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महत्वपूर्ण सरकारी आज्ञायें।

Transport and Road Safety Department

Notification

Jaipur, August 31, 2022

File No. : F.23(22)Pari/P.C./EV/2019/20952 .-In order to promote the usage of Electric Vehicles in the State, the State Government hereby notifies the Rajasthan Electric Vehicle Policy (REVP)-2022 annexed herewith. The Rajasthan Electric Vehicle Policy (REVP)-2022 shall be effective from 1st September, 2022 and remain in force for a period of five years.

The said Policy has been concurred by the Finance Department vide ID Number 102201558 date 04.05.2022 and approved by the Cabinet of Rajasthan vide order no. 86/2022 dated 20thJuly, 2022.

By Order of the Governor,

Mahendra Kumar Khinchi,
Joint Secretary to the Government.

अधिसूचना कार्य

राजस्थान सरकार
परिवहन एवं
सड़क सुरक्षा विभाग

चरैवेति चरैवेति
MOVE ON

RAJASTHAN ELECTRIC VEHICLE POLICY (REVP) 2022

Government of Rajasthan
Transport and Road Safety Department

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List of Abbreviations

#	Abbreviation	Full Form
1	BCS	Battery Charging Station
2	BIP	Bureau of Investment Promotion
3	BSS	Battery Swapping Station
4	CMVR	Centre Motor Vehicles Rules
5	CCS	Captive Charging Station
6	COD	Commercial Operation Date
7	CoE	Centre of Excellence
8	Cr.	Crore
9	DISCOM	Distribution Company
10	EPF	Employee Provident Fund
11	ESI	Employees' State Insurance
12	EV	Electric Vehicle
13	EVSE	Electric Vehicle Supply Equipment
14	FAME	FAME India Scheme [Faster Adoption and Manufacturing of (Hybrid &) Electric Vehicles in India]
15	FCS	Fast Charging Stations
16	GoI	Government of India
17	GoR	Government of Rajasthan
18	GST	Goods & Services Tax
19	HP	Horse Power
20	HT	High Tension
21	ICE	Internal Combustion Engine
22	INR	Indian Rupee
23	IT	Information Technology
24	ITI	Industrial Training Institute
25	JVVNL	Jaipur Vidyut Vitaran Nigam Limited
26	km	kilometre
27	kVA	Kilo Volt Ampere
28	kWh	Kilowatt hour
29	LT	Low Tension
30	MW	Mega Watt
31	NABL	National Accreditation Board for Testing & Calibration Laboratories
32	NCR	National Capital Region
33	NEMMP	National Electric Mobility Mission Plan
34	NGT	National Green Tribunal
35	NSP	Network Service Provider
36	OEM	Original Equipment Manufacturer
37	PCS	Public Charging Station
38	PPP	Public Private Partnership
39	RERC	Rajasthan Electricity Regulatory Commission
40	RIICO	Rajasthan State Industrial Development and Investment Corporation
41	RIPS	Rajasthan Investment Promotion Scheme
42	ROW	Right of Way
43	RSLDC	Rajasthan Skill and Livelihoods Development Corporation
44	RSRTC	Rajasthan State Road Transport Corporation
45	SGST	State Goods & Services Tax
46	ToD	Time of Day
47	ULB	Urban Local Body

1 Context and Need for Policy

India has one of the largest vehicle markets. It is the fifth largest automobiles market in the world, with 3.82 million unit sold in 2019. The current automobile market is dominated by fossil- fuel based vehicles resulting in depletion of fossil fuel and increased air pollution. As of 2018, the transportation sector accounted for 305.33 million tonnes of greenhouse gas emissions in India, the fourth highest after the power, agriculture and the manufacturing and construction sector. Within the transport sector, road transportation accounts for about 87% of passenger traffic and 60% of freight traffic movement in the country. On the other hand, at COP26, which took place in 2021, India announced its commitment to reducing 1 billion tonnes of projected emissions from now till 2030. Seeing the contribution of the transport sector, and especially the road transport sector, toward greenhouse gas emissions and the commitments that India has made at COP26, it is imperative to adopt technological solution which will help curb the former and promote the latter. One such solution is the adoption of Electric Vehicles (EVs) for road transport. Along with curbing greenhouse gas emission, EVs come with a range of benefits. These include better air quality, enhanced energy security and efficiency, reduced noise pollution and easier and cheaper vehicle maintenance.

EV penetration in the country remains nascent. As of 2022, EVs accounted for only 2.2% of total vehicle sales in the country. Despite the low sales penetration figure, it is up from 2021 where EV sales accounted for only 1% of total sales. Of this, two and three-wheelers make up over 95% of all EV Sales, with four wheelers and goods vehicles making up a negligible share. There are a number of reason for this low penetration on the both the demand and supply side. Starting with demand, there is the issue of range anxiety among consumers, as majority of the vehicle can only go up to around 300 to 350 km on full charge. This lack of range is coupled with fact that the EV charging infrastructure in the country is scarce. As of June 2020, there are around 927 public charging station around the country, with majority of them concentrated in urban pockets. Another demand side challenge is the long time it is take fully charge EV can range from four to eight hours. Finally, another deterrent to demand is the high price EVs.

Though they have a low maintenance cost, EVs are expensive to buy mainly due to the high cost of the battery installed in them.

The battery makes up the biggest challenge on the supply side as well. The battery cell accounts for nearly 30 to 35% of the EV cost in the value chain. However, in the terms of manufacturing, battery localisation is very low in the country. This low localisation has created a dependence on the battery imports, mostly for the lithium-ions batteries, since India does not have natural reserves of lithium. Another reason for low localisation of battery manufacturing is battery research and development is highly capital intensive. Moreover, battery technology is rapidly evolving and there is constant cost competitiveness with the Chinese lithium-ions batteries.

Given these challenges, the Government of India has initiated various policies and schemes to boost the overall EV ecosystem seeing that they play an Important role in curbing greenhouse gas emissions. The Government of India launched the National Electric Mobility Mission Plan (NEMMP) 2020 in 2013 which laid down the vision and road map for transition towards electric mobility and Electric Vehicle manufacturing in India. As a part of the plan, FAME I and II (Faster Adoption and Manufacture of Hybrid and Electric Vehicles) scheme was launched in 2015 and 2019 respectively, with an objective to promote and adapt new technologies in transport sector, to enable demand and related infrastructure creation. Under the scheme, demand Incentives were given in the form of upfront reduced purchase price to enable wider adoption. Additionally, grants were sanctioned for specific projects relating to public charging infrastructure and for technology development. To enhance the supply side of the EV ecosystem, the government launched the National Mission on Transformative Mobility and Battery Storage 2019 has been launched to drive the strategies for transformative mobility and Phased Manufacturing Programmes for EVs, EV Components and Batteries. Such policy initiatives coupled with state policies would result in higher EV adoption across the country.

In Rajasthan, the number of registered vehicles in Rajasthan have grown by 125% in last decade to reach 2.02 crore at the end of March 2021 and is expected to grow further. This growth is resulting in higher vehicular density and pollution. Thus, the situation presents an opportune moment

to promote EVs in the state. As of 2022, 25 EVs were sold for every 1000 non-EVs. In this vain, the Government of Rajasthan has formulated the Rajasthan Electric Vehicle Policy (2022). This policy would focus on promoting transition across the state but, additional enabling initiatives in Priority Cities (Jaipur, Jodhpur, Kota, Udaipur, Bikaner, Ajmer, Bharatpur, Alwar) will be taken as cities account for higher vehicle registration and density resulting in higher vehicular pollution leading to deteriorating air quality.

The Government of Rajasthan (GoR) is committed towards inclusive & sustainable development and recognizes the need to transition towards cleaner mobility in the State. Therefore, to catalyse this transition, the Government has decided to support Electric Vehicle adoption, facilitate development of adequate Electric Vehicle Charging Infrastructure and create skilled manpower in the state through this policy.

2 Vision

To reduce vehicular emissions by promoting transition towards clean mobility and to create a conducive environment for holistic development of Electric Vehicle ecosystem in the state of Rajasthan.

3 Objectives

- To support adoption of Electric Vehicles in both personal mobility and public transport segments.
- To enable creation of a robust network of Electric Vehicle charging stations & battery swapping stations catering to all types of Electric Vehicles with focus on clean energy sources.
- To foster research & development and skill development in the State's electric mobility space
- To promote manufacturing of electric vehicles and batteries in the State by providing appropriate incentives under RIPS-2019

4 Policy Period

The policy shall be valid for a period of 5 years from the date of notification with a detailed review to be undertaken annually or as required. The incentives shall be extended only for the policy period unless otherwise stated/notified.

5 Policy Targets

Though various provisions and enabling initiatives, category-wise targets by the end of policy period are as follows:

Category	Target
e Two wheelers	15% Electric Vehicle share in new vehicle registrations
e Three wheelers	30% Electric Vehicle share in new vehicle registrations
e Four wheelers	5% Electric Vehicle share in new vehicle registrations
e Buses	Phased transition to e Buses used in routes connecting priority cities

Manufacturing target of 35 Lakh unit per year in the next 5 years.

6 Definitions

6.1 Electric Vehicle (EV)

All vehicles in the following categories with advanced batteries having passed all the eligibility and testing conditions as specified under FAME II scheme and purchased & registered in Rajasthan shall be eligible for incentives, unless otherwise specified:

- Two wheelers (only electric) – transport and non-transport vehicles.
- Three wheelers (only electric) including e-rickshaws – Transport vehicles (goods/passenger)
- Four wheelers (only electric) – transport and non-transport vehicles
- Buses (only electric)
- Any other vehicle as notified eligible by Government of Rajasthan

6.2 Retrofit Kits

Retrofit kits eligible for incentives under this policy include kits for conversion from ICE to battery operated Electric Vehicles and shall be approved by a competent agency under Rule 126 of CMVR, 1989 or notified by the Transport Department, Government of Rajasthan.

6.3 Electric Vehicle Charging Infrastructure

Charging infrastructure will be as per guidelines and standards issued by Rajasthan Electricity Regulatory Commission from time to time. Charging stations categorised by Ministry of Power, G.O.I and Rajasthan Electricity Regulatory Commission orders are as under:

- **Public Charging Station (PCS)** shall mean an Electric Vehicle charging station where any electric vehicle can get its battery recharged.
- **Battery Charging Station (BCS)** shall mean a station where the discharged or partially discharged electric batteries for electric vehicles are electrically recharged. For all practical purposes, Battery Charging Station (BCS) shall be treated at par with Public Charging Station (PCS), and the applicable tariff for electricity supply shall also be same as for PCS.
- **Captive Charging Station (CCS)** shall mean an electric vehicle charging station exclusively for the electric vehicles owned or under the control of the owner of the charging station e.g. Government Departments, Corporate houses, Bus Depots, charging stations owned by the fleet owners etc. and shall not be used for commercial purpose.
- **Battery Swapping Station (BSS)** shall mean a station where any electric vehicle can get its discharged battery or partially charged battery replaced by a charged battery.

6.4 Electric Vehicle Supply Equipment (EVSE)

Electric Vehicle Supply Equipment (EVSE) shall mean an element in Electric Vehicle (EV) charging infrastructure that supplies electric energy for recharging the battery of Electric Vehicles. EVSE shall be type tested by an agency/lab accredited by National Accreditation Board for Testing and Calibration Laboratories (NABL) from time to time.

6.5 Priority Cities

Considering the relevant orders of NGT regarding non-attainment cities and NCR sub-region, following cities shall be collectively referred to as priority cities for the purpose of the policy: Jaipur, Jodhpur, Kota, Udaipur, Bikaner, Ajmer, Bharatpur and Alwar.

7 Policy Actions

The policy lays out various financial and non-financial incentives and initiatives which would support adoption of Electric Vehicles, establishment of a wide network of Charging stations, establishment of Electric Vehicle and related Manufacturing industries and roll out of training programmes for skilled manpower to support the Electric Vehicle ecosystem

7.1 Driving Adoption

Transition towards Electric Vehicles at present is subject to challenges such as high upfront purchase cost in comparison to ICE Vehicles, range anxiety, limited public Electric Vehicle Charging Infrastructure and lack of awareness. Rajasthan Electric Vehicle Policy recognizes these challenges and creates provisions to incentivize adoption of select vehicle categories. Upfront incentives listed in the table below are in addition to the exemptions and incentives for Electric Vehicles which have already been implemented in Rajasthan:

- Exemption from Motor Vehicle Tax and Green Tax payable under the Rajasthan Motor Vehicle Taxation Act 1951
- Exemption from the requirement of permit for carrying passengers or goods
- SGST reimbursement to all categories of Electric Vehicles, **Upfront purchase incentives to Two Wheelers and three Wheelers for the Year 2021-22**

Financial Incentives for eligible Electric Vehicles

Vehicle Category	Incentive	Number of Electric Vehicles to be incentivized
All eligible Electric Vehicles	100% SGST reimbursement	As per limits indicated below for each category
Two Wheelers	Upfront Incentives as per battery capacity Fixed Battery: from INR 5,000-10,000 Swappable Battery: from INR 2,000-5,000	✓ 1,00,000 e-2W
Three Wheelers (e-Rickshaw, e-Cart, e-Auto and e-Goods Carrier)	Upfront Incentives as per battery capacity Fixed Battery: from INR 10,000-20,000 Swappable Battery: from INR 4,000-10,000	✓ 25,000 in e-Rickshaw, e-Cart category ✓ 25,000 in E-Auto and E-Goods Carrier category
	Retrofit kit - 15% of the retrofit kit cost (including taxes) up to INR 10,000 per vehicle	✓ 3,000 Retrofit vehicles

Four Wheelers (4W): Personal Cars/ Taxis/CVs/ Light Goods Vehicle (LGV)	Upfront Incentives to vehicles with maximum Ex-showroom price to avail this incentive is INR 20 lakhs as per battery capacity: from INR30,000-50,000	✓ 1000 personal e-4W ✓ 1000 commercial e-4W ✓ 2000 e-Maxi cab and e-Goods carrier
	Retrofit kit - 15% of the retrofit kit cost (including taxes) up to INR 15,000 per vehicle	✓ 2,000 Retrofit vehicles
Buses	Upfront incentive as per battery capacity - from INR 1,00,000-5,00,000	✓ 500 e-buses
	Retrofit kit - 15% of the retrofit kit cost (including taxes) up to INR 2,50,000 per vehicle	✓ 200 Retrofit vehicles

7.2 Electric Vehicle Charging Infrastructure

Availability of robust charging infrastructure is paramount to have a sustained transition from internal combustion engines to Electric Vehicle technology. Developing charging infrastructure across the state will help reduce range anxiety among consumers, which will further help boost EV adoption. This policy aims to enable creation of a wide network of Electric Vehicle Charging Stations in the state. Charging stations will comply with standards specified by Ministry of Power, Government of India and subsequently by Rajasthan Electricity Regulatory Commission.

- Setting up of charging stations shall be a de-licensed activity and therefore requires no special permissions.
- Private charging at residence/offices shall be permitted through existing power connections.
- Government of Rajasthan will promote setting up of public charging stations at appropriate locations and distance from each other in urban, rural areas and highways on the basis of vehicle density and utility. Public charging station can be Discom owned, privately owned and Public Private Partnership.
- Public Charging Stations may be allowed to purchase power from any source through open access route in accordance with the

provisions of terms and conditions for Open Access Regulations, 2016.

- Government of Rajasthan shall nominate a nodal agency for the State for setting up a charging infrastructure. As of now the State Government has nominated Jaipur Vidyut Vitaran Nigam Limited (JVVNL) for this purpose. State Nodal Agency shall also be responsible for deciding the ceiling of Service Charges to be charged by Public Charging Stations.
- The land for Public Charging Stations should be compliant with norms of local bodies and other land authorities. Conversion of land upto area specified by Government of Rajasthan will not be required for setting up of charging stations.
- Government of Rajasthan will lay down procedure for application for electricity connection, processing of application and time required to provide connection.
- **Home/ Office Charging Points**: It is anticipated that considering the time period for charging and vehicle idle time at home and workplace, charging at such places could emerge as the mainstay charging for private Electric Vehicles. In order to enable setup of such points, Government of Rajasthan shall amend Rajasthan Model Building Bye laws 2020 in accordance with Amendments Model Building Bye Laws, 2016 for Electric Vehicle Charging Infrastructure issued by the Ministry of Housing and Urban Affairs, Government of India, to include provisions related to electric vehicle charging infrastructure. Amended law will provide land use norms for domestic and public charging facility.

7.2.1 Incentives for Creation Public Charging and Swapping Infrastructure

i. **SGST Reimbursement on equipment:** SGST Reimbursement on Fast Charging Electric Vehicle Supply Equipment (EVSE) procured by private enterprises for setting up public charging stations will be reimbursed upto specific amount and specific number of charging stations.

ii. **Reimbursement of Cost towards Upstream Electricity Infrastructure:** Entities setting up Public Fast Public Charging Stations/ Swapping shall be reimbursed 100% of the upfront cost incurred towards

establishment of the upstream electricity infrastructure for bringing power supply to Electric Vehicle Charging Stations, up to INR 5 lakhs per charging station on actual cost basis paid to the electricity distribution company (DISCOM). This shall be applicable for first 100 Public Fast Charging/Swapping Stations installed in the state during policy period.

iii. **Service Enterprise in Thrust Sectors Benefits under RIPS 2019:** Electric Vehicle Charging and Swapping Stations have been identified as Thrust Sector in the Rajasthan Investment Promotion Scheme, 2019. Enterprise making an investment equal to or above Rs. 25 lakhs in EV Charging and Swapping Stations shall be granted the following benefits:

a. 5% interest subsidy or term loan taken by enterprise from Financial institutions or state financial institutions or banks recognized by Reserve Bank of India, making an investment in equipment, for a period of five years subject to a maximum of Rs. 2 lakhs per year; or

b. Capital subsidy equivalent to 20% of investments made in equipment, subject to a maximum of Rs. 4 lakhs

7.2.2 Power Tariff for Electric Vehicle Charging

Power tariff for Electric Vehicle charging shall be defined from time to time through orders issued by Rajasthan Electricity Regulatory Commission. Separate tariff structure and Time of Day rebate issued by Rajasthan Electricity Regulatory Commission (RERC) through a state-wide tariff order on February 6, 2020 are as follows for Public Charging Stations:

Category	Energy Charges	Fixed Charges
Public charging station (LT)	INR 6 per unit	INR 40/HP/month of sanctioned connected load
Public charging station (HT)	INR 6 per unit	INR 135/kVA/Month

- ✓ ToD rebate of 15% on Energy Charges from 11 PM to 6 AM
- ✓ Tariff applicable to Public Charging Station (PCS) shall also be applicable to Battery Charging Stations (BCS) and Battery Swapping Stations (BSS).
- ✓ Domestic charging shall be treated akin to domestic consumption

7.2.3 Renewable Energy based Electric Vehicle Charging and Swapping Stations

The Rajasthan Solar Energy Policy, 2019 identifies promotion of Electric Vehicle Charging Stations by Renewable Energy as one of its target as per Clause 13. Allotment of land at 50% concessional rate for first 500 renewable energy based electric vehicle charging stations installed within five years from the date of commencement of policy shall be provided. Such proposals shall be forwarded by Rajasthan Renewable Energy Corporation Limited through local bodies to Government of Rajasthan for approval and allotment.

The policy also allows charging station service providers to set up renewable energy generation plants within their premises for captive use, and may also draw renewable power through open access from generation plants located within the State to avail the benefits as provided under Clause 16. Key benefits of the policy include:

i. **Banking:** Banking of energy at the drawl end within the State shall be permitted for Captive Consumption and third party sale on yearly basis. Banking charges shall be adjusted in kind @ 10% of the energy delivered at the point of drawl. The banking year shall be from April to March. However, drawl of banked energy will not be allowed during peak hours as determined by DISCOMs. The unutilized banked energy at the end of year shall lapse.

ii. **Exemption/Relaxation from Electricity Duty:** The electricity consumed by the Power Producer for captive use within the State for usage at Electric Vehicle charging station will be exempted from payment of Electricity Duty for 7 years from Commercial Operation Date (COD).

iii. **Transmission and Wheeling charges:** Solar Power Projects set up for a capacity of 500 MW (Solar, Wind and Wind-Solar Hybrid, with or without storage, taken together) for captive use/third party sale within the State after the commencement of this policy or up to March 2023, whichever is earlier, there will be 100% exemption in normal transmission and wheeling charges for a period of 10 years from date of commencement Electric Vehicle charging station. This

will be applicable for an individual plant capacity of maximum 25 MW.

All incentives/ provisions defined in the Rajasthan Solar Energy Policy, 2019 shall be applicable for Electric Vehicle Battery Swapping stations as well.

7.2.4 Mobile application-based IT Platform for Public Charging Stations (PCS)

According to the orders by RERC, DISCOMs shall develop a mobile application with the support of Information Technology (I.T.) Companies and Network Service Providers (NSPs), whereby all the real time information on Electric Vehicle Charging Stations such as real time updates on time slot availability, type of charging infrastructure, available load of Charging Station, distance from present location of Electric Vehicle user and applicable tariff after inclusion of TOD charges and service charges.

7.3 Innovation & Technology

Promoting research and development in the EV space is crucial for encouraging growth and localisation in the industry. Innovation and technology can help cultivate a strong manufacturing base that takes into consideration the needs of Indian roads and conditions, such deploying EVs in high temperatures. Moreover, encouraging start-ups will benefit the overall ecosystem as they are quick to respond to the evolving technologies of the electric mobility space. This policy aims to foster research and innovation in electric mobility in Rajasthan, and promote entrepreneurship in this space. The state will support these objectives through following:

i. **Entrepreneurship Development**: Electric Vehicle startups will be encouraged through following provisions:
   a. The Electric Vehicle startups shall be supported by incentives laid down as part of the Rajasthan Startup Policy 2015 including access to financial benefits such as Sustenance Allowance, Seed Fund access, Marketing Assistance, Pilot Stage Funding and Techno funding.

b. In addition to the Policy, Department of Information Technology & Communication may float challenges under the 'Challenge for Change Program' relevant to the Electric Vehicle Sector that may enable procurement of solutions up to the tune of INR 1 Crore

ii. **Rajasthan E-Mobility Centre of Excellence (CoE)**: There is a flourishing Automotive industry in Rajasthan and the Government of Rajasthan shall promote industry led CoEs for advance electric and automotive research in partnership with leading academic institutions.

7.4 Development of Manufacturing Ecosystem

Currently, EV manufacturing is very dependent on imports for various EV components However, developing an EV manufacturing, supply chain and infrastructure ecosystem will help in reducing cost associated with purchasing EVS, which will help drive EV adoption Further. Promoting EV manufacturing is a key to addressing supplies side challenges. Rajasthan State Industrial Policy has identified 'Auto & Auto Components' as one of its thrust sectors. The state envisions to create a globally competitive automobile manufacturing ecosystem supporting all the stakeholders within this sector. This policy aims to augment this vision of the State Government by creating an enabling environment for manufacturing of Electric Vehicle and batteries. The following Special Zones under Delhi-Mumbai Industrial Corridor (DMIC) will be promoted for manufacturing of EVs :

- Khushkheda-Bhiwadi-Neemrana Investment Region
- Jodhpur-Pali-Marwar Industrial Area
- Ajmer-Kishangarh Investment Region
- Rajsamand-Bhilwara Industrial Area
- Jaipur-Dausa Industrial Area

7.4.1 Promoting Electric Vehicle Manufacturing

Rajasthan Investment Promotion Scheme (RIPS) 2019 identifies Electric Vehicle manufacturing as a thrust sector and additionally lay emphasis on how to improve ease of doing business in the state and promote single window clearance across various sectors. The state Government envisions

to bring about Industry 4.0 revolution by promoting Electric Vehicle manufacturing in Rajasthan.

Following are the major incentives under the RIPS-2019 which will be extended to manufacturing enterprises in Rajasthan –

a. Investment Subsidy of 75% of State tax due and deposited, for seven years
b. Employment Generation Subsidy in the form of reimbursement of 50% of employer's contribution towards employees EPF and ESI, for seven years
c. Exemption from payment of 100% of Electricity Duty for seven years
d. Exemption from payment of 100% of Land Tax for seven years
e. Exemption from payment of 100% of Market Fee (Mandi Fee) for seven years
f. Exemption from payment of 100% of Stamp Duty
g. Exemption from payment of 100% of conversion charges payable for change of land use and conversion of land

As per the Rajasthan Investment Promotion Scheme – 2019, the scheme shall promote investment made by Enterprise(s) for establishment of new unit and/or investment made by the existing Enterprise(s) for expansion and/or investment made for revival of sick enterprise.

As Electric Vehicle manufacturing is one of the 'Thrust' sectors under RIPS 2019, additional benefits applicable for making an investment equal to or above INR 25 Cr. are:

a. 5% Interest Subsidy on term loan taken by the enterprise from Financial Institutions or State Financial Institutions or Banks recognized by Reserve Bank of India, for making an investment in plant & machinery on the plant and machinery for a period of five years subject to a maximum of INR 1 Cr. per year

   Or

b. Capital Subsidy equivalent to 25% of investment made on the plant & machinery, subject to a maximum of rupees fifty lakh

7.4.2 Electric Vehicle and Components Manufacturing Park

In addition to the various incentives to promote Electric Vehicle and related component manufacturing in the State, RIICO shall develop a dedicated Electric Vehicle and Components Park at a suitable location with required infrastructure and common facilities.

7.5 Recycling and Reuse

Though Electric Vehicles help with reducing greenhouse gas emissions, their batteries, specially lithium-ions batteries, need to be recycled or reused or else they can pose difficult waste management challenges. Lithium-ions batteries can prove to be a valuable secondary resource for critical materials. Electric Vehicle batteries can find second-life usage in applications such as stationary storage. After the end-of-life, valuable metals and other material in short supply can be extracted through battery recycling, which can be used to produce new batteries as well. The State Government will promote second-life usage and recycling of Electric Vehicle batteries.

i. **Reuse of EV batteries:** Disposal of Electric Vehicle Batteries in trash/landfills will be strictly prohibited. OEMs, through their networks, partnerships and retail centres will channelize battery collection for reuse.

ii. **Recycling of Electric Vehicle Batteries:** Electric Vehicle batteries which have reached end-of-life will be sent to recycling facilities to extract high value materials (like Cobalt, Nickel, etc.) for further reuse by battery manufacturers. State Government will encourage establishment of such facilities through incentives under the industrial policy and RIPS 2019.

7.6 Skill Development & Training

Since electric vehicles have engines with fewer elements as opposed to ICE vehicles, the transition to manufacturing and maintaining EVs will lead to losses in certain jobs that are exclusive to the ICE value chain such as manufacturing of fuel injector, transmission system etc. To ensure that such a transition is inclusive and just, it is imperative to ensure that new and existing workers received the require skill upgradation and training to

adapt to changing requirements of Electric Vehicle manufacturing and servicing. In order to ensure smooth transition to electric mobility, special efforts shall be undertaken for skill development in Electric Vehicles.

- Short-term courses on electric mobility, EVSE, repair and maintenance, battery manufacturing and maintenance shall be developed and introduced by Rajasthan Skills & Livelihood Development Corporation (RSLDC). Polytechnics shall offer two week duration courses on Electric Vehicle awareness for skill upgradation.
- Long term courses (Three/ Six month) for Electric Vehicle Maintenance shall be offered at ITIs and Polytechnics. At least 5 Polytechnic colleges/ ITIs shall be identified as 'Pilot Skilling Institutions', preferably located along the existing industrial cluster.

7.7 Capacity Building and IT System update

Transport Department would play a key role in implementation of this policy and in order to do so in an effective manner following initiatives would be undertaken:

- Capacity building of officials at regional and state level would be essential to increase awareness about Electric Vehicles technology, various national and international standards for Electric Vehicles, battery and Charging Infrastructure
- Data capture of various attributes of Electric Vehicles and owner details are required for easy incentive rollout and data analytics. Further technical specifications such as transmission type, motor classification, battery capacity, battery chemistry and other fields would be needed for effective monitoring and enforcement of provisions related to Motor Vehicle Act/ Rules
- These data points would help in timely review of policy performance to undertake suitable amendments and course correction measures that may be required for meeting objectives. Updation in existing IT systems and/or creation of separate modules may be undertaken as required.

7.8 Responsibility Matrix

The responsibility of operationalization of the actionable in this policy will rest with the following departments:

Policy Section		Responsible Department
7.1	Driving Adoption	Transport Department
7.2	Electric Vehicle Charging Infrastructure	Energy Department Department of Local Self Governance Urban Development and Housing Department
7.3	Innovation & Entrepreneurship	Information Technology & Communication Department Industries Department
7.4	Manufacturing Ecosystem	Industries Department
7.5	Recycling & Reuse	Industries Department
7.6	Skill Development & Training	Technical Education Department
7.7	Capacity Building and IT System update	Transport Department

8 Institutional Structure

Institutional structure for smooth implementation of Electric Vehicle initiatives is as under:

8.1 State Electric Vehicle Committee

The EV Committee will be chaired by the Hon'ble Chief Secretary (Chairman SEC for investment) and will comprise representatives from various Departments as under:

- ✓ Principal Secretary/ Secretary/ Special Secretary & Commissioner – Transport: Convenor
- ✓ Principal Secretary/ Secretary, Industries Department
- ✓ Principal Secretary/ Secretary, Energy Department
- ✓ Principal Secretary/ Secretary, Finance Department
- ✓ Principal Secretary/ Secretary, Urban Development & Housing Department
- ✓ Principal Secretary/ Secretary, Science & Technology Department
- ✓ Principal Secretary/ Secretary, Technical Education Department
- ✓ Commissioner, Bureau of Investment Promotion (BIP)
- ✓ Managing Director, Rajasthan State Road Transport Corporation (RSRTC)

- ✓ Managing Director, Rajasthan Skills and Livelihoods Development Corporation (RSLDC)
- ✓ Representative from State Nodal Agency for Charging Infrastructure

The State Electric Vehicle Committee shall at least once every six months and will perform the following roles:

- ✓ Review the implementation and effectiveness of the State Electric Vehicle policy and undertake necessary amendments if required to achieve the objectives of the policy
- ✓ Recommend enabling institutional structure necessary to implement this policy
- ✓ Advise on interdepartmental coordination on matters related to this policy
- ✓ Invite industry stakeholders to understand their challenges and adopt suitable measures to mitigate the same and propose any amendments as required

8.2 Electric Vehicle Cell

State Electric Vehicle Committee will be operationally supported by a dedicated Electric Vehicle Cell under the leadership of the Principal Secretary/ Secretary/ Special Secretary & Commissioner - Transport. An Officer In-charge for Electric Vehicle will be engaged to play a pivotal role in day-to-day monitoring and implementation of projects towards achieving the objectives of the State Electric Vehicle Policy. The Electric Vehicle Cell shall also be responsible for addressing any grievances related to the Rajasthan Electric Vehicle Policy.

8.3 District Level Coordination Committee

While the State Electric Vehicle Committee will drive the policy initiatives, the District Level Coordination Committee will be responsible for smooth implementation of Electric Vehicle projects at local level. This is essentially a decentralized arrangement, where local government engages with industry partners to resolve any ground level issues and facilitate implementation. The committee will be chaired by District Collector & Magistrate and will comprise of following members:

- ✓ RTO/DTO – Member Secretary/ Convenor
- ✓ Representation from Municipal Body

- ✓ Representation from Smart City *(if any)*
- ✓ Representation from RSRTC
- ✓ Representative from City Transport Undertaking
- ✓ Representation from local Power Distribution Company
- ✓ Officer from RIICO
- ✓ Representation from District Industries Centre
- ✓ Representation from City Police/Traffic Police
- ✓ Representation from State Nodal Agency for Charging Infrastructure