



अण्डमान तथा निकोबार प्रशासन
ANDAMAN & NICOBAR ADMINISTRATION
परिवहन निदेशालय
DIRECTORATE OF TRANSPORT



DRAFT NOTIFICATION

No. MT/DD(A)/1-2/Electric Car/2019/2651 - Whereas climate change has become a global concern over the last few decades and the road transport sector is a major contributing factor for the rapid increase in the global temperature and therefore, there is a need for reduction in the use of fossil fuel and associated emissions having dangerous effect.

Whereas the Government of India has urged upon all States and Union Territories to adopt a well-defined 'Electric Vehicle Policy' in their respective States/UTs.


Now, therefore, the Andaman and Nicobar Administration have framed a "Draft A&N Islands Electric Vehicle Policy, 2022" to build UT of A & N Islands as a "Model EV Destination" by achieving one of the highest penetration of zero emission vehicles amongst all Indian States/UTs by the end of the Policy period. The details of draft ANIEV Policy, 2022 is annexed herewith as **Annexure-1**.

Whereas, the Administrator, Union Territory, Andaman & Nicobar Islands, intends to keep the "**Draft Electric Vehicle Policy, 2022**" in the public domain for a period of **thirty days** for inviting suggestions/comments of all the Stakeholders and general public of UT A & N Islands.


This Draft Policy is available on official website of the department; **transport.and.nic.in** as well as on Andaman & Nicobar Administration Official Website; **www.andaman.gov.in**.

Any suggestions/comments for inclusion or omission in the draft EV Policy may be brought to the notice of the Director (Transport), Office: Directorate of Transport, Mohanpura, Andaman & Nicobar Administration, Port Blair-744101, within the stipulated period from the date of issue of this Notification, either in-person or email (dirtpt.and@nic.in)

By order and in the name of Lieutenant Governor


21/3/2022
(Shri. G. Sudhakar)
Secretary (Transport)

A copy is forwarded to all HODs of A&N Administration for information.


21/3/2022
Secretary (Transport)

Forwarded to the Manager, Government Press, Port Blair with the request that the above notification may please be published in the Official Gazette of A&N Islands and 10 copies of the Gazette Notification supplied to this office.

To

1. The Secretary to HLG for kind information of the Hon'ble LG.
2. The SPS to Chief Secretary for kind information of the Chief Secretary, A & N Administration.
3. The Reader to DGP for kind information of DGP, A&N Police.
4. The SPS to Principal Secretary for kind information of the Principal Secretary, A & N Administration.
5. The Deputy Commissioner (SA/N&MA/Nicobar) for kind information.
6. The Andaman Chamber of Commerce and Industry (ACCI) for kind information.
7. The Federation of Automobile Dealers Associations (FADA), A & N Islands for kind information.



Secretary (Transport)

DRAFT ANDAMAN AND NICOBAR ISLANDS
ELECTRIC VEHICLE POLICY 2022

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DRAFT ANDAMAN AND NICOBAR ISLANDS ELECTRIC VEHICLE POLICY 2022

1. BACKGROUND

As per the records, as on 31.10.2021, the number of registered vehicles in this UT is 151436 and on an average 7000 vehicles are being added every year. Out of the total, nearly about 70% of vehicles are operating in Port Blair city and its environs. Two Wheelers comprises of the major portion i.e around 72 %. Adoption of electric vehicles for road transport contributes to a wide range of goals which include better air quality, reduced noise pollution, enhanced energy security in combination with a low carbon power generation mix, reduced green house emissions etc.

Despite Central and UT Government incentives, pure electric vehicle penetration is almost negligible in the UT and particularly for commercial vehicles. This is largely driven by the following critical hurdles:

- a. High upfront purchase price of EVs.
- b. Non existing public charging infrastructure.
- c. Lack of products comparable to ICE vehicles.
- d. Hilly terrain.
- e. Lack of after sale service and support.

2. OBJECTIVES

The primary objective of the A&N *Islands* EV Policy 2022 is to accelerate adoption of EVs for improvement in the air quality such that they contribute to 30% of the new registrations by 31st December, 2026.

3. VISION & GOAL:

The vision of Andaman and Nicobar Islands Electric Vehicle Policy 2022 is to promote shared mobility, clean transportation, ensure environmental sustainability, pollution reduction, energy efficiency and conservation by adopting Electric mobility. The policy shall strive to achieve the following targets:

- All new two wheelers involved in commercial activity operating in the UT shall switch to complete electric by 31st December, 2025. For beyond 31st December, 2030, all the new two wheelers sold in the UT to be 100% electric. However, the existing registered ICE vehicles shall be allowed to operate until their end of life.
- All new two wheelers being registered for commercial activity in the two Islands of Swaraj Dweep and Shaheed Dweep shall be electric from the date of Notification of this Policy.
- Achieve 100% electrification of new ride hailing services consisting of rented taxi/cab services in 3 targeted islands of Port Blair/Swaraj Dweep/Shahed Dweep by 2030.

- Convert 50% of existing and new bus fleet to electric by 2026.
- Facilitate and deploy 200 EV public charging stations across the UT by 2025
- Starting April 2023, all new Govt. vehicles (owned/leased) operating in Port Blair to be electric.
- Proposed Targets:

S. No.	Vehicle form	Targeted numbers by 2026
1.	All vehicles	4300
2.	2 wheelers	3000
3.	3 wheelers	300
4.	4 wheelers (LMVs)	970
5.	Bus	30

4. Validity

The Andaman and Nicobar Islands Electric vehicle Policy 2022, shall remain valid up to 31.03.2026.

5. Transition Strategy

- The transition strategy would be multipronged, which would include the creation of common charging infrastructure, incentivizing the transition (end user), standardizing the specifications, creating enabling policies and regulations, promoting localization coupled with skill development.
- Balancing of the peak and off – peak power demand for the electric utility.
- Promoting shared mobility and clean transportation.
- Establishment of public charging stations at various locations in this UT.
- Waiver off Road tax, parking fee and Permit fee on electric vehicles having advance battery.
- Constitution of **UT Electric Vehicle Board** and Transport Department as the Nodal Department.
- Creation of a **non lapsable UT Electric Vehicle fund** to be funded through pollution cess applied on new fossil fuel run vehicles, clean fuel cess on sale of diesel & petrol and grants from the UT Budget.
- Providing incentives to the buyers of Electric Vehicles from the UT Electric Vehicle Fund at the rate as directed by UT Electric Vehicle Board subject to the condition that the electric vehicle against which the claim is made, must be kept in this UT for a minimum period of 05 years. In case of transfer to other states within a period of 05 years, the incentive claimed against such electric vehicle shall be refunded by the owner. The purchase incentives provided are over and above the existing FAME II incentives.
- The purchase incentives offered under the policy for all Electric vehicles shall be given to the registered owners through dealers by the Transport Department based on the claims made by the individual buyers after the purchase of the vehicle.

- If the battery is not sold with the vehicle, 50% of the purchase incentive shall be provided to the vehicle owner & the remaining amount upto 50% would be provided to the Energy operators defraying the cost of any deposit that may be required from the end users for use of a swappable battery.
- Operational guidelines for delivery of purchase incentives offered under the policy shall be issued from time to time by the Transport Department with the approval of UT Electric vehicle Board, A & N Islands as Competent Authority.

6. Technical Assistance

Transport Department has been notified by the UT Administration as the Nodal agency to initiate, develop and sustain e-mobility in the UT.

7. EV Adoption

7.1 Two wheelers

7.1.1 Vehicles should be listed as being eligible under FAME India, having fulfilled all the eligibility and testing conditions as specified under the scheme OR should have been notified as being eligible by the Transport Department, A&N Administration.

7.1.2 The Demand generation incentive 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 shall be available only for the electric two wheelers with advanced batteries and subject to a maximum incentive of INR 20,000/- per vehicle **with exception to early bird vehicles.**

7.1.3 To avail the demand incentives, the electric two wheelers shall have to fulfill the following performance and efficiency eligibility criteria:

S No	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 7 kWh /100 km
4	Warranty	At least three years comprehensive warranty including that of battery from manufacturer.

7.1.4 All new licenses under Rent a Motor Cycle Scheme will only be issued for electric two wheelers including addition of two wheelers in the existing License from 1st January, 2023.

7.1.5 A **purchase incentive of INR 10,000/- per kWh** of battery capacity shall be provided per vehicle to the registered owner and subject to a **maximum of INR 20,000/-** per vehicle.

7.1.6 Registered owner of two wheeler (i.e. two wheeler eligible for the Purchase Incentive) shall also be eligible for a Scrapping Incentive for scrapping and de-registering old ICE two-

wheeler registered in the UT. Upto INR 5,000 of incentive shall be reimbursed by the Transport Department to the registered owner of the two-wheeler, subject to evidence of matching contribution from the dealer or OEM, and confirmation of scrapping and de-registration of the vehicle by the RTO.

- 7.1.7 An **early bird incentive INR 12,000/- per kWh upto a maximum of INR 24,000/-** per vehicle shall be provided for the first 500 registered electric two-wheelers if the vehicles are purchased before 31st December, 2023.

7.2 Electric Auto Rickshaws:

The following incentives shall be provided by the UT Administration in addition to FAME India demand incentive:

- 7.2.1 Two E-Auto permits shall be granted for one applicant.
- 7.2.2 Once the policy is notified, under this category Swaraj Dweep and Shaheed Dweep Islands will have only Three Wheeler Electric Vehicles plying in terms of all new registrations, whereas already registered fossil fuel run Three Wheeler vehicles plying there will continue to ply in these Islands till the end of its life.
- 7.2.3 A purchase incentive of **INR 10,000/- per kWh upto a maximum of INR 30,000/-** per vehicle for the first 250 registered E-Autorickshaws shall be provided to the registered owner of the vehicle.
- 7.2.4 An **early bird incentive INR 12,000/- per kWh upto a maximum of INR 40,000/-** per vehicle shall be provided for the first 50 registered e-vehicles under the category E-Autorickshaw if the vehicles are purchased before 31st December, 2023.
- 7.2.5 Registered owner of Electric Auto Rickshaws (i.e. Electric Auto Rickshaws eligible for the Purchase Incentive) shall also be eligible for a Scrapping Incentive for scrapping and de-registering old ICE Auto Rickshaws registered in the UT. Upto INR 10,000 of incentive shall be reimbursed by the Transport Department to the registered owner of the Electric Auto Rickshaws, subject to evidence of matching contribution from the dealer or OEM, and confirmation of scrapping and de-registration of the vehicle by the RTO.
- 7.2.6 The auto rickshaw permit linked to the de registered ICE vehicle can be surrendered and exchanged for an e- auto permit at no additional cost.

7.3 E-Rickshaws and E-carts:

- 7.3.1 Two E-Rickshaw/ E-Cart permits shall be granted for one applicant.
- 7.3.2 A purchase **incentive of INR 25,000/-** per vehicle will be provided to the registered vehicle owner for 50 registered E-Rickshaws/ E-Carts.
- 7.3.3 The purchase incentive shall apply to all E-Rickshaws and E-Carts, including the swappable models, where battery is not sold with the vehicle.
- 7.3.4 An **early bird incentive INR 30,000/- per vehicle** per vehicle shall be provided for the first 10 registered e-vehicles under the category E-Rickshaw/ E-Cart if the vehicles are purchased before 31st December, 2023.

7.4 Electric Buses

- 7.4.1 The UT Administration commits to **augment its fleet of** buses through 100% new electric buses by State Transport Service and at least 40% of all new stage carriage buses including private operators by 2025. Transport Department will transition 100% of its fleet of around 250 buses into electric vehicles and augment the fleet by 2030.
- 7.4.2 A purchase **incentive of 10% of the cost of e-vehicle upto a maximum of INR 8,00,000/-** per Electric Bus for the first 30 Electric Buses shall be provided to the owner. An **early bird incentive of 15% of the cost of the e-vehicle up to a maximum of INR 10,00,000/- per e-bus** shall be provided for the first 05 registered e-buses if the vehicles are purchased before 31st December, 2023.
- 7.4.3 Registered owner of Electric bus (i.e. Electric bus eligible for the Purchase Incentive) shall also be eligible for a Scrapping Incentive for scrapping and de-registering old ICE bus registered in the UT. Upto INR 50,000 of incentive shall be reimbursed by the Transport Department to the registered owner of the Electric bus, subject to evidence of matching contribution from the dealer or OEM, and confirmation of scrapping and de-registration of the vehicle by the RTO.
- 7.4.4 The bus permit linked to the de registered ICE vehicle can be surrendered and exchanged for an e- bus permit at no additional cost.

7.5 Goods Carrier i.e. L5N and N1 Category (Three wheelers and Light commercial vehicles having weight not exceeding 3.5 tonnes) – E-carrier

Light commercial vehicles having weight not exceeding 3.5 tonnes and three wheelers used as goods carrier are useful for low capacity, short haul deliveries especially in the congested areas of the City. Specific measures aimed at supporting this segment of vehicles are:

- 7.5.1 Individuals and fleet owners shall be encouraged to adopt electric goods carriers ('e-Carriers') by providing a purchase **incentive of INR 30,000/-** per e-Carrier for the first 250 registered vehicles in the UT after the notification of this policy. An **early bird incentive INR 40,000/-** shall be provided for the first 50 registered e-Carriers if the vehicles are purchased before 31st December, 2023.
- 7.5.2 E-carriers will be allowed to ply during the peak hours in the city when other goods vehicles are not permitted to ply.
- 7.5.3 Registered owner of e-carrier (i.e. e-carrier eligible for the Purchase Incentive) shall also be eligible for a Scrapping Incentive for scrapping and de-registering old ICE goods carrier registered in the UT. Upto INR 20,000 of incentive shall be reimbursed by the Transport Department to the registered owner of the e-carrier, subject to evidence of matching contribution from the dealer or OEM, and confirmation of scrapping and de-registration of the vehicle by the RTO.
- 7.5.4 The permit linked to the de registered ICE goods carrier can be surrendered and exchanged for an e- carrier permit at no additional cost.

7.6 Four Wheelers ('e-Cars')

- 7.6.1 Contract Carriage permit in Shaheed and Swaraj Dweep will only be issued to electric cars from the date of issuance of this Policy.

- 7.6.2 A purchase **incentive INR 10,000/- per kWh up to a maximum of INR 1,00,000/-** per electric four wheeler for the first 720 registered vehicle owners shall be provided to the owner. An **early bird incentives INR 12,000/- per kWh up to a maximum of INR 1,20,000/-** per vehicle shall be provided to the vehicle owners of the first 70 registered e-Cars/**Hybrid/Fuel Cell vehicles** if the vehicles are purchased before 31st December, 2023.
- 7.6.3 Registered owner of Electric car (i.e. Electric car eligible for the Purchase Incentive) shall also be eligible for a Scrapping Incentive for scrapping and de-registering old ICE car registered in the UT. Upto INR 25,000 of incentive shall be reimbursed by the Transport Department to the registered owner of the Electric car, subject to evidence of matching contribution from the dealer or OEM, and confirmation of scrapping and de-registration of the vehicle by the RTO.
- 7.6.4 The permit linked to the de registered ICE commercial light vehicle can be surrendered and exchanged for an e- car permit at no additional cost.

7.7 Hybrid / Fuel Cell Electric Vehicles

- 7.7.1 A purchase **incentive INR 10,000/- per kWh up to a maximum of INR 1,00,000/-** per electric Vehicle shall be provided to the owner from among the first 720 e-Cars under LMV category. An **early bird incentives @ Rs. 12,000/- per KWH upto a maximum of Rs. 1,20,000 per vehicle** shall be provided for the first 70 registered Hybrid/ Fuel Cell Vehicles / e-Cars if the vehicles are purchased before 31st December, 2023.

8 EV Charging Infrastructure

Experience in other cities across the globe indicates that availability of charging infrastructure is a key driver of Electric Vehicle adoption. The objective of the policy shall be to create an enabling environment for the provision of private as well as public charging infrastructure.

8.1 Private Charging Points:

- 8.1.1 It is expected that most of Electric Vehicle users shall use home and workplace charging points for their core charging needs. Private operators would be encouraged to set up charging stations as the creation of charging stations have been declared as a de-licensed activity by the Govt. of India. Electricity Department would grant connections to the applicants on priority subject to adherence of safety norms as per the guidelines issued by the Government. However, charging points at these locations need to be engineered for safe charging of Electrical Vehicles, load management, metering for shared use and offering special tariffs for Electric Vehicle Charging.
- 8.1.2 All existing residential and non residential building owners shall be encouraged to install Private Charging Points (PCPs) within their premises. These Charging Points shall especially provide shared access to Electric Vehicle charging for residents of group housing societies and multistory apartment complexes.

8.2 Public Charging Infrastructure

8.2.1 UT Administration will set up public charging stations at all important points in the UT. Areas in Port Blair and Ferrargunj Tehsil along with Swaraj Dweep and Shaheed Dweep will be taken up on priority to ensure that by the time electric vehicles arrive, adequate charging infrastructure is made ready for the users.

8.2.2 Providing accessible public charging facilities within three kms travel from anywhere in UT is a key objective of this policy.

8.2.3 Public Battery swapping infrastructure - The providers of Public Charging infrastructure will also set up Battery swapping infrastructure across the UT.

8.3 Favorable Electricity tariff for Energy operators and private charging facilities **shall be as per the tariff order issued by the Hon'ble Commission i.e. JERC every year.**

9. Fiscal Incentives

a) Table 1 : Demand incentives

S. No.	Vehicle segment	Max. No. of vehicles to be incentivized	Proposed Incentive (INR)	Proposed maximum incentive/ vehicle (INR)	Proposed Early Bird Incentive (INR)	Proposed maximum incentive for early bird vehicles (INR)
1	Electric two-wheeler	3000	10,000 per kWh	20,000	12,000 per kWh (for first 500 vehicles)	24,000
2	E-Autorickshaw (Passengers)	250	10,000 per kWh	30,000	12,000 per kWh (for first 50 vehicles)	40,000
3	E-Rickshaw / E-Carts	50	--	25,000	--	30,000 (for first 10 vehicles)
4	E-Carriers (L5N and N1 Category)	250	--	30,000	--	40,000 (for first 50 vehicles)
5	E-cars (Passengers)	720	10,000 per kWh	1,00,000	12,000 per kWh (for first 70 vehicles)	1,20,000 per vehicle
6	Hybrid/ fuel cell					
7	E-buses	30	10% of vehicle cost.	8,00,000	15% of vehicle cost. (for first 05 buses)	10,00,000

b) Table 2 : Scrappage incentives

S.No.	Vehicle Segment	Scrappage Incentive (max) INR
1.	e-2W	5,000

2.	e-3W	10,000
3.	e-carrier	20,000
3.	e-4W	25,000
4.	e- bus	50,000

c) Charging Infrastructure Incentives:

- The FAME II scheme shall be utilized for setting up public charging stations by the UT.
- The charging standards and the necessary conditions as specified by the GOI shall be the eligibility for the incentive amount.
- Provision of solar roof top in the charging stations shall be made mandatory.
- The charging stations shall be set up in few select cities/islands, on high-density corridors/roads connecting important cities, in tourist destinations and on bus fleet routes across the UT.
- The charging infrastructure incentives shall be provided as per the following rates:

Sr. No.	Type of charging station	Incentive amount	Maximum Incentive available per unit	Maximum number of PCS/SPCS to be incentivized
1	Slow	60% of the cost	INR 10,000	85
2	Moderate/Fast	50% of the cost	INR 5,00,000	15

10. Recycling Eco System – Battery and EVs

- 10.1 EV batteries typically need to be replaced once they are degraded to operating at 70 – 80 % of their capacities. EVs are therefore going to outlive the batteries powering them, with a vehicle requiring about two batteries in a 10 year life span. Batteries that have reached their end of life will need to be either re-used or recycled. Not only do EV batteries carry a risk of giving off toxic gases if damaged during disposal, but core materials such as Lithium and Cobalt are finite and very expensive to extract.
- 10.2 The policy shall encourage the reuse of EV batteries that have reached the end of their life and setting up of recycling businesses in collaboration with battery and EV manufacturers that focus on ‘urban mining’ of rare materials within the battery for re-use by battery manufacturers.
- 10.3 Every manufacturer, importers re-conditioner, assembler, dealer, recycler, auctioneer, consumer and bulk consumer should strictly comply the provisions made under the Batteries (Management and Handling) Rules 2001 as amended by the Notification S.O. 1002 (E) dated 04th May 2010 for proper handling and disposal of batteries used in the electric vehicle. (ANNEXURE III).

- 10.4 The Recycling units involved in recycling of EV batteries shall take the necessary consent and clearance from the concerned Department of A & N Administration (ANPCC). Improper disposal of the EV Batteries shall attract fine to the tune of Rs.1,00,000/- per instance and legal proceedings as per the applicable rules for such violations.

11 Strategic Initiatives

The policy aims at improving affordability and acceptance leading to adoption of electric vehicles through the following strategic initiatives:

1. Addressing the viability gap:
Road tax on the electric vehicles may be fully exempted (New registration)
2. Awareness creation and promotion of shared mobility:
Special drives for creating awareness on the short term and long term benefits of EVs and encouraging the use of e autos / rickshaws for shared mobility.
3. Improvement of public transport by inducting electric buses by the Government and to lead by adopting only EVs for Government use:
Taking the lead role in showcasing the use of EVs the Government will buy only electric cars and operate electric buses for public transport.
4. Creating adequate charging infrastructure that are interoperable with several models of EVs.
5. Transport Department would set up public charging infrastructure and Electricity Department would be the power provider for the system.
6. PSUs like NTPC would be encouraged to set up charging infrastructure by investing in it.
7. Adoption of renewable electricity source would be encouraged.
8. Battery swapping infrastructure for 2- wheelers, 3- wheelers and buses will be as per the standards for battery swapping to be formulated by the GOI
9. Human capacity building and re-skilling
The Curriculum of the Technical schools (In Engineering, Diploma and ITI) to be updated to incorporate emerging technologies in the EVs.
10. Specific skilling programs shall be formed to deliver hands on learning for the graduates and professionals in the areas related to EVs.

12 Funding

- 12.1 The UT Government shall seek to fund a high proportion of the incentives proposed in the policy using the 'feebate' i.e by adopting measures by which inefficient polluting vehicle incurs a surcharge (Fee) while efficient ones receive a rebate (bate).
- 12.2 Funding for the various incentives being offered under this policy shall be obtained from the various sources indicated herein below and aggregated and given to the UT EV Fund maintained in the Transport Department of A&N Administration.

12.3 Pollution Cess on all ICE vehicles sold in the UT after notification of this policy as follows.

Class of Vehicle	One time Cess per vehicle (INR) to be collected at the time of initial registration/ Renewal of registration & commercial vehicles older than 10 years/registration when the vehicle is brought from Mainland.
Two Wheelers	800
Three Wheelers	1500
LMV and other vehicles	4000

The proposed Pollution Cess shall be collected at the time of registration of the new ICE vehicle, renewal of registration/ fitness for ICE commercial vehicles on completion of 10 years, on assigning new registration mark on the already registered vehicles being brought from mainland.

12.4 Clean fuel Cess on the sale of petrol and diesel is proposed to be applicable in the UT of A&N Islands as follows:

Fuel type	Cess payable (INR/L)
Petrol	0.50
Diesel	0.75

The amount collected shall be transferred to UT EV Fund on a monthly basis by IOCL.

12.5 **Other Sources:** Any gap left after funding from the UT Electric vehicle Fund is exhausted, shall be filled through allocations including budgetary, as may be decided and deemed appropriate by the UT Administration.

The fund generated will be allocated exclusively to the UT EV fund.

13 FRAMEWORK FOR IMPLEMENTATION

13.1 The UT Electric Vehicle Board constituted with officials from the Department of Transport, Electricity Department, Finance, Pollution Control Board, Urban Development, District Administration (SA), Industries Department and APWD. Transport Department will; be the Nodal Authority for implementation of UT Electric Vehicle Policy.

14 INSTITUTIONAL STRUCTURE

14.1 A high power Committee in the form of UT Electric Vehicle Board will be constituted at the UT level to monitor the implementation of this policy and develop procedures and modalities wherever required. The composition of the UT Electric Vehicle Board will be as follows:

1. Secretary, Transport - Chairperson
2. Secretary, Finance - Member
3. Secretary, Power - Member
4. Secretary, UD - Member
5. Secretary, Industries - Member
6. Secretary, APWD - Member
7. Secretary, Environment - Member
8. Director of Transport - Member Secretary

14.2 The UT Electric Vehicle Board may invite representatives from any Department, Corporation or Association or a person of eminence in the relevant field for its meeting as per need.

14.3 The UT Electric Vehicle Board shall put in place an institutional mechanism required to implement this policy (e.g notifying the list of approved vehicles, identifying public charging spaces, battery swapping locations and procedures needs to be adopted etc.)
