

## India

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## Overweight (no change)

### **Highlighted Companies**

#### Mahindra & Mahindra

HOLD, TP Rs1765, Rs1800 close

Mahindra & Mahindra's platform cooperation with Volkswagen, if it extends to manufacturing premium electric vehicles, can derive benefits from the EV policy. However, weakness in the tractor demand cycle, in our view, is an area of concern.

## Samvardhana Motherson International ADD, TP Rs133, Rs111 close

Samvardhana Motherson International or SAMIL's penetration into premium car manufacturers globally and new order wins in the EV space can help if any global manufacturer sets up a plant in India and needs to localize production.

## **Summary Valuation Metrics**

P/E (x)	Mar24-F	Mar25-F	Mar26-F
Mahindra & Mahindra	19.7	18.75	17.42
Samvardhana Motherson International	24.42	21.34	16.44
P/BV (x)	Mar24-F	Mar25-F	Mar26-F
Mahindra & Mahindra	3.9	3.41	3
Samvardhana Motherson International	3.15	2.85	2.54
Dividend Yield	Mar24-F	Mar25-F	Mar26-F
Mahindra & Mahindra	1.42%	1.65%	1.8%
Samvardhana Motherson International	0.9%	1.35%	1.8%

## **Autos**

## EV car manufacturing policy's beneficiaries

- Consistent with India's EV promotion policy, the manufacturing incentive for premium car (>US\$35k) production in India for the first five years is comforting.
- Mahindra-VW or JSW-MG can benefit if they set up exclusive EV premium car capacity. Maximum 8,000 cars allowed per year limits the threat to incumbents.
- Can help bring top-end auto component tech in 3-5 years as localization needs are steep & capture better value per car for SAMIL, Bharat Forge & Endurance.

## Key highlights of the scheme

- Duty concession: The automobile maker will be allowed to import fully built premium
  cars (priced above US\$35,000) at a concessional duty of 15% (like completely knocked
  down or CKD instead of 70-100% duty applicable) for a maximum five years or till the
  investment planned equals the loss to the Government of India (GoI) from lower duty,
  whichever is earlier.
- The maximum number of e-4Ws allowed shall be capped at 8,000 vehicles per year.
   The carryover of unutilized annual import limits is permitted.
- The maximum number of electric vehicles or EVs to be imported under this scheme shall be such that the total duty foregone will be limited to the lower levels of the following: (a)
   The maximum duty foregone per applicant (limited to Rs64.8bn). (b) Committed investment of the applicant.
- Capex investment: The importer needs to set up a plant in India with a minimum investment of Rs41.50bn (US\$500m) for manufacturing premium e-4Ws.
- Localization condition: The plant needs to be operational within three years from the
  date of approval and should achieve minimum domestic value addition (DVA) of 25%
  within the same period. Also, it is required to achieve DVA of 50% within five years.

## Policy impact analysis

- Considering that India sold 42,000 luxury cars in CY23, the plan to import a maximum of 8,000 premium EVs per annum at a concessional rate will lead to a market penetration of ~20%. The scheme is attractive for global new EV makers like Tesla or recent EV joint ventures like Mahindra-Volkswagen in case they embark on setting up a plant. There is a marginal disadvantage to incumbents like Mercedes and BMW's ICE capacity and EV vehicles imported at a high duty.
- The auto component segment will be the beneficiary, to begin with, in case of companies
  already supplying to EV vehicle makers globally as they can do near-shoring from India
  plants and these include SAMIL, Bharat Forge and Endurance Technologies. The new
  policy can help the auto component sector absorb high-end technology faster, as 50%
  localization is needed in five years.

### Research Analyst(s)

#### **Pramod AMTHE**

**T** (91) 22 4161 1541

E pramod.amthe@incredresearch.com Ravi GUPTA

**T** (91) 02241611552

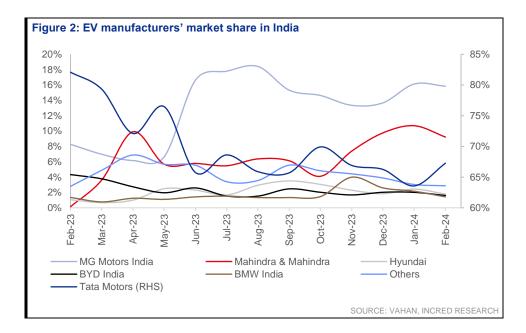
E ravi.gupta@incredresearch.com

Figure 1: EV premium car manufacturing policy highlights				
Eligibility Criteria	Auto OEM			
Global group* revenue (from automotive manufacturing), based on the latest audited annual financial statements at the time of application.	Minimum Rs100bn.			
Investment, based on the latest audited annual financial statements at the time of application.	Global investment of company or its group* company(ies) in fixed assets (gross block) of Rs30bn.			
Minimum investment commitment in India during a three- year window.	Rs41.50bn (US\$500m).			
Maximum investment commitment in India during a three-year window.	No limit.			
Domestic value addition criteria during manufacturing.	25% to be achieved within three years and 50% to be achieved within five years from the date of issuance of approval letter.			
	SOURCE: THE GAZETTE OF INDIA, INCRED RESEARCH			



# EV car manufacturing policy beneficiaries

Figure 1: Niti Aayog's EV penetr	ation outlook for FY30F
Two-wheelers	35-40%
Private four-wheelers	9-11%
Shared four-wheelers	20-25%
Buses	13-16%
	SOURCE: THE GAZETTE OF INDIA, INCRED RESEARCH





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