



Government of Odisha

Odisha Electric Vehicle Policy, 2021

Relevant to EV

27th August 2021

Introduction

In order to promote electric vehicles in the State, the Odisha Cabinet has approved the Electric Vehicle Policy, 2021.

With an objective to achieve adoption of 20 per cent battery operated electric vehicles in all vehicle registrations by 2025, the Cabinet headed by Chief Minister Naveen Patnaik has approved the policy.

Context

Due to rapid urbanization, transport infrastructure has gone up leading to congestion and pollution. Electric Vehicle can improve the above scenario by reducing local concentrations of pollutants in the world. Many countries have included EVs as an element of their transportation policy.

India is also operating in the same global context as other countries who have adopted an EV policy. But India has a unique mobility pattern and the _ growth rate of vehicles as well as the ownership growth is rapid in India which is the key difference between India and other countries. Further, a large variety of motorized transport on roads and its auto segments are quite different from most of the developed countries.

Government of India have therefore adopted a National Electric Mobility Plan and have committed to cutting its emission intensity by 35% below levels by 2030 and requested all the States and Union Territories to frame their own EV policy.

Basing on the techno-economic development in the EV sector, there is need to formulate a policy for promotion of Electric vehicles in Odisha to keep pace with other states of India, Government of Odisha envisages to build Odisha a model State in promotion of EVs through adoption, adaptation, research & development apart from facilitating growth in employment.

Objective:

The policy will promote the manufacture of electric vehicles & its components and facilitate research & development (R&D) in the areas relating to electric vehicles and battery.

The State government has decided to extend financial incentives for manufacturing industries, buyers, scrapping along with interest subvention in loans, waiving of road tax & registration fees during the policy period (five years). It has also decided to give incentives under the Startup Policy.

Differentiator for Odisha

Two wheelers constitute nearly 82% of the total vehicle population of the State. Among the rest, Light Motor Vehicles constitute 7%, 3 wheelers 3.06%, Goods vehicles 2.86%, Tractors 2.28%, Trailers 1.78%, Others 0.94% and lastly Buses only 0.19%.

Salient Features

- I. **Road Tax:** Under the policy, the government has given 100 per cent exemption of road tax and registration fees on EVs purchased within Odisha.
- II. **Subsidy:** The State will provide 15 per cent subsidy — a maximum of Rs 5,000 for two-wheelers, Rs 12,000 for three-wheelers, and Rs one lakh for four-wheelers — on the base price, officials said.
- III. **Govt employees:** The State government employees can avail 100 per cent interest-free loans for purchasing EVs in the State.
- IV. **Buses:** A subsidy of 10 per cent (maximum limit of Rs 20 lakhs per vehicle) will be provided to the buyers for passenger buses registered in the State.
- V. **Battery manufacturing units:** All small and micro EV battery manufacturing units will get capital investment subject to an upper limit of Rs 1 crore. If the unit will run by a SC, ST, PwD, women, technical degrees/diploma, the upper limit is Rs 1.25 crore. Additional capital investment subsidy of 5 per cent will be provided if the unit will be set up in industrially backward districts including KBK region.
- VI. **Preference to hire EVs:** Government Departments/Offices, Public Sector Undertakings will give preference to hire EVs for Official use and the above purchase incentives will be applicable for the private Owners to purchase these vehicles. Government Department/Offices/ Public Sector Undertakings will purchase EVs when such purchase is necessary and is allowed.

- VII. **Public parking:** Municipal authorities will provide subsidized parking for all personal EVs. Individual Towns/Cities will prepare city parking plan to encourage provisions for on- street parking places for EVs with subsidized fees and EV charging stations.
- VIII. **OEMs:** Original Equipment Manufacturers (OEMs) shall have to register their e-vehicle model including swappable battery models meeting eligibility criterion with Transport Department.
- IX. **Goods Carriers:** The policy recognizes the importance of light commercial goods carriages and committed to extend incentives for USE OF EVs of this category. Individual and fleet Owners shall be given purchase incentive of Rs.30,000/- to the first 5000 electric goods carriers to be registered in the State. 4.3.3. Interest subvention of 5% on loans for purchase of electric goods carriers in the policy period. 100% SGST on the sale of electric goods carriages sold and registered in the State will be reimbursed for the policy period. 100% exemption on road tax & registration fees for the policy period will be made available.

Electric goods carriages in the above category shall be exempted from prohibition on plying and idle parking on identified roads of the State during specified timings as notified by the local authorities from time to time.

Scrapping incentive shall also be extended for old ICE goods carriages registered in the State as per the scrapping Policy announced by Gol.

- X. **Private Charging Points:** The existing residential and non-residential building Owners shall be encouraged to install private charging points within their premises which will provide shared access for charging of EVs of residents of group housing societies and multistory apartments.

Setting up of Charging Infrastructure shall be mandated in the Housing Policy by H& UD Department.

Government will provide grant for purchase of charging equipments up to Rs.5000/- for the first 20,000 such points. Grants shall be available those points which will comply all the electrical norms specified by the Electricity Distribution Companies operating in the State.

The customers under all the Electricity distribution Companies in the State shall purchase Private Charging points with the grant supplied by Govt. and request the Discoms to install

the same in their premises. The installation charge as approved by Government may be collected through electricity bills.

- XI. **Public Charging Infrastructure:** Energy Operators shall be invited to set up charging and battery swapping stations across all the cities and along the NH & SH in phases by porting and providing locations at bare minimum rental lease.

Government shall provide capital subsidy of 25 % to the selected Energy Operators for the charger installation expenses. Such subsidy will be available within one year of allocation of locations.

Special subsidy shall be allowed for first 500 Charging Stations.

Government will also provide 100% SGST reimbursement to the Energy Operators for purchase of batteries to be used in swapping stations.


Provision of mobile charging vans to provide on-road assistance for EV users who run out of charge shall be explored so that they can reach the nearest charging station with minimum travel.

Govt. will explore the charging facility at bus stands/ stops for e-buses to reduce the battery size.

Highway re-fueling stations will be encouraged to set up fast charging stations for top up charging.

Corporate Offices/ Educational Institutes/ZULBs/OSRTC/ Housing Societies/ Government Buildings will be encouraged to set up charging infrastructure in their premises to meet the social responsibility and necessary incentives shall be extended to them.

- XII. **Creating Jobs And Vocational Training:** On implementation of the policy, a large number of new jobs can be created by way of increasing EV adoption i.e. e-Auto, e-Cab Drivers, Charging Station Operators and EV Service Mechanics. Government shall endeavor for 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 with Auto OEMs and Energy Operators. These courses shall be delivered through world class skill centres set up with the support of Government of Odisha.

The private sector partners i.e. Auto OEMs and Energy Operators shall be allowed to conduct their own captive staff training in the above Skill Centres.

The Skill Centres shall offer short training courses for ICE Mechanics who want to be trained in repairing and servicing of e-Vehicles.

Policy Implementation

The Transport Department shall be the Nodal Department for implementation of the Policy. A dedicated "EV Cell" shall be established in the Department for day-to-day effective implementation of the policy with relevant technical expertise. All relevant rules, provisions shall be made by the Department for compliances of the requisites made in the Policy.

New Ecomm Rules have Indian Etail Cos in a Knot

On display or promotion of advertisement by sellers



Etailers should not allow 'misleading' ads potentially on pricing, quality, guarantee. They shouldn't advertise sellers offering discounts. This could impact growing online advertising business of etailers.

On imported goods and services, details of sellers and offering domestic alternatives



Etailers have to ensure product listings have the details of country of origin (CoO) which is an arduous task given Flipkart and Amazon have millions of product listings. Further what could be really difficult to implement is recommending local alternatives each time a consumer is buying imported goods or services. Ranking local alternatives would be difficult to implement too. Etailers and sellers both are not enthusiastic about maintaining these details.

Cancellation charges and explicit consumer consent

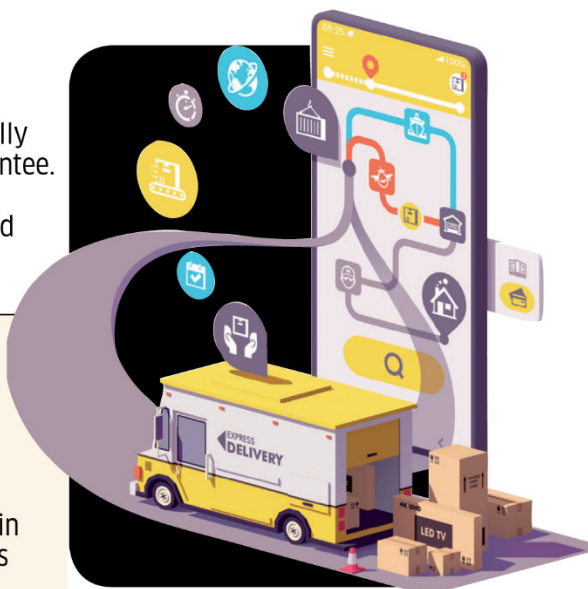


Etailers typically highlight certain products as being non-returnable at pre-purchase stage and generally offer free exchange or refunds to consumers. Explicitly asking for consumer consent can only strengthen the online shopping experience for consumers.

No ecomm entity shall indulge in mis-selling of goods or services



Likes of Flipkart and Amazon India operate the marketplace. For platforms offering services, like food delivery, travel, they too act as a marketplace.



Etailers shouldn't mislead users by manipulating search results



Jury is still out on how these algorithms work on online marketplaces in India and abroad. In India, Flipkart and Amazon India are accused of promoting their brands, sellers by tweaking search results.

Flash sale

Government's original proposal indicated a blanket ban on all flash sales but a clarification later said it won't apply for 'conventional' flash sales. It is not clear what a conventional flash sale is.

Etailers shouldn't permit usage of their name for brands –if such practices amount to unfair trade practice and impinges on the interests of consumers.

Private brands of Flipkart and Amazon, who have the prefix of the ecommerce brand attached to them, will be under scrutiny.