

**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.


(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

**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

NOTIFICATION

The Council of Ministers approved the Delhi Electric Vehicles Policy vide Cabinet Decision No.2796 dated 23.12.2019.

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.
- 4.3.2. Following incentives shall be provided to all individuals with a valid driving license, who want to purchase an E-rickshaw or E-cart. These incentives shall be available only for the purchase of one E-rickshaw or E-cart per individual:

- a) A Purchase Incentive of Rs. 30,000/- per vehicle shall be provided to the registered owner for the purchase of one E-rickshaw or one E-cart per individual. This incentive shall apply to all E-rickshaws and E-carts, including the models with lead acid batteries and swappable models, where battery is not sold with the vehicle.
- b) In addition, for purchase of E-rickshaws and E-carts with an advanced battery (i.e., for models certified by ARAI as an E-rickshaw or E-cart and having an advanced battery), interest subvention of 5% on loans and/or hire purchase schemes shall be provided.

4.4. **Buses:**

- 4.4.1. Substantial addition of buses to the public transport fleet is expected in the period 2019-2022. The GNCTD commits to providing appropriate incentives and other support necessary to ensure that pure electric buses constitute at least 50% of all new stage-carriage buses (i.e., for all public transport vehicles with 15 seats or more) procured for the city fleet including for last mile connectivity, starting with the induction of 1000 pure electric buses by 2020.

4.5. **Goods carriers (i.e., L5N and N1 vehicles):**

- 4.5.1. Light commercial vehicles used as goods carriers are useful for low capacity, short haul deliveries in congested areas of the city. The policy recognizes their importance and shall seek to incentivize rapid electrification of this fleet. Incentives listed below in para 4.5.2, 4.5.3 and 4.5.4 shall be provided by the GNCTD and shall be applicable to all Electrical Vehicles in the category of L5N (three wheeled goods carriers) and N1 (goods carrier having gross vehicle weight not exceeding 3.5 tonnes) 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.
- 4.5.2. Individuals and fleet owners shall be encouraged to adopt electric goods carriers ('e-Carriers') by providing:
 - a) A Purchase Incentive of Rs. 30,000/- to the first 10,000 e-Carriers to be registered in Delhi after the issuance of this policy.
 - b) Interest subvention of 5% on loans and/or hire purchase scheme for purchase of e-carriers.
- 4.5.3. Electric goods carriers in the above categories shall be completely exempted from the prohibition on plying and idle parking of light goods vehicles on identified roads of NCT of Delhi during specified timings as notified by the Transport Department, GNCTD from time to time as per Rule 115 concerning exemption from the provisions of Chapter VIII - Control of Traffic, Central Motor Vehicles Rules.

4.5.4. The Purchasers of e-carriers (i.e., vehicles eligible for the Purchase Incentive) shall also be eligible for a Scrapping Incentive for scrapping and de-registering old ICE goods carriers registered in Delhi. Up to Rs. 7,500/- of the Incentive shall be reimbursed by the GNCTD to the purchase of e-carriers, subject to:

- a) evidence of matching contribution from the dealer or OEM, and
- b) confirmation of scrapping and de-registration of the ICE vehicle.

4.6. Four Wheelers (E-Cars):

- 4.6.1. A Purchase Incentive of Rs. 10,000/- per kWh of battery capacity shall be provided per electric four-wheeler (subject to a maximum incentive of Rs.1,50,000/- per vehicle) to the registered owners of the first 1000 e-cars to be registered in Delhi after the issuance of this policy. The incentives shall be applicable only to electric four - wheeler 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.
- 4.6.2. To establish the feasibility for large scale adoption of electric passenger four wheelers, GNCTD shall take the lead in transitioning its entire fleet to electric. All leased/hired cars used for commute of GNCTD officers shall be transitioned to electric within a period of twelve months from the date of issue of this policy.

5. Provisions applicable across vehicle segments

- 5.1. Road Tax and registration fees shall be waived for all Battery Electric Vehicles during the period of this policy.
- 5.2. The Purchase/demand incentives offered under the policy (i.e., Purchase and Scrapping Incentives) for all Electric vehicles shall be given directly to the registered owners by the Transport Department, GNCTD based on claims made by individual buyers after the purchase of the vehicle.
- 5.3. If the battery is not sold with vehicle, 50% of the Purchase Incentive shall be provided to the vehicle owner & the remaining amount up to 50% would be provided to Energy Operators for defraying the cost of any deposit that may be required from the end users for use of a swappable battery.
- 5.4. Operational guidelines for delivery of all demand incentives offered under the policy (i.e., Purchase and Scrapping Incentives) shall be issued from time to time by the Transport Department with the approval of Minister (Transport) as Competent Authority. From the date of issuance of this policy, all existing subsidies for battery powered vehicles being provided through the Air Ambience Fund shall be replaced by the incentives offered as per this policy. The applications for subsidy pending with the Environment Department, as on the date of issuance of the policy, shall be dealt by the Environment Department. Subsequent applications shall be dealt under this policy.

- 5.5. The interest subvention of 5% being offered in the vehicle categories of E-Autos, E-rickshaws, E-carts and Goods carriers would be applicable, only if the loan is availed from the Delhi Finance Corporation (DFC) and other finance providers empaneled by the DFC. For this purpose, DFC would empanel other finance providers for obtaining the interest subvention, on the basis of applications from Scheduled Banks and NBFCs.
- 5.6. All electric vehicles registered in Delhi shall be issued a green number plate in accordance with the notification No. F. No. RT-11028/03/2018-MVL dated 07.08.2018 of the Ministry of Road Transport and Highways, Govt. of India.
- 5.7. All electric vehicles availing any kind of incentive/fee waiver under this scheme should appropriately display a sticker indicating that it has been purchased under this policy/scheme. The format of the sticker shall be provided by the Transport Department, GNCTD.

6. **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.

- 6.1. **Private Charging points:**
 - 6.1.1. It is expected that most Electric Vehicle users shall use home and workplace charging points for their core charging needs. However, charging points at these locations need to be engineered for safe charging of Electrical Vehicles, communicate with DISCOMs to enable load management, and offer metering that enables shared use and special tariffs to be offered for Electric Vehicle charging. Following policy measures shall be put in place to encourage installation of such charging points within homes and workplaces.
 - 6.1.2. Changes in building bye-laws shall be made to make all new home and workplace parking 'EV ready' with 20 % of all vehicle holding capacity/ parking required to be Electric Vehicle ready (i.e., with conduits and power supply infrastructure in place for Electric Vehicle chargers). Additionally, the building premises shall have to have an additional power load, equivalent to the power required for all charging points to be operated simultaneously, with a safety factor of 1.25.
 - 6.1.3. 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. The GNCTD shall provide a grant of 100% for the purchase of charging equipment up to Rs. 6000/- per charging point for the first 30,000 charging points. Grants shall be available for chargers that are either single phase or three phase input but comply with all other BEVC-AC001 specifications.

- 6.1.4. Customers of all DISCOMs operating in Delhi shall provide the facility to purchase a Private Charging Point online at a price net of the GNCTD grant, and request for charger installations at their premises. The DISCOM shall install chargers at their customers' premises as requested and recover additional installation related charges (as applicable and approved by the Delhi Electricity Regulatory Commission) through the electricity bill.

6.2. Public Charging Infrastructure:

- 6.2.1. Providing accessible public charging facilities within 3 km travel from anywhere in Delhi is a key objective of this policy. Considering that there are several stakeholders involved in the implementation of public charging infrastructure within Delhi, a Working Group on Accelerated Rollout of Charging Infrastructure in Delhi ('Charging Infrastructure Working Group') has already been established by the Power Department, GNCTD with representative from all relevant government agencies, DISCOMs and Local Bodies vide order no. F11(50)2019/Power/1216 dated 29.04.2019.
- 6.2.2. Energy Operators' (EOs) shall be invited to set up charging and battery swapping stations across Delhi in multiple phases by porting and providing Concessional Locations for charging station at bare minimum lease rentals. These Concessional Locations shall be carved out from existing public parking zones and other GNCTD identified locations such that they offer easy entry and exit. A list of Concessional Locations for the first phase of rollout shall be identified by the Charging Infrastructure Working Group within one month of issuance of the policy. Outside of the concessional locations, the Energy Operators can set up any number of other sites as long as they have required public access.
- 6.2.3. The Energy Operators shall be selected for allocation of Concessional Locations based on a process to be defined by the Charging Infrastructure Working Group.
- 6.2.4. GNCTD shall provide a capital subsidy for the cost of chargers installation expenses to the selected Energy Operators. No operational subsidies shall be provided to the Energy Operators. The subsidy shall only be applicable for chargers being installed within one year of the allocation of a Concessional Location. No further capital subsidies can be claimed by the Energy Operators if they avail the GNCTD subsidy under this policy.
- 6.2.5. 100% of the net SGST, accrued to the GNCTD, shall be provided as reimbursement to the Energy Operators for purchase of advanced batteries to be used at swapping stations.

6.3. Favorable electricity tariff for EO_s, captive and private charging facilities:

- 6.3.1. Electricity tariff applicable for all Public and Captive charging stations for commercial use (i.e. charging facilities used by fleet owners) shall be as notified in the DERC Tariff Schedule for 2019-20 as being applicable for "Charging Stations for e-rickshaw/e-vehicle on single point delivery" as per applicable DERC Tariff Order. The GNCTD shall endeavor to maintain the special electricity

tariff for EV charging at the same rate as at present or lower for the entire duration of this policy.

- 6.3.2. Tariff concessions outlined in para 6.3.1 shall also be extended to all Private Charging Points that are BEVC-AC001 compliant and are connected to the Central Management System (CMS) of the relevant DISCOM.
- 6.3.3. The Energy Operators who have won a concession to operate and all other public charging stations operators shall be encouraged to use low cost and renewable sources of power. In consultation with DERC, the GNCTD shall endeavor to provide: (a) Open Access without the condition of having contract demand of 1 MW and above at every charging station or swapping kiosk. (b) Power banking –The Energy Operators who set up captive renewable energy facilities shall be given power banking facilities with the DISCOMS operating in Delhi over a period of one year. This shall encourage generation and use of renewable power.

6.4. Payment Infrastructure and information sharing:

- 6.4.1. The Energy Operators shall be expected to accept payments through multiple modes such as cash, cards, mobile wallets and UPI. Option for the payments through the common mobility card payment system shall also need to be offered.
- 6.4.2. An open, publicly owned database shall be developed by Transport Department, GNCTD offering historical and real time information on public charging infrastructure i.e., kWh, session length, vehicle type if available, number of events, location (latitude, longitude) of the charger, number of chargers at site, site classification, payment amount, pay structure (by hour, or by kWh, or by session), as well as payment rate. The Energy Operators shall have to provide data to this public database. The database can be used free of charge by in-vehicle navigations systems and charging apps and maps.

7. Recycling Ecosystem – Battery and Electrical Vehicles

- 7.1. Electric Vehicle batteries typically need to be replaced once they have 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 shall have to be either reused or recycled. Lack of adequate reuse or recycling shall have a high environmental cost. 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.
- 7.2. 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.

8. Funding

- 8.1. The GNCTD shall seek to fund a high proportion of the incentives proposed in the policy using the 'feebate' concept i.e. by adopting measures by which inefficient polluting vehicles incur a surcharge (fee-) while efficient ones receive a rebate (-bate). As per NITI Aayog and Rocky Mountain Institute (RMI), Austria, Denmark, France, Netherlands, Norway, Ontario (Canada), and Singapore have introduced variations of feebates. Funding for the various incentives being offered under the Delhi EV Policy shall be obtained from the following sources and aggregated under an umbrella, non-lapsable 'State EV Fund'.
- 8.2. Pollution Cess: Cess on the sale of diesel is already applicable in the NCT of Delhi at 25 paise per litre being levied vide order dated 27.03.2008 of the Finance Department, GNCTD, collection from which accrues to the Air Ambience Fund under the Environment Department. From the date of issuance of this policy, 50% of the amount collected in Air Ambience Fund shall be transferred to State EV Fund on a monthly basis. Amount standing in the credit of Air Ambience Fund as on the date of issuance of the policy shall also stand transferred to the state EV Fund, GNCTD shall strive to levy a Pollution Cess on all ICE Vehicle users in future.
- 8.3. Road Tax: Additional road tax shall be levied on diesel and petrol vehicles, especially luxury cars. The additional tax shall be based on a sliding scale with high price diesel vehicles paying the highest additional road tax and low price two wheelers incurring a small addition. Revised Road Tax rates in line with this principle shall be notified by the Department of Transport, GNCTD and the additional road tax thus collected shall be allocated to the State EV Fund.
- 8.4. Congestion Fee: An appropriate Congestion Fee shall be levied on all trips originating or terminating within the NCT of Delhi and taken using cab aggregator and ride hailing services. This tax shall be waived for rides taken in e-two wheeler, e-auto or e-cab. Tax due shall have to be deposited with the GNCTD every month and shall be allocated to the State EV Fund.
- 8.5. Other Sources: Any gap left after funding from the State EV Fund is exhausted, shall be filled through allocations from the Environment Compensation Charge (ECC) already being collected in Delhi, subject to the approval of the Hon'ble Supreme Court of India. It is expected that a significant proportion of the ECC shall be used to fund the policy with any further gap in funding being filled through budgetary allocations. The State EV Fund, with contributions for the Pollution Cess, additional Road tax, Congestion Fee and the ECC shall be the primary contributor towards funding the proposals in this policy.

- 9. Creating Jobs – Vocational Training and R&D**
 - 9.1. Large number of new jobs can be created due to increasing EV adoption – e.g., e-auto and e-cab drivers, charging station operators and EV service mechanics. Delhi shall endeavor to become a hub for the provision of training related to jobs in the EV eco-system. Vocational courses shall be designed to train EV drivers, mechanics and charging station staff in partnership with auto OEMs and the Energy Operators. These courses shall be delivered through the World Class Skill Centres (WCSCs) set up by the GNCTD and the space and faculty for the WCSCs shall be provided at concessional rates.
 - 9.2. Private sector partners – i.e., auto OEMs and the Energy Operators shall be allowed to conduct their own captive staff training at the WCSCs.
 - 9.3. The WCSCs shall also offer short re-training courses for ICE mechanics who would like to be trained in repairing and servicing EVs. These part time courses shall be offered through the year at concessional fees.
 - 9.4. The GNCTD shall conduct regular recruitment fairs at the WCSCs for private sector recruiters, desirous of hiring the trained personnel.
 - 9.5. High levels of EV penetration and availability of charging infrastructure shall offer an opportunity to design and test new models of electric mobility and charging equipment. A Centre of Excellence shall be set up at one of the Central or State Universities within Delhi, and shall be funded by the GNCTD. This Centre shall focus on the design & use of EVs, improving the usage and efficiency of EVs and charging equipment.

10. Policy Implementation

Following measures shall be taken to ensure a smooth implementation of various proposals in Delhi EV policy:

- 10.1. The Transport Department, GNCTD shall be the nodal department for the implementation of this Policy. A dedicated EV cell shall be established within the Transport Department for effective day-to-day implementation of the Delhi EV Policy and comprising of staff with relevant technical expertise to exclusively deal with all matters related to electric mobility in the NCT of Delhi. All requisite compliances required under relevant statutes, provisions or rules made thereunder shall be ensured by the respective departments/ agencies.
- 10.2. GNCTD shall design and implement an intensive public outreach and communication campaign focused on driving awareness regarding the benefits of adopting electric vehicles and key elements of the policy.
- 10.3. A State Electric Vehicle Board shall be constituted by the GNCTD as the apex body for effective implementation of Delhi Electric Vehicle Policy, 2020.

- 10.4. It shall regularly review the performance of various measures under the policy and take additional measures, as necessary, for effective implementation so to achieve the primary objective of the policy i.e. to bring about a material improvement in Delhi's air quality by bringing down emissions from the transport sector.
- 10.5. GNCTD remains committed to providing stability to the EV policy framework and to make Delhi the EV capital of India.



(Jyoti Seth)
Dy. Commissioner (Transport)