A STUDY ON THE FACTORS AFFECTING FDI INFLOW INTO INDIA'S AUTOMOBILE INDUSTRY AMONG PROFESSIONALS

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Abstract
India ranked sixth in terms of global auto production in 2017–2018, producing an average of 29 million vehicles annually, of which 4 million are exported. India is the second-largest producer of buses, the third-largest producer of two-wheelers, the fifth-largest producer of heavy trucks, the sixth-largest producer of cars, and the eighth-largest producer of commercial vehicles in the world. The automobile industry in India is expanding at a rate of 18 percent yearly. India aims to double its auto industry to 15 lakh crores by 2024. The latest FDI inflow of the industry stands at $33.77 billion till September 2022. This study is restricted to getting the opinions of 385 professionals who are directly or indirectly involved in the process of evaluation and advising with the work related to FDI investment in automobile units, with Chennai in India being dubbed the "Detroit of India" due to the presence of major automobile manufacturing units and allied industries around the city. This study has made an effort to learn more about the impact of government regulation, economic and societal factors, political factors, and financial and financial factors on FDI inflow into the automotive industry and the competitive advantage of automotive firms.

Key Words: FDI, Automobile, Competitive advantage, Financial Factors.

1.1 Introduction

Global financial flows have enormous potential advantages for economies all over the world. The best countries to benefit from capital flows while lowering risks are those with sound macroeconomic policies and operating institutions. A significant portion of these capital movements are driven by activity in the debt and equity markets. Inflows of foreign institutional investors (FII) are primarily based on Indian companies issuing or transferring equity or preference shares to them.

FDI is the term for foreign ownership of productive assets like factories, mines, and land. One sign of escalating economic globalization is an increase in foreign investment. The International Monetary Fund (IMF) defines FDI as consisting of three parts: equity capital, reinvested earnings, and other direct capital. Many countries, including many developing ones, report FDI inflows according to the IMF definition, which includes equity capital as well as other direct capital flows and reinvested earnings. Given the high likelihood that people in the middle-income bracket will want to purchase a car, the availability of raw materials, and the low cost of labour, India has emerged as a top destination for international automakers. It is simple for them to enter India thanks to favourable FDI policies for foreign competitors.

During the 1990s, FDI made up an increasing portion of private capital flows to developing nations. The World Economic Report 2002 (WIR02) of the United Nations Conference on Trade and Development (UNCTAD) states that 28% of the world's FDI inflow occurred in developing countries in 2001. On the other hand, there has been a 7% decrease in global FDI inflows.

The automobile industry in India is expanding at a rate of 18 percent yearly. Following the entry of multinational corporations, the production level of the vehicle industry increased from 2 million in 1991 to 9.7 million in 2006, reaching $ 5.3 billion in March 2011. Fact sheet on FDI, CMIE, and the Department of Trade & Industry of the Government of India

1.2 Indian Automobile Industry

One of India's most significant economic drivers is the automobile sector, which is heavily involved in global value chains. This industry's growth has been aided by strong government support, which has allowed it to carve out a unique path within India's manufacturing sector. The nation stands out among other auto-producing nations because its automobiles are distinctive in that they serve the needs of the population who are low- and middle-income. India surpassed China to become the fourth-largest auto market in the world in 2017, and demand for Indian cars is continually growing both domestically and abroad.

India ranked sixth in terms of global auto production in 2017–2018, producing an average of 29 million vehicles annually, of which 4 million are exported. India is the second-largest producer of buses, the third-largest producer of two-wheelers, the fifth-largest producer of heavy trucks, the sixth-largest producer of cars, and the eighth-largest producer of commercial vehicles in the world. This sector's GDP contribution increased from 2.77 percent in 1992-1993 to about 7.1 percent at present, making up roughly 49 percent of manufactured GDP (2015-2016). A little under 29 million people work there (direct and indirect employment). In the 2016–2017 period, the vehicle industry generated revenues of about US$ 67 billion, while those of the component industries were about US$ 43.5 billion (2015-2016). 5 The OICA estimates that in 2017, 4.92 percent of all vehicles produced globally came from the automotive sector in India. (The production of cars accounted for 5.38 percent and that of commercial vehicles for 3.48 percent).

1.3 Role of Domestic Demand

Rising employment rates and a growing middle class have been the main market factors for vehicles in India. India is home to the second-largest road network in the world, with 4.7 million kilometres of roads. Since the country's cities, towns, and villages are now more connected to one another, road construction has gradually increased. The Indian government's policy of including a focus on the nation's roads in each five-year plan included allocating sizeable investment budgets for building infrastructure. This has increased demand for cars and other types of vehicles.

India has the second-largest population in the world. It is anticipated that there will be 1.3 billion people on the planet. The GDP growth increased from approximately US$ 1432 in 2010 to US$ 1500 in 2012 and US$ 1939 in 2017. Future vehicle demand will increase because of things like rising discretionary income in the remote agriculture sector, a large supply of talented and semiskilled workers, and a strong educational system. In 2020 itself, it is estimated that more than 140 million people have migrated as a result of urbanization. India's already sizable middle class is expected to grow by over 68 million households by 2030, pushing up the cost of cars. These findings imply that there is a sizable potential for increasing private car ownership in the coming years.

Indian auto exports increased from 436,500 units in April to June 2020 to 1,419,430 units in April to June 2021. Except for the exception of E-rickshaws, EV sales in India increased by 20% to 1.56 lakh units in FY20, primarily due to two-wheelers. According to NITI Aayog and Rocky Mountain Institute, India's EV finance market is expected to be worth Rs. 3.7 lakh crore (US$ 50 billion) in 2030. (RMI).

The India Energy Storage Alliance conducted a survey, and the results show that the country's EV market will expand at a CAGR of 36% through 2026. The market for EV batteries is also anticipated to grow at a CAGR of 30% during that time.

1.4. Scope of the Study

With a focus on businesses located in and around Chennai, this study was carried out to determine the variables affecting FDI inflow into the automobile industry. This study is restricted to getting the opinions of professionals who are directly or indirectly involved in the process of evaluation and advising with the work related to FDI investment in automobile units, with Chennai in India being dubbed the "Detroit of India" due to the presence of major automobile manufacturing units and allied industries around the city.

FDI has fuelled the growth of emerging nations (Edrak et al., 2014; Iqbal et al. 2012; Masron, et., al., 2012). Furthermore, during the previous few decades, globalization caused a significant increase in both the flow and the stock of FDI (Hill & McKaig, 2015). several number FDIFDI fosters economic development in host nations in several number of ways, including knowledge transfer, the creation of jobs, the replacement of imported goods, and increased export volumes (Chen et al. 2010). Previous studies have examined how FDI affects the economies of host nations' industries in the areas of retail (Iqbal et al., 2012), manufacturing (Masron et al., 2012), and banking (Tare, 2012). general service and telecommunications (Fathima, Ahmed, and Kumar, 2013). (Rutaihwa & Simwela, 2012). (2014) Edrak et al. The results showed that FDI had a positive effect on national economies and industries. With a focus on Vietnam, this study will evaluate the existing literature on the effects of FDI on developing nations. To lay a strong foundation for future research, the goal is to bring together various pieces of information on this topic.

The level of economic development of a nation affects the amount of FDI it receives. The majority of FDI, according to Chen et al., goes into developed economies (2010). The amount of inward FDI is influenced by a number of variables, including potential economic development, political stability, democracy, trade agreements, and the degree of economic liberalization (Büthe & Milner, 2008). The amount of inbound FDI is positively correlated with these variables. Additionally, Büthe and Milner (2008) assert that world trade organizations like the World Trade Organization (WTO) support developing nations' efforts to draw in more FDI. The level of education of the workforce, for example, will have an impact on the quantity of inward FDI (Lin, 2011; Yildirim &Tosuner, 2014).

In a study by Kumar and Murthy, the factors influencing FDI inflows in the BRICS countries were discovered (2010). They concluded to the conclusion that factors affecting FDI include the value of foreign exchange currencies, infrastructure, the size of the market in the host country, raw materials and other resources, and the accessibility of various modes of transportation and logistics. They also investigated how FDI affected economic variables like GDP, economic growth rate, and export-import trade and discovered a connection between the two.

On the other hand, Ping Zheng (2009) examined the role of FDI in China and India and discovered that key elements of FDI outflows from home nations to countries choosing to invest abroad. According to the data, market growth rates, wage rates, and the political risk and foreign policy of the host nation are crucial factors for both participating nations.

A framework for calculating India's direct FDI was proposed by Nayyar (2018). FDI in the Indian economy is significantly impacted by factors like market size, natural resources, infrastructure, roads, logistics, and other readily available resources to create industries, according to a combination of theoretical framework debate and thorough investigations.

Adhikary investigated the macroeconomic effects of FDI on the Indian economy (2017). The study made note of the importance of the size of the market, natural resources, roads, and transportation in establishing industries in India. Market size and FDI factors are negatively correlated. According to him, there is a strong and beneficial relationship between other factors like infrastructure, domestic investments, lending rates, currency rates, inflations, financial stability and the expansion of the Indian economy.

According to Ramasamy et al. (2017)'s study, regional productivity levels have an impact on FDI determinants. The statistics show that a wide range of factors, including R&D, technology, imports, human resources, and other forms of FDI, significantly affect the growth rate of the Indian economy.

According to Kumari and Sharma (2017), FDI shortcuts such as market size, business openness, infrastructure, inflation, interest rate, research and development, and human capital had a significant impact on the Indian economy. Barron (2016) proposed an international INV process from India and contributed to the dissemination of firm conduct under certain circumstances. The researcher used an appropriate model based on Houman's experiment and discovered that FDI entities had positive coefficients about the entry of the FDI development panel by Arte. A study framework was developed by the researcher to analyze INVs from India.

Malik and Velan (2016) evaluated software and service elements that are essential for FDI entry into the Indian economy, focusing on Indian IT practices and business process management systems (IT-BPM). The department of electronic and information technology, along with other national software and services organizations, provided the annual data that served as the foundation for this study. During the research, it was found that styles and patterns were important factors for FDI in India's economic growth.

1.5. Methodology
The study was of a descriptive kind. It has made an effort to learn more about the impact of government regulation, economic and societal factors, political factors, and financial and financial factors on FDI inflow into the automotive industry and the competitive advantage of automotive firms.

1.6 Research Techniques
There are two ways to collect data for any type of research: qualitatively and quantitatively. Both of these data types have advantages and disadvantages. The large corpus of unstructured textual materials that make up the qualitative data derived from interviews and observations is typically difficult to analyse. However, it enables researchers to thoroughly explore a few chosen issues.

Contrarily, quantitative data necessitates the use of standardized tools to allow the various perspectives and experiences of respondents to fit into a set of numerically assigned response categories.
The benefit of quantitative data is that it makes it easier to compare and statistically aggregate the data because it is possible to measure the responses of a large number of people to a small set of questions. This provides a comprehensive, generalized set of findings that are presented succinctly and wisely.

Qualitative data, on the other hand, typically yields a wealth of in-depth information about a much smaller number of individuals and cases. These improve comprehension of the situations and cases examined, but they limit generalization (Patton, 1990).

1.7 Data Analysis and Interpretation

Central to the research process are the steps of analysis and interpretation. The goal of the analysis is to arrange, categorize, and summarize the data that have been gathered so that they can be more easily understood and interpreted to provide answers to the questions that motivated the research. The process of interpretation entails looking for the findings' deeper significance. Without interpretation, analysis cannot be completed, and without analysis, interpretation cannot move forward. They are dependent on one another.

According to the earlier stated objectives, a thorough analysis of the data collected has been attempted in this chapter. Based on the basis of the study's findings, interpretations, and conclusions, hypotheses were also tested.

1.8 Descriptive Analysis on Sample

One of the statistical tools used to describe the characteristics of the sample or population as a whole is percentage analysis. Calculating measures for the study's chosen variables is done through percentage analysis, and the reader can easily interpret the results. Descriptive analysis, inferential statistics, and other methods for analysing the data gathered for the current study.

Table 1. Gender of Professionals

| Gender	Frequency	Percent
Male	337	87.5
Female	48	12.5
Total	385	100.0

Figure 1. Gender of Professionals
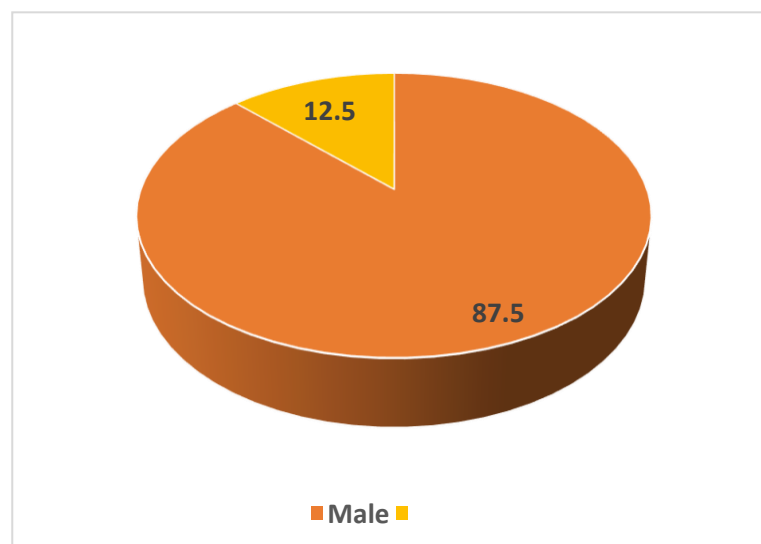
The table no.1 gives the gender breakup of professionals covered by the research study. Male professionals make up 87.5% of the research study's sample, while mare professionals make up 12.5%.

Table 2 Age of Professionals

Age	Frequency	Percent
Below30	20	5.2
30 – 40	233	60.5
40 – 50	103	26.8
Above50	29	7.5
Total	385	100.0

**Figure 2 Age of Professionals**
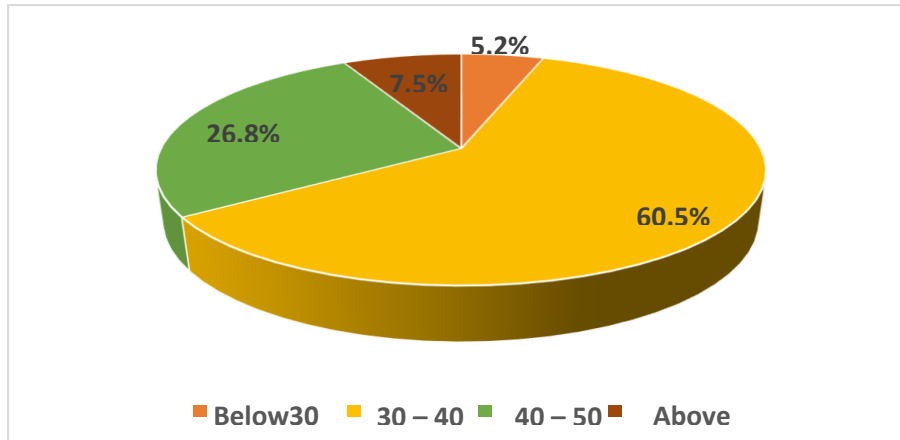
The table 2 gives the age group breakup of professionals. 60.5% of the professionals are in the age group of 30 – 40 years, 26.8% are in the age group of 40 – 50 years, 7.5% are above 50 years of age and 5.2% are in the age group of below 30 years.

Table 3 Marital Status of Professionals

| Marital Status	Frequency	Percent
Married	329	85.5
Unmarried	56	14.5
Total	385	100.0

Figure.3 Marital Status of Professionals
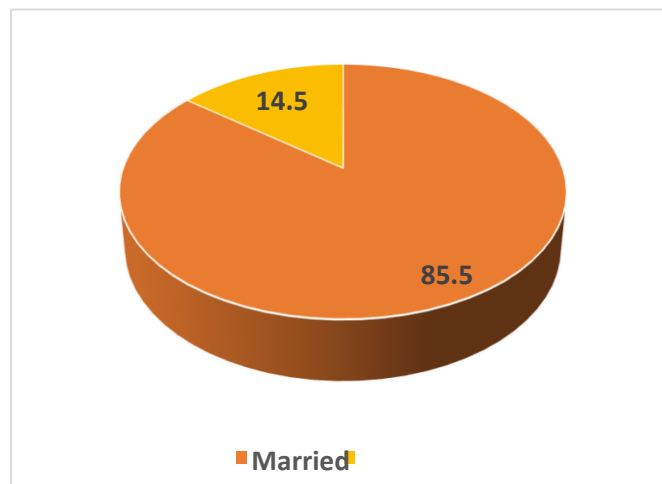
The table 3 gives the marital status breakup of professionals. It can be seen that 85.5%ofsuchprofessionalsare married while 14.5%ofthe professionals are unmarried.

Table 4 Educational Qualification of Professionals

Educational Qualification	Frequency	Percent
Graduate	35	9.1
Post Graduate	126	32.7
Professional	203	52.7
Technical	21	5.5
Total	385	100.0

Figure 4 Educational Qualification of Professionals
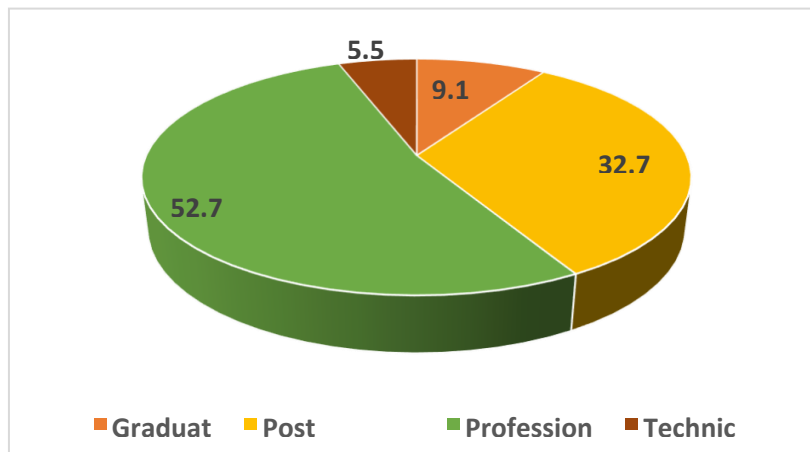
The Table no.4 the educational breakdown of the professionals included in the research study is shown in the above table. Professional qualifications make up 62.7% of the workforce, followed by post-graduate degrees (32.7%), graduates (9.1%), and technical qualifications (5.5%).

Table 5 Designation of Professionals

Designation	Frequency	Percent
Chartered Accountant	118	30.6
CFO	137	35.6
Company Secretary	72	18.7
Company Lawyer	58	15.1
Total	385	100.0

Figure.5 Designation of Professionals
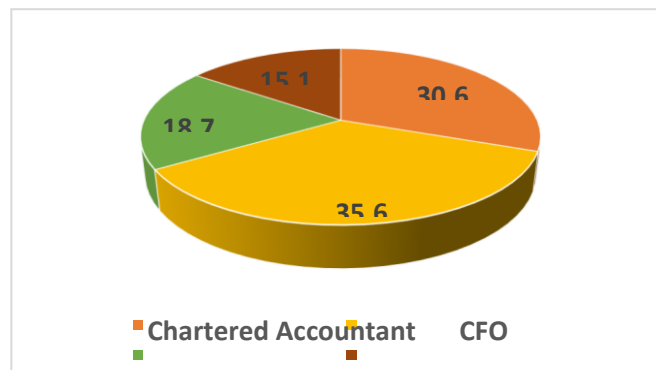
The table no.5 the title held by the professionals included in the research study is provided in the above table. A total of 35.67% of the professionals are CFOs, followed by 30.6% of Chartered Accountants, 18.7% of Company Secretaries, and 15.1% of Company Lawyers.

Table.6 Total Experience of Professionals

Total Experience	Frequency	Percent
Below 10	114	29.6
10-15	156	40.5
15-20	46	11.9
Above 20	69	17.9
Total	385	100.0

Figure 6 Total Experience of Professionals
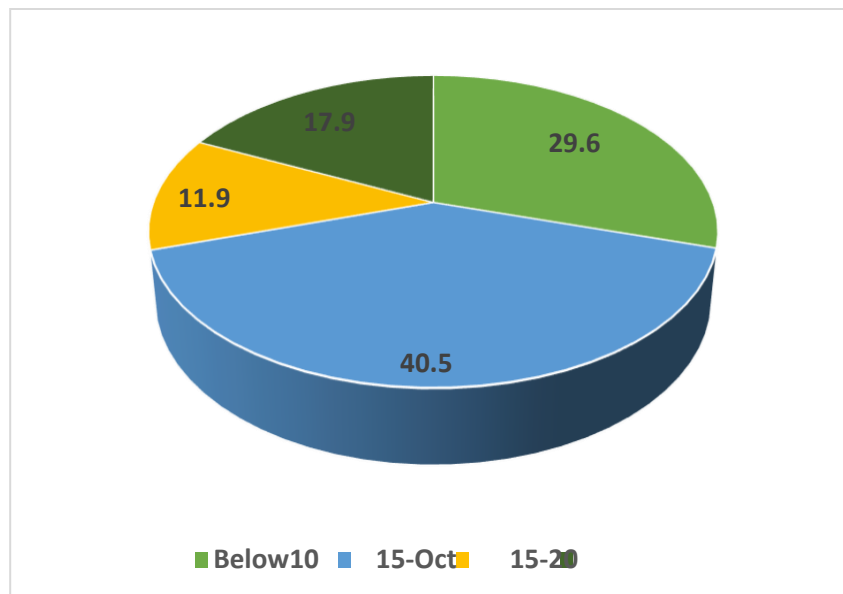
The table no.6 the experience of all the professionals included in the research study is provided in the table above. A total of 40.5% of the professionals have experience that is between 10 and 15 years, 29.6% have experience that is below 10 years, 17.9% have experience that is above 20 years, and 11.9% have experience that is between 15 and 20 years.

Table 7 Experience in Present Position

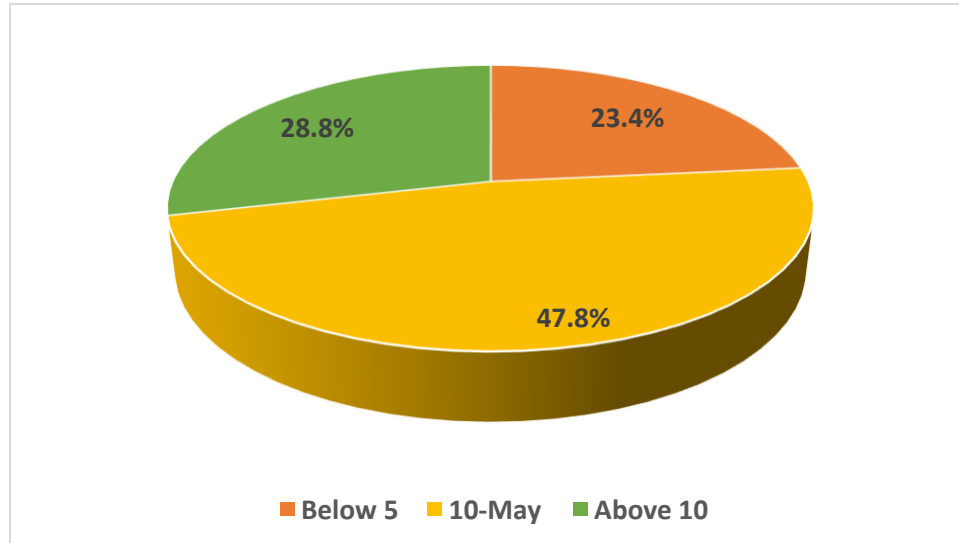| Experience in Present Position	Frequency	Percent
Below 5	90	23.4
5-10	184	47.8
Above 10	111	28.8
Total	385	100.0

Figure 7 Experience in Present Position

The experience of the professionals in the research study is shown in the table no.7 for their current positions. In the current position they hold, 47.8% of professionals have experience ranging from five to ten years, 28.8% have experience exceeding ten years, and 23.4% have experience ranging from less than five years.

Mean and SD of Items of Factors Included For the Research
When contacted for the study, professionals were asked to rate the items for each of the factors included on a five-point psychometric Likert scale, with 1 denoting strongly disagreement and 5 denoting strongly agreement. The table no 8 provide a summary of their responses.

The government regulations listed in the above table are those that affect an effect on foreign investment in India's automobile sector. According to the mean score, the government's proactive attitude has been given the highest mean score (3.88), followed by its guarantee (3.87), high-quality institutions (3.76), commitment to contracts (3.42), industrial policies for industrial clusters (3.19), international trade agreements (2.88), protection of property rights (2.79), international benchmark for tariff setting (2.78), and world-class s securitization (3.19). (2.55).

Table 8 Mean and SD of Items of Government Regulations

Items	Mean	SD
Pro active attitude of Government	3.88	0.966
High-quality Government institutions	3.76	0.939
Regulations with respect to wholly owned subsidiaries/JVs	2.55	1.060
Protection of property rights	2.79	1.081
Government guarantee	3.87	0.815
World-class security package with tax exemption	2.69	1.180
Government's commitment to contracts	3.42	1.000
Government's industrial policies for industrial clusters	3.19	1.068
International trade agreements	2.88	1.041
International benchmark for tariff setting	2.78	1.101

Therefore, the government regulation with the highest mean score given by the experts
is viewed as the government's proactive attitude, and the government regulation with the lowest mean score is related to the government's rules regarding wholly owned subsidiaries and joint ventures.

Table 9 Mean and SD of Items of Economic and Financial Factors

Items	Mean	SD
Strong macro-economic conditions	3.49	1.168
Low levels of risk and corruption	3.91	0.921
Access to strong export markets	3.38	1.179
Competitive labour force costs and profitability	3.26	1.105
Access to local capital with stable banking system	2.96	1.146
Low-cost operations and high-quality infrastructure	3.19	1.247
Growing domestic and regional markets	3.37	1.158

The table no.9 indicates the items of economic and financial factors which act as an impact for the inflow of foreign investment in the automobile industry in India. Based on the mean score it can be seen that the item of economic and financial factors which has the highest mean score is low levels of risk and corruption (3.91) followed by strong macroeconomic conditions on account of inflow of FDI (3.49), access to strong export markets (3.38), growing domestic and regional markets (3.37), competitive labour force costs and profitability (3.26), benefit of low-cost operations and high-quality infrastructure (3.19) and benefit of access to local capital with stable banking system (2.96),

Low levels of risk and corruption are therefore considered to be the economic and financial factors with the highest mean score given by the professionals, while the advantage of having access to local capital through a stable banking system received the lowest score.

Table 10. Mean and SD of Items of Political Factor

Items	Mean	SD
Stability of political setup	3.70	1.054
Coordination and collaboration between ministries	3.25	1.139
Accountability of public officials	3.28	1.093
Limited bureaucracy and red-tapism	3.15	1.199
Freedom of press	3.40	1.144
Absence of violence/terrorism	3.23	1.106

The political factors that have an impact on foreign investment in India's automobile industry are listed in the table no.10. According to the mean score, it is clear that the political factor that experts have given the highest mean score is political setup stability (3.70), which is followed by freedom of the press (3.40), public official accountability (3.28), coordination and collaboration between ministries (3.25), the absence of violence/terrorism (3.23), and minimal bureaucracy and red-tapism (3.23). (3.15).

As a result, the item of political factor that received the lowest mean score from the professionals was limited bureaucracy and red tape, and the item of political factor that received the highest mean score was the stability of the political setup.

Table 11 Mean and SD of Social Factors Item Categories

Items	Mean	SD
Citizen security and accountability	3.27	1.189
Strong link between citizen and government	3.25	1.191
Access to highly skilled labour	3.28	1.091
Competitive labour costs and productivity	3.40	1.078
Changing social trends	3.34	1.149
Increase in purchasing capacity of citizens	3.37	1.196

The social factors that have an impact on foreign investment in India's automobile industry are listed in the table 11. According to the mean score, it is clear that competitive labour costs and products being developed by automobile firms in Chennai (3.40), the increased purchasing power of citizens (3.37), change in social trends (3.34), access to highly skilled labour (3.28), strong ties between citizens and government (3.27), and citizen security and accountability received the highest mean scores for social factors (3.25).

Therefore, competitive labour costs and products being developed by automobile firms in Chennai are seen as the social factor with the highest mean score given by the professionals, while citizen security and accountability are seen as the social factor with the lowest score.

Table 12 Mean and SD of Items of Impact for Inflow of FDI

Items	Mean	SD
Increased employment and economic growth through provision of technology and capital	3.16	1.144
Development of backward areas	3.66	1.028
Stability in exchange rate by enhancing exports	3.34	1.095
Creation of competitive e markets	3.54	1.152
Change in economic policy form a command to a more open market economy by acting as a threat to existing monopolies and cartels	3.22	1.266

The factors affecting FDI inflow into India's automobile industry are listed in the table 12. Based on the mean score, it is clear that the development of underdeveloped areas in and around Chennai (3.66) is seen as the most significant factor influencing the inflow of foreign direct investment (FDI) in the automobile industry. This is followed by the requirement for the creation of competitive markets (3.54), the desire for exchange rate stability by enhancing exports (3.34), a shift in economic policy toward a more open market economy by acting as a threat to existing monopolies and cartels (3.22), and the (3.16).

As a result, the item with the highest mean score that affects FDI inflow to the automobile industry in and around Chennai is the development of underdeveloped areas.

Table 13 Average and Standard Deviation of Firm Competitive Advantage Items

Items	Mean	SD
Economic stimulant for company, investors and community at large	3.24	1.314
Simplification of international trade process and procedures With tax incentives	2.99	1.306
Improved efficiency being a bigger entity with proven governance and management practices	3.72	1.127
Entry in to new business with the help of superior know-how	3.06	1.153
Increased productivity at lower costs	3.11	1.120
Reduced disparity between revenue and cost such that production will be the same and can be sold easily	3.32	.993

Through the provision of technology and capital, economic growth and increased employment have a bearing on the inflow of FDI into the automobile industry, which has the lowest mean score.

The aforementioned table no.13 lists the factors that give businesses in India's automobile industry a competitive advantage. Based on the mean score it is evident that improved efficiency is a bigger entity with proven governance and management practices (3.72) is seen as the most important aspect of a competitive advantage enjoyed by automobile firms on account of the inflow of FDI followed in turn by a reduction in the disparity between revenue and costs such that production will be the same and can be sold easily (3.32), an economic stimulant for company, investors and the community at large (3.24), increased productivity at lower costs (3.11), entry into a new business with the help of superior know-how (3.06) and simplification of international trade process and procedures with tax incentives (2.99). (2.99).

As a result, the competitive advantage of automobile firms due to FDI inflow in the automobile industry in and around Chennai is seen to be improved efficiency as a bigger entity with proven governance and management practices, while the least significant competitive advantage of automobile firms due to FDI inflow is the simplification of international trade processes and procedures with tax incentives.

Table 14 ,Overall Mean & SD of Variables taken for Research

Factors	Over all Mean	Over all SD
Government Regulations	3.18	1.025
Economic and Financial factors	3.37	1.1.32
Political factors	3.34	1.122
Societal factors	3.32	1.149
Impact for In flow of FDI	3.38	1.137
Competitive Advantage for firms	3.24	1.169

The overall mean and standard deviation of the study's factors are displayed in Table 14. It is clear from the above table that the automobile industry will experience the highest overall mean impact from FDI inflow (3.38). Economic and financial factors received the highest mean score among

the factors causing this impact (3.37) while government regulations received the lowest mean score (3.18).

Table 15 Percentile Score of Factors Used for the Research

Factors	Q1	Q2	Q3
Government Regulations	29	35	43
Economic and Financial factors	18	22	29
Political factors	18	22	30
Societal factors	15	19	24
Impact for Inflow of FDI	17	22	29
Competitive Advantage for firms	16	20	29

The table 15 shows the percentile scores of the factors considered for analysis. If the score is below first quartile (Q1) then it is taken as Low level. If the score is between first quartile (Q1) and third quartile (Q3) then it is taken as moderate level and if the score is above third quartile (Q3) then it is considered as high level. Based on Q1, Q2, Q3 all the factors are converted into Low, Moderate and High and are presented in the following tables.

Table 16 Level of Agreement with respect to Government Regulations

Level	Frequency	Percent
Low	101	26.2
Moderate	195	50.6
High	89	23.1
Total	385	100.0

The overall mean and SD of the study's included factors are displayed in Table 16. The aforementioned table clearly shows that the automobile industry has the highest overall mean for FDI inflow impact (3.38). The highest mean score among the factors responsible for this impact is given to economic and financial factors (3.37) while the lowest mean score is given to government regulations (3.18).

Table 17 Level of Agreement with respect to Economic and Financial Factors

Level	Frequency	Per cent
Low	106	27.5
Moderate	186	48.3
High	93	24.2
Total	385	100.0

The degree of professional agreement about regard to the economic and financial factors affecting the inflow of FDI in the automobile industry is shown in Table 17. Regarding the economic and financial factors affecting the inflow of FDI in the automobile industry, 48.3% have indicated a moderate level of agreement, 27.5% have indicated a low level of agreement, and 24.2% have indicated a high level of agreement.

Table 18 Level of Agreement with respect to Political Factors

Level	Frequency	Percent
Low	123	31.9
Moderate	175	45.5
High	87	22.6
Total	385	100.0

The degree of professional agreement regarding the influence of political factors on FDI inflow into the automotive industry is shown in the table 18. Regarding the political factor affecting the inflow of FDI in the automobile industry, 45.5% have indicated a moderate level of agreement, 31.9% have indicated a low level of agreement, and 22.6% have indicated a high level of agreement.

Table 19 Level of Agreement with respect to Societal Factors

Level	Frequency	Percent
Low	126	32.7
Moderate	180	46.8
High	79	20.5
Total	385	100.0

The degree of professional agreement about regard to societal factors influencing FDI inflow in the automotive industry is shown in the table 19. Regarding the societal factor affecting the inflow of FDI in the automobile industry, 46.8% have indicated a moderate level of agreement, 32.7% have indicated a low level of agreement, and 20.5% have indicated a high level of agreement.

Table 20 Level of Agreement with respect to Impacted to in flow of FDI

Level	Frequency	Percent
Low	111	28.8
Moderate	201	52.2
High	73	19.0
Total	385	100.0

Table no.20 displays the degree of professional agreement with regard to country-specific factors affecting FDI inflow into the automotive industry. Regarding the country-specific factors influencing the inflow of FDI in the automotive industry, 52.2% have indicated a moderate level of agreement, 28.8% a low level of agreement, and 19.0% a high level of agreement.

Table 21 Level of Agreement with respect to Economic Growth

Level	Frequency	Percent
Low	142	36.9
Moderate	163	42.3
High	80	20.8
Total	385	100.0

The degree of professional agreement with regard to the competitive advantage enjoyed by firms as a result of FDI inflow in the automobile industry is shown in the table 21.

Regarding the competitive advantage enjoyed by firms due to the inflow of FDI in the automobile industry, 42.3% have indicated a moderate level of agreement, 36.9% have indicated a low level of agreement, and 20.8% have indicated a high level of agreement.

Conclusion

The 87.5% of the professionals covered by the research study are male and 12.5% of are females. The age group among professionals of 30 – 40 years,40 – 50 years, above 50 years is 60.5% , 26.8% and 7.5% and only 5.2% of the respondents are in the age group of below 30 years. 85.5% of such professionals are married while 14.5% of the professionals are unmarried. A major chunk of 62.7% among professionals have professional qualification, while 32.7 % and 9.1 % are post graduates and graduates respectively. 5.5% respondents have technical qualification.

Among the respondents, 35.67% of the professionals are designated CFOs, 30.6% are Chartered Accountants, 18.7% are designated Company Secretaries and there remaining 15.1% are Company Lawyers. 40.5% of the professionals have a total experience which ranges from 10–15 years, 29.6% of them have a total experience of below 10 years, 17.9% have an experience which is above 20 years and the remaining 11.9% of the professionals have an experience which ranges between 15– 20 years. 47.8% of the professionals have an experience of 5–10 years in the present position that they occupy, 28.8% have an experience of above 10 years in their present position and 23.4% have an experience of fewer than years in the present position that they hold.

Among the impact factors responsible for the FDI inflow, the highest score is assigned to the economic and financial factors and the lowest mean score is assigned to Government regulations.

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