**State - Delhi**

**Delhi govt drafts rules for tech aggregators**

**Relevant to Mahindra LMM**

**Context**

The Delhi government has issued a draft scheme to regulate the transportation activities of various tech companies, spanning food delivery, mobility, and e-commerce in the National Capital Region.

The regulation applies to all such vehicles plying in Delhi.

Draft rule has been prepared based on the guidelines issued by the Ministry of Road Transport and Highways in 2020 to regulate aggregators. Delhi is the first State/UT to create its own framework based on that template.

**Key Highlights**

* The draft focuses on electrification, bringing transparency in pricing and access to data—like the number of drivers on the road, the quality of vehicles, drivers’ ratings, movement—and ensuring adequate customer care service is in place in some of the other areas the government is looking to regulate.
* The scheme will be applicable for aggregators with at least 50 motor vehicles in their fleet.
* The aggregators have been asked to set up a command-and-control centre to monitor movements of all drivers on-boarded by the aggregator.
* Driver partners with a rating less than 3.5 over one year would need to be given remedial training and corrective measures by the aggregator.
* The cab aggregators will have to ensure the registration of all the onboarded driver-partners and their vehicles currently in use. The driver's license of all the driver-partner will be mandatory, but the licenses granted will be valid for only a year. The license will be renewed by the Transport Department on the aggregator's application.
* Panic button will be compulsory and drivers having less than 3.5 ratings must be imparted training by the aggregators.
* The aggregators will also require sharing details of their driver-partners with the Transport department of the Delhi government.
* Electrification of the fleet has been given heavy importance in these new draft rules. The tech aggregators will have to electrify 10% of their new two-wheeler and three-wheeler fleet within 6 months of being granted license. The target will subsequently increase to 25% in the next 6 months and finally, the aggregators will have to electrify 50% of their fleet within 2 years of being granted the license.
* On the same lines, the target for adoption of EVs in the new four-wheeler fleet has been set at 5% within 6 months from the date of granting of license. The target will increase to 15% in the next month and subsequently, 25% of the new four-wheeler additions in the tech aggregators’ fleet will have to be 25% by the end of 2 years.
* The tech aggregators have been told to mandatorily onboard electric vehicles. The draft norms mention strict penalty for those aggregators flouting the norms. Those violating the targets could face severe consequences, including a fine of INR 1,000 per vehicle per day till it complies with the order. The aggregators could also face suspension of the license if they fail to meet their targets.
* The draft guidelines also envisage license fees based on the fuel composition of the fleet onboarded by the tech aggregator. EVs have been given rebate in this regard while petrol-based two-wheelers will invite INR 250 per vehicle. Similarly, a petrol-run three-wheeler will invite a license fee between INR 800-1000. For petrol run cars, a license fee of INR 650-1000 will be chargeable per vehicle.
* All new vehicles added to the fleet should not be older than five years and existing vehicles should not be older than eight years.
* Companies with up to 1,000 vehicles will have to pay INR 1 Lakhs as deposit while for aggregators having vehicles between 1,000 and 5,000 will have to shell out INR 2.5 Lakhs. Similarly, onboarding vehicles between 5,000 and 10,000 will entail a deposit of INR 5 Lakhs and aggregators with more than 10,000 vehicle fleet will have to pay INR 10 Lakhs as security deposit.
* The draft rules allow aggregators to surcharge consumers but have capped the ‘surge pricing’ at twice the base fare.

**Conclusion**

* The renewed push comes as India rushes to fulfil its obligations under the global [EV30@30](https://cleanenergyministerial.org/sites/default/files/2019-06/EV30@30%20fact%20sheet%20(June%202019).pdf)campaign. India is a signatory to it which sets a collective goal of reaching a 30% sales share for electric vehicles by 2030.
* India was the world’s fourth-biggest emitter of carbon dioxide with over 1.9 tonnes of CO2 per head of population in 2019. To achieve this goal, it is imperative for the country to bolster steps to ensure that more and more of the population embrace EVs.