

The tech giant's wish list: Hundreds of Volvo Gothenburgians – "want local expertise"

When Volvo Cars downsizing, one of the company's selected suppliers gears up. The Indian global technology company Tata Technologies is growing rapidly in Gothenburg – with the aim of employing hundreds.

"Data is the new oil for car manufacturers," says Warren Harris, the company's CEO for over 20 years.

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Warren Harris, CEO of Tata Technologies, visiting the office in Torslanda. **Photo:** Tomas Ohlsson

Interspersed between Volvo Cars VOLCAR B -2.84% Tata Technologies has its premises in Torslanda. Volvo Cars has long been the largest customer for the Gothenburg office, accounting for around 80 percent of revenues. Last year, Tata Technologies was named one of ten strategic service providers, which means a major commitment. At the same time, the car manufacturer cut back on its own staff and a thousand white-collar employees in Sweden quit. In addition, around a thousand consultants were laid off, most of whom were in Sweden.

"In the past, we have mostly relied on seconded employees from India to run the Gothenburg office. But now that we are looking ahead to a more long-term and stable future, we want local expertise instead," says Warren Harris.



Former Volvo employees are attractive to Tata Technologies. The vast majority work on Volvo Cars' development projects, but they also have other customers such as AB Volvo, Polestar and Epiroc. **Photo:** Tomas Ohlsson

The office is fully staffed and the plan is to go from 75 employees to around 200 working on development for Volvo Cars by the end of the year.

"The people who have worked at Volvo are ideal because they know the company," says Warren Harris.

He is originally British, but lives and works in Michigan in the United States. From there, he has led Tata Technologies, a subsidiary of Tata Motors, which in turn is part of the huge Indian industrial conglomerate Tata. Under his leadership, the company has expanded internationally and grown with several acquisitions. It is listed on the stock exchange in India since 2023. The

company has a total of 13,000 employees and the jobs done for the automotive industry cover the entire value chain, from concept to production. It also has assignments in other industries.

Warren Harris has steered the company towards developing more in electrification and what are known as software-defined cars, where the car is like a computer on wheels with a number of different functions.

"We expect double-digit growth this fiscal year. Traditionally, growth means more employees in our industry, but since a lot can be done with AI now, we are not growing linearly anymore," says Warren Harris.

TATA GROUP

Founded: 1868 by Jamsetji Tata.

Headquarters: Mumbai, India.

Number of companies: Over 100, of which 26 are listed on the stock exchange. Tata Technologies is among those listed on the stock exchange in India.

Number of employees: 1.2 million.

Sales: Approximately SEK 1,600 billion (financial year 2024-2025).

Market capitalization of the listed companies: Over SEK 3,000 billion.

Selection of companies: Tata Technologies, Tata Consultancy Services, Tata Motors which owns Jaguar Land Rover, Tata Steel, Tata Power, Tata Communications, Tata Autocomp which majority owns Artifex Systems with the manufacture of plastic interiors for the Swedish vehicle manufacturers including Volvo Cars.

Which jobs can't AI replace?

"AI can't take responsibility and can't deliver the same level of creativity as humans. There's also no systems thinking. Maybe that will change in the future, but today it's difficult to use AI in those areas. Entry-level jobs are more uncertain," says Warren Harris.

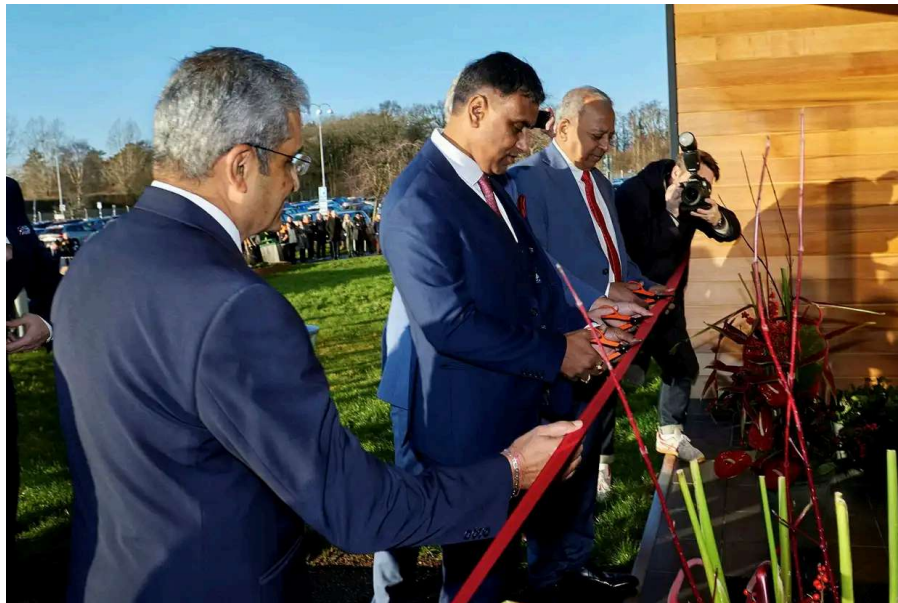
When US President Donald Trump hit the tariff shovel in April last year, a wet blanket was pulled over many development projects.

"Now the tariffs have become the new normal. We see that the investment decisions, which were initially postponed, are being executed and our order book has been replenished," says Warren Harris.

The car industry is also having to deal with new geopolitical consequences.

"It's about where the product is going to be manufactured and how the entire supply chain is affected. Data is the new oil," he says.

The sharpest line today is between the United States and China.



Inauguration of Artifex Systems in Torslanda last autumn, which is 80 percent owned by Tata Autocomp, which, like Tata Technologies, is part of the Indian industrial conglomerate. **Photo:** Bo Håkansson

"The regulations in the US restrict Chinese car manufacturers and apply not only to finished products, but also to components. The concern is that data generated in the US by US consumers could be exploited by Chinese companies, and by extension by the Chinese state. Therefore, the US administration wants to draw clear boundaries and I think we will see different variants of this in other parts of the world as well," says Warren Harris.

He does not want to comment on what this could mean for Volvo Cars, which has Chinese Geely as its owner.

"The inspiration for the future of the automotive industry is coming from China right now."

Warren Harris' connections to Volvo Cars date back to the 1980s when, as a relatively new engineer in the UK, he worked for Anglo Swedish Consultancy, which was involved in the development of the Volvo 850 at the time. Then he ended up in the car city of Detroit and worked at the Chrysler company Jeep and Truck. In the early 2000s, he was a technology consultant in the UK and everyone was talking about the Indian IT miracle. The country had had IT services outsourced from all over the world. A trip convinced him that India was also well placed for the development of engineering services.

"The large availability of qualified engineers at relatively lower costs was a significant advantage," he says.

Now he describes how China has gained a head start in car development.

"The inspiration for the future of the automotive industry is coming from China right now. This applies to new functions, technology and manufacturing, but also business models and cost efficiencies. Chinese players have overtaken the rest of the world," he says.



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At the same time, he is not convinced that Chinese cars will go home everywhere.

"It remains to be seen whether the products really appeal to consumers in other parts of the world. But if you look at the Chinese market in the first three months of the year, and that is after the car subsidies in China have been removed, only those companies that have a balance between sales in China and exports make money. This is likely to lead to more Chinese companies investing in exports and with their advantageous cost environment, they are strong competitive threats to European, Japanese and North American manufacturers."

Train chaos as SJ cancels important departures

SJ has cancelled departures with X2,000 between Stockholm and Gothenburg as well as Malmö during the morning and morning after a broken wheel was discovered on one of the high-speed trains.

"We want to ensure that this is not on any more trains," says Lina Edström, at SJ's press office to TT.

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