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**NITI Aayog releases proposal for a quick pilot on EV charging infrastructure in Delhi**

NITI Aayog Vice Chairman, Dr. Rajiv Kumar, today released a proposal to develop electric vehicle charging infrastructure in Delhi. The proposal was drafted by AC2SG in collaboration with NITI Aayog.   
  
The proposal for the quick pilot could be used to provide a structure for EV infrastructure rollout in the Gurgaon-IGI-South Delhi-Noida corridor. This planning will make the actual rollout easier and faster and also save cost on the deployment. The planning process is based on a five-step process; 1) project kickoff, 2) formation of "long list" of locations, 3) streamlining and timing, 4) documentation and 5) wrap-up   
  
This proposal for developing the pilot includes 55 locations with 135 charging stations of which 46 are DC quick charging stations and 89 are slower AC charging stations. This deployment would require co-operation with state governments, selected government authorities and companies as well as some private enterprises (e.g. DIAL at IGI, DLF Mall).   
  
The plan includes a deployment timeline with first installations in November 2017.   
  
The plan is implementable, it includes a large number of stations. Further expansion of this in Delhi NCR and other cities in India is something to be considered based on the experience from this "Quick pilot".

**Nagpur gets India’s first electric vehicle charging station Nov 20,2017**

The city has got India’s first electric vehicle (EV) charging station at one of the petrol pumps. This first EV charging station has been launched by State-owned Indian Oil Corporation (IOC) in partnership with taxi aggregator Ola. Nagpur is also known as the first city to introduce Electric Public Transportation Model in India, and now can boast of the first electric vehicle charging station as well.

**NCR To Get 10,000 Electric Vehicles And 4,000 Charging Stations Sep 25,2017**

Taking a step closer to the goal of **100% electric vehicles by 2030**, the Indian government has invited tenders for up to 10,000 EVs that would reportedly be hitting the roads in the national capital region within the next six to eight months. Additionally, it is looking to invites bids for 4,000 charging stations in Delhi NCR.Six of the country’s leading automakers, including Tata Motors, Renault, Hyundai, Nissan, Maruti Suzuki, and Mahindra & Mahindra, have already expressed interest in partnering with the government for the project.

Commenting on the development, [Saurabh Kumar](https://www.linkedin.com/in/saurabh-kumar-313270141/?ppe=1" \t "_blank)**, Managing Director at Energy Efficiency Services Limited (EESL)**, stated, “We have a thing that we start small; we try to do things right, and then immediately scale it up to things that people can’t even imagine. We are testing a business model. This is a signal to the industry that government is serious about it. And 10,000 EVs is just the starting.”

According to government officials close to the development, the move is part of a bigger initiative aimed at putting more than **1 Mn electric three-wheelers and 10,000 electrically-powered city buses** on the country’s roads by mid-2019.The bidding on the tender will take place on September 25, and will be awarded on the last day of the month. As pointed out by Kumar, the entire procurement process taking place in two phases. He said, “Because we are not sure because today there is only one manufacturer, which is Mahindra. So in the three month period, we are not sure whether anybody else will be able to get cars. We want the vehicles to start trickling in by November 15.”

## NCR To Get 10,000 Electric Vehicles And 4,000 Charging Stations Sep 25,2017

Established under the Ministry of Power, EESL is a joint venture of NTPC Limited, Power Finance Corporation, Rural Electrification Corporation, and POWERGRID. Working to facilitate growth of the country’s energy efficiency market, EESL has reportedly invited tenders for nearly **4,000 electric vehicle charging stations in NCR**alone.

Speaking about the objective of the initiative, Kumar added, “There is full justification for a consumer to start using electric cars. Once you have 4,000 charging stations, once you have 10,000 vehicles in Delhi and NCR, people will start demanding electric cars.”

To expedite the shift to electric vehicles, the government is also considering offering an array of financial incentives to make capital and running cost of EVs cheaper than petrol cars in the next five years.

These benefits will likely include zero duties on electric vehicles as well as lower electricity costs. In addition to electric cars and charging stations, the Government of India is gearing up to float a tender for up to **50,000 electric three-wheelers by December 2017**. Bids for battery-powered buses will open sometime next year, sources revealed.

## How The Government Is Steering India Towards 100% EVs Oct 23,2017

As per a [report](https://www.pressreader.com/india/hindustan-times-st-jaipur/20170413/282016147193287) by the Society of Manufacturers of Electric Vehicles, there has been a **37.5% rise in the sale of EVs** in India in recent years. In addition to working towards switching to 100% electric vehicles by 2030, the Indian government agreed [to bear up to 60%](https://inc42.com/flash-feed/government-aid-e-vehicle-projects-will-aid-60-rd-costs/) of the research and development (R&D) costs for developing the indigenous low-cost electric technology in January 2017.

Later in May, it was reported that the government is inking a [deal with SoftBank for low-interest funding](https://inc42.com/buzz/govt-softbank-deal-electric-buses/) of around 200K electric buses to be deployed in public transport. To cut losses on one of its biggest investments in India, Japanese firm SoftBank reportedly even [announced plans to turn Ola](https://inc42.com/buzz/softbank-ola-electric-car/) into an electric car manufacturer.

In the same month, Maharashtra Chief Minister [Devendra Fadnavis inaugurated](https://inc42.com/buzz/softbank-ola-electric-car/" \t "_blank) the first multi-modal electric vehicle project in India, along with an Ola electric charging station in Nagpur, in order to celebrate the third anniversary of the Narendra Modi-led government.

A month later, Tesla CEO Elon Musk said that his company was in talks with the Indian government for [import exemption](https://inc42.com/buzz/elon-musk-tesla-india-launch/) on EVs. In July, Mercedes Benz Managing Director of India [Roland Folger](https://inc42.com/buzz/mercedes-benz-govt-electric-cars-india/#.WY9SEFGGPIU) urged the central government to offer incentives for the manufacturing of electric vehicles. The German automaker claimed that it would be able to introduce electric vehicles in India by 2020, provided it receives adequate support from regulatory authorities.

Recently, [Mumbai-headquartered JSW Energy](https://inc42.com/buzz/jsw-electric-vehicles-energy-storage/#.WZUPtFF97IV) announced plans to launch electric vehicles (EVs) in India by 2020. To that end, the company has promised $545.72-$623.68 Mn (INR 3,500-INR 4,000 Cr) for the next three years.

Towards the end of August, it was reported that [Tata Motors is looking to foray into](https://inc42.com/buzz/tata-motors-nano-ev-electric-vehicle/) the electric vehicle space with a revamped version of its cheapest car, Nano. The Mumbai-headquartered multinational automaker has already conducted a road test of the Nano EV in Coimbatore.

While reports of the government’s plans to make India an electric vehicle nation by 2030 has long been making the rounds, the latest development is quite possibly one of the first concrete steps taken to materialise the ambitious goal. To that end, partnerships with prominent automotive players like Tata Motors, Renault, Hyundai, Nissan, Maruti Suzuki, and Mahindra & Mahindra, will likely make the target more achievable. By offering financial incentives and installing a robust network of charging stations in NCR, the government is looking to promote EVs as a viable alternative to petrol and diesel vehicles.

# E-payments to be permitted for charging electric vehicles

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The Committee for Standardisation of the Protocol for Charging Infrastructure, set up by the government, has also recommended adopting uniform standards for electric vehicle (EV) charging stations in the country so that EVs of various models by different manufacturers can be charged at any station.

“The customers need to be billed for the charging and payment needs to be made. There are multiple options, including debiting the user’s account based on VIN (vehicle identification number).

“Direct debiting the funds to user’s equipment based on VIN will be adopted. Alternately, a mobile application to be defined, which allows a user to charge using BHIM or Bharat QR code or other digital payment schemes specified by Indian Government, to be used both for AC (alternating current) as well as DC (direct current) chargers,” the committee said in its report.

In this connection, the report suggested that metering be done as per units consumed for charging each vehicle, along with a grid-responsive billing. The committee also advised setting up a massive charging infrastructure for EVs, while the government has adopted the panel’s report on Bharat Public EV Charger Specifications, the sources said.

A study by the Society of Manufacturers of Electric Vehicles (SMEV) released earlier this week showed Gujarat, West Bengal, Uttar Pradesh, Rajasthan and Maharashtra have emerged as the top 5 states in EV sales. Its survey of EVs sold during the last fiscal showed that 1,926 of these were sold in Maharashtra, 2,388 in Rajasthan, 2,467 in Uttar Pradesh, 2,846 in West Bengal and 4,330 in Gujarat, which made it the to the top in bringing the maximum number of e-vehicles on road.

# India’s Electric Car Charging Hiccup, And Half-A-Million Vehicle Opportunity

If Tesla, Inc. were to sell a car in India today, it wouldn’t be allowed to set up charging stations. That’s because only power distributors can offer electricity in the country.

The Electricity Act needs to be amended to allow private companies to get into public power storage, Saurabh Kumar, managing director of state-run Energy Efficiency Services Ltd., told BloombergQuint. Petrol pump-like charging infrastructure, managed by public-private partnership or the private sector, is required to promote e-mobility.

*At the moment, that is not allowed. I understand that the forum of regulators and the Ministry of Power is working toward it.*

**Saurabh Kumar, Managing Director, EESL**

Amending the law will be a procedural change. Yet, it’s symptomatic of any reform in India, where myriad rules need to be tweaked to push it through. The country stands at 130 on World Bank’s Ease of Doing Business Index and Prime Minister Narendra Modi’s government has been easing rules to improve the ranking.

**Also Read:**[M&M Matches Tata Motors’ Bid In Government Contract To Supply Electric Vehicles](https://www.bloombergquint.com/business/2017/10/04/mm-matches-tata-motors-bid-in-government-contract-to-supply-electric-vehicles)

The government has already placed the order for 500 electric sedans from Tata Motors Ltd. and Mahindra & Mahindra Ltd. as part of its ambitious target to end dependence on fossil-fuel driven passenger transport by 2030. It’s also invited tenders for charging infrastructure. The Indian arm of Swiss power equipment and robotics company ABB Ltd. told BloombergQuint recently that it has bid for setting up 4,500 such stations.

Tata Power too started its first charging station in suburban Mumbai for battery-power vehicles like Mahindra e2o and Nissan Leaf, according to the company’s website.

On its part, Tesla had said in April that it will launch its most affordable car—the Tesla 3—in India by the end of 2017. After India clarified that no mandatory local sourcing is required, Musk in June [tweeted](https://www.bloombergquint.com/business/2017/10/23/Tesla%20Wants%20Duty%20Cuts%20Till%20It%20Starts%20Making%20In%20India) that the company is in talks with the government seeking relief from import penalties till its plant is set up.

### Government Cars: A Half-A-Million Electric Vehicle Opportunity

Energy Efficiency Services, that helps save on energy costs, is fronting the big push towards electric mobility.

“We have restricted ourselves to public sector which also has a very large number of vehicles. Half a million cars are used by the government departments alone,” Kumar said.

If there is a push to convert all the government-owned cars in a time-bound manner, Kumar is sure a lot of new car and battery makers will enter India. States like Delhi, Maharashtra and Andhra Pradesh have shown interest in the e-vehicle programme, he said.

Apart from Tata Motors and M&M, Maruti Suzuki India Ltd. has already announced its plans to manufacture electric vehicles in India. Nissan Motors India Ltd., Renault Motors India Pvt. Ltd. and Hyundai Motors India Ltd. are some of the players which have expressed interest and are expected to participate given the large order size, Kumar said.

Energy Efficiency Services—promoted by state-run NTPC Ltd., Power Grid Corporation of India Ltd., Rural Electrification Corporation Ltd. and Power Finance Corporation Ltd.— is looking to buy 10,000 electric vehicles by June-July, Kumar said. That includes the tender for 500 to be delivered by Tata Motors and M&M by November-end.

“The next tender to be opened in April will hopefully be bigger than 10,000 electric vehicles,” Kumar said.

### Storage Infrastructure Push

Energy Efficiency Services has already forayed into Canada and the U.K. It will soon start work in Canada to stablise the Ontario electric grid, Kumar said. Ontario moved to source 40 percent of its power requirement from renewable sources. “This brought in grid instability. The company is partnering with Leclanche SA, Swiss maker of lithium-ion storage batteries, for on-grid stablisation. The project would cost $120 million and the company board is expected to approve it, he said.

The Indian company is looking to establish battery storage infrastructure manufacturing in North America. “These are frontline technologies and at some point in time, we would require this storage infrastructure in India as well,” Kumar said.

# 1500cr fund collected from citizens & trucks lying unused as Delhi chokes in bad air

**New Delhi, Nov. 15 (PTI):** Authorities in Delhi have access to over Rs 1,500 crore collected as a green levy to combat air pollution, but the fund has not been used as the national capital struggles in a toxic haze.

A senior Delhi transport department official said that only on Tuesday a decision was taken to use the fund to subsidise the procurement of electric buses.

”We will use the fund for electric mobility. E-buses are very costly upfront and need to be subsidised in the first phase. Subsequently, running them does not entail much expenditure,” the official said.

The lion's share of the amount — Rs 1,003 crore (till November 10) — comes from an Environment Compensation Charge imposed by the Supreme Court in 2015 on trucks entering Delhi while the rest is made up of cess on every litre of diesel sold, in effect since 2008.

The Central Pollution Control Board has amassed Rs 62 crore as one per cent cess from dealers selling diesel cars with engine capacity of 2000cc and above in the Delhi-NCR region following a directive of the Supreme Court in August last year.

The South Delhi Municipal Corporation collects the ECC and hands over the amount to the city's transport department every Friday, Usman Nasim, a researcher with the Centre For Science and Environment, said.

The cess on diesel was announced by the Sheila Dikshit government in December 2007 as part of its efforts to control air pollution due to vehicular emissions.

The corpus, known as 'Air Ambience Fund', is maintained by the Delhi Pollution Control Committee. Over the years, it has assumed a substantial size and stands at around Rs 500 crore currently, Nasim said.

It could not be immediately confirmed as to how many electric buses the government is planning to buy and the amount required to do so.

Moreover, around Rs 120 crore from the ECC corpus will also be used to install radio-frequency identification devices on trucks for effective and credible collection of levy and the ECC, according to a 2016 Supreme Court order.

The CPCB plans to use a part of its green fund, collected as the diesel cess, for conducting studies on improvement and management of air quality in the region, while around Rs 2.5 crore is being used in setting up pollution monitoring centres across NCR.

The apex pollution regulator recently invited Expression of Interest and proposals for such studies, which, it said will lay major emphasis on boosting its pollution monitoring infrastructure.

According to the EOI document, the projects will have to focus on areas such as the health impact of air pollution and on possible steps to create awareness among the masses by installing LED panels displaying pollution levels among others.

# Delhi to host Mega Leadership Summit on Electric Vehicle

# Nov 29,2017

Motoring enthusiasts and automotive industry leaders from across the sector will gather at PHD House as national capital shall host the mega [Leadership Summit on India Electric Vehicle](http://evsummit.phdcci.in/) on January 19, 2018.

Indian Govt. has a vision for converting all vehicles in India to electric vehicles by 2030.

Co-organized by the[PHD Chamber of Commerce & Industries](http://www.phdcci.in/) (PHD Chamber) and[India CSR Network](http://www.indiacsr.in/), the Summit reaffirms that the time is now ripe for embracing new vision and technology for greener mobility for better tomorrow.

The mega forum is support by [Ministry of Heavy Industries & Public Enterprises, Government of India](http://dhi.nic.in/). [Trontek](http://www.trontek.com/) has join the board as Associate Co-Sponsor.

The day long summit *(leadership talk, panel discussion, and exhibition)* will focus on sustainable mobility drive amid a growing air pollution problem and fossil fuel demand.

To initiate and move forward towards low-carbon transport eco-system, the Summit is designed as a national forum for Electric Vehicle manufacturers, visionary automotive leaders as well as policy makers, innovators, researchers and strategists from around the world to leverage their collective strengths and exchange their information, innovation and knowledge.

India, being one of the largest and booming economy, this is high time to exchange the ideas on how Indian automotive sector can contribute towards accomplishing India’s vision and priority of replacing conventional vehicles to electric vehicles by the year 2030.

# How Sun Mobility is working on a network of charging stations for electric vehicles

-Dec 2 2017

To realise the essence of battery swapping, Ashok Leyland has inked a strategic tie-up with Sun Mobility, a startup borne out of a joint venture between Virya Mobility 5.0 in Bengaluru and private equity fund Sun Group’s New Energy Systems. It is the new gig of Chetan Maini, the innovator behind Reva, India’s first electric car venture, owned by Mahindra & Mahindra since 2010.   
  
Between the wishful thinking of Masayoshi Son and the uncertainty in Indian auto about the future of internal combustion engines (ICE) because of the government’s e-awakening in August, Sun Mobility is singularly focusing on the one barrier to commercialising electric mass transport: cost. 

Its answer is battery swapping, which can be done in charging stations at scale in India’s large cities. Since a swapping station will immediately exchange depleted batteries with charged batteries, EVs won’t have to wait to get charged. EV driver pays for the depleted energy, which can be measured because batteries are IoT-enabled. It’s pay-as-you-go. In its stations, Sun Mobility plans to undertake the cost of owning, assembling and maintaining lithium-ion batteries.

<https://economictimes.indiatimes.com/industry/auto/news/industry/how-sun-mobility-is-working-on-a-network-of-charging-stations-for-electric-vehicles/articleshow/61896856.cms>