY25 from 11 in FY21, according to industry estimates.

Union petroleum and natural gas minister Hardeep Singh Puri recently said the number of CNG retail outlets has increased 20 times in the last decade. The government is working on increasing the number of CNG dispensing stations across the country and is targeting having 17,500 CNG pumps in place by 2030, up from 7,400 in 2025.

While the government is promoting electric vehicles (EVs) with various incentives to reduce carbon emissions and dependence on imported fossil fuels, car buyers mostly prefer CNG due to lower purchase compared to EVs, and an extensive network of CNG stations. While EVs boast lower running costs, CNG is considerably cheaper than petrol and diesel.

A common drawback of CNG vehicles is reduced boot space due to the CNG cylinder.

Carmakers like Tata Motors and Hyundai have come up with a twin cylinder solution for this. They have replaced the large CNG cylinder with two thin cylinders with equal capacity to offer more boot space.

"With the reducing life of diesel as mandated by NGT (National Green Tribunal), which is now gaining more traction in more states beyond Delhi-NCR, more and more customers are beginning to invest in other fuel options and preferences are changing fast," said Saurabh Vatsa, managing director of Nissan Motor India.

The Japanese carmaker last month started offering an alternate fuel option in the form of a government-approved CNG retrofitment kit.

"I think it's really important that we continue to focus on what is environmentally friendlier and easier to manage without denting the pocket of the consumer," Vatsa said.

Some of the popular CNG models in India include Maruti WagonR, Hyundai Exter and Tata Punch.

"Our CNG car sales in India reached over 600,000 units last year, and this year we hope to reach around 700,000 units," R C Bhargava, chairman of Maruti Suzuki, said recently.

CNG cars accounted for one in every three cars (34%) that the country's leading carmaker sold in FY25, when its sales touched 1.76 million units.

"CNG has emerged as a very good option for consumers at the entry-level, for all vehicles priced less than Rs 11 lakh," said Tarun Garg, chief operating officer (COO) of Hyundai Motor India.

CNG vehicles accounted for 13.2% of Hyundai's domestic sales in FY25, up from 11.5% in the previous fiscal.

Tata Motors' CNG car sales grew 50% year on year to 139,218 units last fiscal. CNG vehicles now comprise 25% of the company's total sales.

Of the top three carmakers manufacturing CNG vehicles, Tata Motors does not sell CNG options to the taxi segment. At Hyundai, about 5% of sales come from taxis. Nearly 70-80% of Maruti Suzuki's fleet sales happen in CNG, industry watchers said.

Overall, taxi operators account for 6-7% of total passenger vehicle sales in the country. Of this, about 60% is CNG.

CNG prices in Delhi stood at Rs 76.09 per kg, compared to Rs 94.77 per litre for petrol and Rs 87.67 per litre on June 9.

A compact CNG car generally offers a mileage of 25-35 km per kg while SUVs and larger sedans may offer 20-25 km, according to industry estimates.

RASHTRIYA SAHARA, Delhi, 10.6.2025
Page No. 7, Size:(28.15)cms X (14.90)cms.

ऊर्जा क्षेत्र : आत्मनिर्भरता की कामयाबी का क्रम जारी

■ विनोद श्रीवास्तव

विशाखापत्तनम। एसएनबी

ऊर्जा के क्षेत्र में आत्मनिर्भरता की कामयाबी की ओर बढ़ रही मोदी सरकार पर्यावरण की सुधार में एक नये पहल पर काम कर रही है। संभव है कि आने वाले कुछ वर्षों में डीजल और पेट्रोल में सल्फर की मात्रा और कम करने में कामयाबी मिल जाए, जिससे प्रदूषण का स्तर और न्यूनतम पर ले जाया जा सके। इस दिशा में पेट्रोलियम कंपनियां अपने स्तर पर अंवेषण और अनुसंधान में लगी हुई है। प्रधानमंत्री नरेंद्र मोदी की अगुवाई में सरकार ने आज 11 वर्ष पूरे किये है। इस दौरान सरकार ने ऊर्जा के क्षेत्र डीजल पेट्रोल को बेहतर करने के साथ-साथ एलपीजी, पीएनजी, हाइड्रोजन और एथेनॉल ईंधन के रूप में उपयोगी बनाया है। सरकार में डीजल पेट्रोल की बेहतर स्थिति लाने की बीएस-6 ईंधन को को प्रचलन में लाने का काम किया। इससे पेट्रोल और डीजल सल्फर की मात्रा 50 की पीपीएम से कम होकर 10 पीपीएम पर आ गई है। इससे पर्यावरण को प्रदूषण बचाने में बड़ी कामयाबी मिली है। एचपीसीएल विशाखापट्टनम के कार्यकारी निदेशक आर. रामाचंद्रन ने आज नेशनल मीडिया से बातचीत में कहा कि हम ऊर्जा के क्षेत्र में आत्मनिर्भरता बढ़ाने के लिए निरंतर अपनी क्षमता बढ़ाने में लगे हुए। इससे हमें सस्ता क्रूड ऑयल मिल सके ताकि हम नहीं तकनीकी का इस्तेमाल करके एलपीजी, डीजल और पेट्रोल को उच्च क्षमता के साथ किफायती बनाने का काम कर सके।

■ पेट्रोल और डीजल में सल्फर की मात्रा और कम करने को लेकर हो रहा है अनुसंधान

■ एचपीसीएल विशाख रिफाइनरी में नई तकनीक ने बढ़ाई उत्पादन क्षमता

उन्होंने बतायाकी पिछले दशक में भारत की ऊर्जा यात्रा मेगा रिफाइनिरयों और पाइपलाइनों से लेकर स्वच्छ भोजन पकाने के ईंधन और कौशल तक, ऑयल एवं गैस क्षेत्र ने एक अधिक आत्मनिर्भर, संधारणीय तथा समावेशी भारत का निर्माण करने में एक निर्णायक भूमिका निभाई है। भारत की रिफाइनिंग क्षमता 2014 में 215 एमएमटीपीए से बढ़कर आज 256.8 एमएमटीपीए से अधिक हो गई है। एचपीसीएल ने इस राष्ट्रीय महत्वाकांक्षा के साथ तालमेल बनाए रखा है और अपनी क्षमता को 14.8 से 24.5 एमएमटीपीए तक बढ़ाया है जिसमें विशाख रिफाइनरी आधुनिकीकरण परियोजना (वीआरएमपी) एक ऐतिहासिक पहल है।

उन्होंने बताया कि 25,000 किलोमीटर से अधिक विस्तारित पाइपलाइन नेटवर्क के साथ भारत का ईंधन संचलन अत्यधिक तेज़ और हरित हो गया है। एचपीसीएल की विशाख-विजयवाड़ा-सिकंदराबाद पाइपलाइन (वीवीएसपीएल) सड़क यातायात, कार्बन उत्सर्जन और लागत अकुशलता को कम करना इस परिवर्तन का उदाहरण है। प्राकृतिक गैस और इथेनॉल, भारत का हरित ईंधन वर्ष 2014 से 2025 के बीच, गैस आधारित अर्थव्यवस्था की ओर भारत का आगे बढ़ना ज़मीनी स्तर पर स्पष्ट दिख रही है। जिसमें सीएनजी स्टेशनों की संख्या 738 से बढ़कर 7,720 से अधिक हो गई है।1.47 करोड़ घरों तक पीएनजी कनेक्शन पहुंचाए गए है। इथेनॉल सम्मिश्रण 1.5% से बढ़कर 18.5% हो गया है।

विशाखापट्टनम स्थित विशाख एचपीसीएल रिफाइनरी की मीडिया भ्रमण के दौरान एक जो अधिकारी ने बताया कि पर्यावरण के लिहाज से डीजल-पेट्रोल में को और अधिक उपयोगी बनाने के लिए सल्फर की मात्रा को और काम करने की दिशा में बेंगलुरु में अन्वेषण और अनुसंधान किया जा रहा है। संभव है कि आने वाला कुछ वर्षों में इसमें बड़ी कामयाबी हासिल हो। इसके बाद ईंधन के अनय विकल्पों के अलावा डीजल-पेट्रोल भी कम प्रदूषण करने वाला क्षमता विकसित हो सके।