

**GOVERNMENT OF NATIONAL CAPITAL TERRITORY OF DELHI
(TRANSPORT DEPARTMENT)
5/9, UNDER HILL ROAD, DELHI-54**

File No. DC/OPS/TPT/1260/2018/38704

Dated: 07.08.2020

Delhi Electric Vehicles Policy, 2020

The Council of Ministers, Govt. of NCT of Delhi approved the Delhi Electric Vehicles Policy vide Cabinet Decision No.2796 dated 23.12.2019. The policy has now been notified with immediate effect and a copy of the same is enclosed herewith for kind information please.

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**(Jyoti Seth)
Dy. Commissioner (Transport)**

Copy to-

1. Secretary to Hon'ble Lt. Governor
2. Addl. Secretary to Hon'ble Chief Minister
3. Secretary to Hon'ble Minister (Transport)
4. Vice Chairman, DDC
5. Chairman, NDMC
6. Pr. Secretary, Environment
7. Secretary-cum-Commissioner (Transport)
8. Secretary, Power
9. Member Secretary, DPCC
10. Commissioners of SDMC, EDMC and NDMC
11. Spl. Commissioner (Ops)
12. Spl. Commissioner (RS)
13. All Dy. Commissioners
14. DCA, Transport Department
15. Guard File

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NOTIFICATION

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Now, the Delhi Electric Vehicles Policy, 2020, is hereby notified as under with immediate effect.

Delhi Electric Vehicles Policy, 2020

1. Background

- 1.1. The Council of Ministers, Government of National Capital Territory of Delhi (in short "GNCTD"), approved the Delhi Electric Vehicles Policy vide Cabinet Decision No. 2796 dated 23-12-2019. The policy recognizes that a new approach is required to kick-start the adoption of Electric Vehicle in Delhi, as despite the Govt. push, the pace of adoption of Electric vehicles failed to meet the expectations. It therefore seeks to put in place a comprehensive set of measures for giving impetus to the adoption of Electric Vehicles.

2. Vision and Goals

- 2.1. The primary objective of the Delhi Electric Vehicle Policy, 2020 (in short "Policy") is to establish Delhi as the EV capital of India and accelerate the pace of EV adoption across vehicle segments, especially in the mass category of two-wheelers, public/shared transport vehicles and goods carriers. The policy shall seek to drive rapid adoption of Battery Electric Vehicles (BEVs) so that they contribute to 25% of all new vehicle registrations by 2024 and bring about a material improvement in Delhi's environment by bringing down emissions from the transport sector.
- 2.2. The Policy will also seek to put in place measures to support the creation of jobs in driving, selling, financing, servicing and charging of Electric Vehicles.

3. Policy Overview

- 3.1. The Delhi Electric Vehicle Policy, 2020, shall remain valid for a period of three years from the date of issue of this policy.

- 3.2. The Fiscal Incentives being offered under the policy would be in addition to the demand incentives available in the FAME India Phase-II scheme of Government of India.
- 3.3. The policy is proposed to be implemented through the following verticals:
- a) Financial Incentives - Purchase incentives, Scrapping incentives, Interest subvention on loans.
 - b) Waiver of road tax and registration fees.
 - c) Establishment of a wide network of charging stations and swappable battery stations, and development of publicly owned database of the same.
 - d) Administration of the policy including constitution of State Electric Vehicle Board, establishment of a dedicated EV cell, and developing an intensive public outreach programme focused on creating the awareness about the benefits of electric vehicles and key elements of the policy.
 - e) Setting up of Skill Centers with provision for training related to jobs in the EV eco-system and creation of jobs
 - f) Setting up of Recycling Ecosystem for Batteries
 - g) Creation of an umbrella, non-lapsable 'State EV Fund', to be funded through the air ambience fund, levy of additional taxes, cess, fee etc. on inefficient or polluting vehicles

4. Driving Electric Vehicle Adoption

To drive large scale adoption of Electric Vehicles and maximize reduction of vehicle pollution, the policy focuses attention on incentivizing the purchase and use of electric two wheelers and supporting the electrification of public/shared transport and goods carriers.

4.1. Electric two wheelers:

- 4.1.1. As two-thirds of new vehicle registrations in Delhi comprise two wheelers (i.e., motorcycles and scooters), with the most popular segments being motorcycles between 110-125 cc and scooters between 90-125 cc, any attempt at electrification of Delhi's vehicle fleet needs to address these segments to achieve significant reduction in air pollution.
- 4.1.2. The demand generation incentives for two wheelers offered under the policy shall be based on battery capacity (i.e. energy content measured in kWh) used in vehicles. The incentives listed below in para 4.1.6 and 4.1.7 shall be available only for the electric two wheelers with Advanced Batteries and subject to a maximum incentive of Rs. 30,000 per vehicle.
- 4.1.3. To avail the demand incentives, the electric two wheelers shall have to fulfill the following performance and efficiency eligibility criteria (same as in FAME India Phase II):

Sl	Criteria	Threshold value
1.	Min. top speed	40 km/hr
2.	Min. acceleration	0.65 m/s ²
3.	Max. electric energy consumption	Not exceeding 7kWh/100km
4.	Warranty	At least 3 years comprehensive warranty including that of battery from manufacturer

- 4.1.4. The above mentioned eligibility criteria is aligned with those existing in FAME India Phase II for electric two wheelers, but shall exclude other criteria, such as: (a) no limit for minimum vehicle range (b) no mandatory requirement of local manufacturing, and (c) no requirement for vehicles to be fitted with suitable monitoring devices to determine the total fuel savings on real time basis.
- 4.1.5. Two wheeler Original Equipment Manufacturers (OEMs) shall have to register their e-vehicle models, including swappable battery models, meeting eligibility criterion tabulated specified above with the Transport Department, GNCTD. Applications for registration by the two wheeler OEMs shall have to be supported with certification from testing agencies recognized under Rule 126 of Central Motor Vehicle Rules, 1989. The Transport Department shall register and publish online the list of e-vehicles models eligible for the two wheeler incentives, based on these applications.
- 4.1.6. A purchase incentive of Rs. 5,000/- per kWh of battery capacity shall be provided per vehicle to the registered owner and subject to maximum incentive of Rs. 30,000/- per vehicle.
- 4.1.7. Registered owner of electric two wheelers (i.e., vehicles eligible for the Purchase Incentive) shall also be eligible for a Scrapping Incentive for scrapping and de-registering old ICE two wheelers registered in Delhi. Up to Rs. 5,000/- of the incentive shall be reimbursed by the GNCTD to the registered owner of electric vehicle, subject to: (a) evidence of matching contribution from the dealer or OEM, and (b) confirmation of scrapping and de-registration of the Internal Combustion Engine (ICE) vehicle.
- 4.1.8. Ride hailing service providers shall be allowed to operate electric two-wheeler taxis, subject to operating within the guidelines to be issued by the Transport Department, GNCTD.
- 4.1.9. It is expected that the incentives provided by the policy shall encourage delivery service providers (e.g., food delivery, e-commerce logistics providers, couriers) to switch to using electric two wheelers. To ensure the switch happens in a time bound manner, all delivery service providers shall be expected to convert 50% of their fleet operating in Delhi to electric by 31st March, 2023 and 100% by 31st March, 2025. The delivery service providers, who commit to achieve these targets shall be eligible for financing support from the Delhi Finance Corporation (DFC).

4.2. **Electric Auto Rickshaws (E-Autos):**

4.2.1. GNCTD aims to incentivize the purchase and use of new electric autos ('e-autos') instead of ICE equivalents and simultaneously promote replacement of existing CNG autos by e-autos. Incentives listed below in para 4.2.3 and 4.2.4 shall be provided under the policy by the GNCTD to all Electric L5M Category (passenger three wheelers or auto rickshaws) vehicles with advanced batteries listed as being eligible under FAME India Phase II (having fulfilled all the eligibility and testing conditions as specified under the scheme) and shall also include swappable models, where battery is not sold with the vehicle.

4.2.2. An open permit system shall be applicable for e-autos, wherein permits shall be given on first-come-first basis. Individuals with a valid light motor vehicle driving license (DL) and a PSV badge shall be eligible to apply for e-auto permit subject to a limit of one e-auto per individual. GNCTD is in the favour of not having any cap on permits issued to e-autos in Delhi, since they are zero-emissions vehicles and can be very effective in ensuring clean, last-mile connectivity. Pending further orders on this matter by Hon'ble Supreme Court, the open permit system for e-autos shall be subject to the cap on maximum number of autos in Delhi as fixed by the Apex Court.

4.2.3. To support self-employment and wide ownership of e-autos, following incentives shall be provided to all individuals with an e-auto permit:

- a) Purchase Incentive of Rs. 30,000/- per vehicle shall be provided by GNCTD to the registered owner of the e-auto.
- b) Interest subvention of 5% on loans and/or hire purchase scheme for the purchase of an e-auto.

4.2.4. Registered owner of e-autos (i.e., vehicles eligible for the Purchase Incentive) shall also be eligible for a Scrapping Incentive for scrapping and de-registering old ICE auto rickshaws registered in Delhi. Up to Rs. 7,500/- of the incentive shall be reimbursed by the GNCTD to the registered owner of electric auto, subject to:

- a) Evidence of matching contribution from the dealer or OEM, and
- b) Confirmation of scrapping and de-registration of the ICE vehicle as well as surrender of existing permit.

4.2.5. The auto-rickshaw permits linked to the de-registered ICE vehicle can be surrendered and exchanged for an e-auto permit at no additional cost.

4.3. **E-rickshaws and E-carts:**

4.3.1. This policy aims to support the use of E-rickshaws and E-carts that are safe and driven in compliance with regulations.