ANTI-DUMPING / FINAL FINDINGS

DGTR recommends 45% anti-dumping duty on LNG fuel tanks from China

DGTR's final findings recommend anti-dumping duty of 45% of CIF value for five years on imports of Liquified Natural Gas Fuel Tanks from China.

THE DIRECTORATE GENERAL of Trade Remedies has issued final findings dated March 18, 2026 in its anti-dumping investigation into imports of "Liquified Natural Gas Fuel Tank (LFT)" originating in or exported from China (Case No. AD (OI)-40/2024). The investigation was initiated on December 24, 2024 on an application by Inox India Limited. The period of investigation is April 1, 2023 to June 30, 2024, a 15-month period.

KEY FACTS

MEASURE
Anti-dumping

STAGE
Final findings

COUNTRIES
China

DATED
March 18, 2026

REFERENCES

CASE NO. AD (OI)-40/2024

F. No. 6/43/2024-DGTR

CG-DL-E-21032026-271111

HS CODES 1

7311 00 90

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The product is a double walled cryogenic tank that stores liquefied natural gas as fuel for trucks and other vehicles, in capacities from 200 to 990 liters. It is classifiable under 7311 00 90, which is indicative only. The findings record that demand began growing in 2021-22 as truck makers started producing LNG trucks in India.

No Chinese producer or exporter cooperated. The Authority constructed normal value from Indian costs and found a dumping margin of 50-60%. Imports from China rose substantially and held a predominant share of demand in the POI, while the domestic industry lost market share and incurred losses. Price undercutting was marginally negative, but the landed price was below the domestic industry's cost of sales. The injury margin is 40-50%.

Applying the lesser duty rule, the Authority recommends a duty of 45% of CIF value on imports from China, and on goods of other origin exported from China, for five years from the date of the Central Government's notification. It estimates that the duty adds ₹0.28 per km, or 0.80%, to a truck's running cost in the first year, falling to ₹0.06 per km, or 0.19%, by year ten. An appeal lies before the Customs, Excise and Service Tax Appellate Tribunal.

Measure	Anti-dumping
Stage	Final findings
Case number	CASE NO. AD (OI)-40/2024
File number	F. No. 6/43/2024-DGTR
Dated	March 18, 2026
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Product	Liquified Natural Gas Fuel Tank (LFT), also described as 'Liquid Fuel Tank' or 'LFT'

What it covers	A double walled cryogenic storage tank for liquefied natural gas, a vacuum cylinder with superinsulation and a heat exchanger coil, used to carry fuel for combustion in commercial vehicles such as trucks. It comes in capacities from 200 Liters to 990 Liters at 16 bars to 24 bars pressure rating, in four product control numbers by capacity (200 to 300 litres, 301 to 500 litres, 501 to 750 liters, and more than 751 liters).
Customs codes	7311 00 90
Countries	China
Applicant	Inox India Limited
Period of investigation	1st April 2023 to 30th June 2024 (15 months)
Injury period	1st April 2020- 31st March 2021, 1st April 2021- 31st March 2022, 1st April 2022- 31st March 2023 and the period of investigation
Findings	• The applicant constitutes the domestic industry; Cryogas Equipment Private Limited, the other Indian producer, did not provide information. The applicant has not imported the product. • No producer or exporter from China responded; normal value was determined on the basis of the price payable in India calculated from the cost of production in India, and export price from DG System data, for each product control number. • The dumping margin for any producer from China is in the range of 50-60%. • Demand grew over the injury period and imports from China increased substantially in absolute and relative terms, holding a predominant share of demand in the POI; the domestic industry's market share declined continuously. • The landed price of imports in the POI was marginally above the domestic industry's selling price, giving marginal negative price undercutting, but was below its cost of sales and prevented remunerative prices; the domestic industry suffered losses, including a loss before interest, in the POI. • The Authority found that the injury was caused by the dumped imports and not by other factors. • The injury margin for any producer from China is in the range of 40-50%. • The Authority estimates that the duty adds ₹0.28 per km, or 0.80%, to a truck's running cost in its first year, falling to ₹0.06 per km, or 0.19%, by year ten, and finds the impact on downstream producers insignificant.

Recommendation	The Authority recommends anti-dumping duty equal to the lesser of the dumping margin and the injury margin on imports of Liquified Natural Gas Fuel Tanks originating in or exported from China, at 45% of CIF value, for 5 years.
Duty expressed as	Percentage of CIF value (column heading "Duty as % of CIF")
For how long	A period of 5 years from the date of notification to be issued in this regard by the Central Government
What happens next	The duty would apply from the date of a notification to be issued by the Central Government. An appeal lies before the Customs, Excise and Service Tax Appellate Tribunal.

The duty table

Country	Producer	Duty
China PR (country of origin), exported from any country including China PR	Any	45% of CIF
Any country other than China PR (country of origin), exported from China PR	Any	45% of CIF

The notification (PDF, 1.6 MB)

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