



Government of Gujarat

Ports and Transport Department
G.R. No.....
Sachivalaya, Gandhinagar

Dated

Gujarat State Electric Vehicle Policy 2021



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1. PREAMBLE

There is an imminent shift in the nature of transportation from internal combustion vehicles to electric vehicles. The shift to electric vehicles is being driven by a need to reduce air pollution, reduction in India's oil import bill and to increase energy security of the country. The thrust for electric vehicles go hand in hand with India's efforts to expand renewable energy capacities. In addition, Gujarat has the highest adoption of battery operated two wheelers in the country, which makes it an ideal proposition for industries to invest in EVs.

2. OBJECTIVES

- (i) To transition the state's transportation sector towards electric mobility.
- (ii) To make Gujarat a manufacturing hub for electric vehicles and ancillary equipment.
- (iii) To encourage start-ups and investment in the field of electric mobility and associated support sectors such as data analytics and information technology.
- (iv) To improve the quality of the environment by reducing air pollution.

3. TITLE

This document shall be known as the "Gujarat State Electric Vehicle Policy 2021"

4. OPERATIVE PERIOD

- (i) This policy shall be valid for a period of four years commencing from 1st July 2021

5. ABBREVIATIONS AND DEFINITIONS

- (i) "Central Government" means the Government of India;
- (ii) "DBT" means Direct Benefit Transfer;
- (iii) "DHI" means Department of Heavy Industry, Ministry of Heavy Industry & Public Enterprises, Government of India;
- (iv) "DisCom" means Electricity Distribution Licensee;
- (v) "EV" means Electric Vehicle; including plugin vehicle with rechargeable battery, 100% overhead fed electric traction vehicle as well as inductive charging vehicle;
- (vi) "FAME II" means the Faster Adoption and Manufacturing of (Hybrid and) Electrical Vehicles in India Scheme notified by the DHI along with its amendments thereafter;
- (vii) "GERC" means Gujarat Electricity Regulatory Commission;

- (viii) “GERMI” means Gujarat Energy Research & Management Institute;
- (ix) “G.R.” means Government Resolution;
- (x) “NEMMP” means the National Electric Mobility Mission Plan notified by the Department of Heavy Industries, Ministry of Heavy Industry & Public Enterprises, Government of India along with its amendments thereafter;
- (xi) “NOC” means No Objection Certificate;
- (xii) “Policy” means Gujarat State Electric Vehicle Policy 2021;
- (xiii) “RTO” include ARTO means Regional Transport Office;
- (xiv) “State” means State of Gujarat;
- (xv) “State Government” means the Government of Gujarat;

6. TARGETS AND ROADMAP

- (i) The State will target and support the deployment of the first two lakh electric vehicles either under individual use or commercial use for four years commencing from 1st July 2021. The segment wise target is outlined in Table 1 below

Table 1: Summary of segment wise policy targets until 2025

Vehicle Segment	Target under Policy Period
2-Wheelers	1,10,000
3-Wheelers	70,000
4-Wheelers (Private and Commercial)	20,000
Total	200,000

7. SCOPE AND ELIGIBILITY

- (i) The Policy shall be applicable to all classes of electric vehicles that have taken subsidy under the Government of India’s FAME II scheme dated 8th March 2019, F. No 1(1)/2019-AEI and any amendments thereafter.
- (ii) The incentives for setting up a charging station shall be applicable to charging stations meeting the guidelines and standards of the Ministry of Power Circular, dated 1st October, 2019 and any amendments thereafter.

8. INCENTIVES FOR EARLY ADOPTION OF ELECTRIC VEHICLES

- (i) The Demand Incentive from the State shall be over and above any subsidies that are available from the Central Government through its promotional schemes and policies. The subsidy shall be disbursed directly to the customer via DBT mode from the State Transport Department on authenticating the document for the purchase of the vehicle.
- (ii) The incentives for all types of electric vehicles shall be based on the electric vehicle battery capacity (i.e energy content measured in kWh). The threshold price to avail the subsidy for each vehicle segment shall be as per Government of India's FAME II scheme dated 8th March 2019, F. No 1(1)/2019-AEI and any amendments thereafter.

Table 2: Summary of incentive across all segments under the policy period

Vehicle Segment	State Subsidy Amount (in Rs.)	Maximum ex-factory price to avail incentive (in Rs.)
2 wheeler	Rs. 10,000/- per kWh	Rs. 1.5 lakhs
3 wheeler	Rs. 10,000/- per kWh	Rs. 5 lakhs
4-Wheeler	Rs. 10,000/- per kWh	Rs.15 lakhs

- (iii) The beneficiary can opt to get subsidy under any one scheme of state government run by different departments; the beneficiary can not claim subsidy under more than one scheme of state government.
- (iv) The maximum amount of subsidy for scheme is limited to the maximum battery capacity of the vehicle shown in Table 2
- (v) The maximum amount of subsidy should not be more than the 40% of the ex. factory price of the vehicle. The amount whichever is less between (vi) & (vii) will be given as subsidy to the beneficiary.

9. INCENTIVES FOR CHARGING INFRASTRUCTURE

- (i) The State Government shall promote charging infrastructure of different capacities/ technologies and promote a variety of business models. Privately-owned, DisCom-owned and Investor-owned charging and battery swapping stations are encouraged under this Policy.
- (ii) Commercial public EV charging stations for 2 wheelers, 3 wheelers, 4 wheelers will be eligible for 25 % capital subsidy on equipment/machinery (limited up to Rs. 10 lakhs per station) for the first 250 commercial public EV charging stations. The detailed procedure to avail the subsidy shall be announced in subsequent guidelines.