मध्यप्रदेश शासन
नगरीय विकास एवं आवास विभाग
मंत्रालय, भोपाल

// आदेश //

भोपाल, दिनांक 01/11/2019

क्रमांक एफ-10-25/2019/18-2:: राज्य शासन एतदद्वारा प्रदेश में इलेक्ट्रिक वाहन नीति में वर्णित समस्त प्रकार के इलेक्ट्रिक वाहनों पर 01 प्रतिशत (एक प्रतिशत) मोटर व्हीकल टेक्स लगाये जाने संबंधी संशोधन के साथ संलग्न नई इलेक्ट्रिक वाहन नीति-2019 को प्रदेश में लागू किये जाने की स्वीकृति प्रदान की जाती हैं।

संलग्नः इलेक्ट्रिक वाहन नीति-2019

मध्यप्रदेश के राज्यपाल के नाम से
तथा आदेशानुसार

(मनीष सिंह)
उप सचिव
मध्यप्रदेश शासन
नगरीय विकास एवं आवास विभाग

पृ. क्रमांक एफ-10-25/2019/18-2 भोपाल, दिनांक 01/11/2019

प्रतिलिपि:-

1. प्रमुख सचिव, (समन्वय), मंत्रालय, भोपाल की ओर मंत्रि-परिषद आदेश दिनांक 15.10.2019 के आयटम क्रमांक 04 के संदर्भ में,
2. प्रमुख सचिव, माननीय मुख्यमंत्री जी, मंत्रालय, भोपाल, मध्यप्रदेश,
3. प्रमुख सचिव, मध्यप्रदेश शासन, वित्त विभाग/ऊर्जा विभाग/उद्योग विभाग/तकनीकी शिक्षा कौशल विकास एवं रोजगार विभाग/परिवहन विभाग, नवीन एवं नवकरणीय ऊर्जा विभाग, वाणिज्यक कर विभाग, मंत्रालय, भोपाल,
4. आयुक्त, नगरीय प्रशासन एवं विकास, संचालनालय, भोपाल, मध्यप्रदेश,
5. आयुक्त, परिवहन मध्यप्रदेश मध्यप्रदश,
6. समस्त आयुक्त, (राजस्व) मध्यप्रदेश,
7. समस्त कलेक्टर, मध्यप्रदेश,
8. समस्त आयुक्त नगर पालिक निगम, मध्यप्रदेश,
9. समस्त संयुक्त संचालक, नगरीय प्रशासन एवं विकास, मध्यप्रदेश,
10. समस्त मुख्य नगर पालिका अधिकारी, नगर पालिका परिषद/नगर पंचायत, मध्यप्रदेश,
11. श्री नरेन्द्र भगत, वेब कंटेट मैनेजर, संचालनालय, नगरीय प्रशासन एवं विकास, पालिका भवन भोपाल की ओर आदेश एवं संलग्न इलेक्ट्रिक वाहन नीति- 2019 को विभाग की वेब साईड पर अपलोड करने हेतु प्रेषित।
12. गार्ड फाईल,

की ओर सूचनार्थ एवं आवश्यक कार्यवाही हेतु प्रेषित।

उप सचिव
मध्यप्रदेश शासन
नगरीय विकास एवं आवास विभाग

MADHYA PRADESH ELECTRIC VEHICLE (EV) POLICY 2019

URBAN DEVELOPMENT & HOUSING DEPARTMENT
Government of Madhya Pradesh

FOREWORD

Historically, mobility and fossil fuels have been inextricably linked with electric vehicles being successful only in a few niche markets. However, over the last decade, a collection of circumstances have conspired to create an opening for electric mobility to enter the mass market. The government of Madhya Pradesh has actively taken up the subject of upliftment of Public Transport under various State and Centre sponsored schemes such as Dedicated Urban Transport Fund (DUTF), Atal Mission for Rejuvenation and Urban Transportation (AMRUT) and other foreign aided projects. Though continuous efforts are being made to expand the public transport infrastructure (rolling and solid stock) across the cities of Madhya Pradesh.

The Urban Development and Housing department of Madhya Pradesh has prepared "Madhya Pradesh Electric Vehicle (EV) Policy 2019" to accomplish the objectives of 'Electric Vehicle Initiative (EVI).

Electric Vehicle Initiative (EVI), under Madhya Pradesh Electric Vehicle (EV) Policy 2019, is dedicated to accelerating the deployment of EV's. The government of Madhya Pradesh has actively taken the subject of EVI. Adoption of Electric Vehicle for Road Transport contributes to a wide range of goals. These include better air quality, reduction in noise pollution, enhanced energy security and in combination with a low carbon power generation mix, reduced greenhouse gas emission. Though continuous efforts are being made to expand the EVI network in cities, but considering the present situation of air quality in state, EVI is expected to play a pivotal role in controlling noise and air pollution. Despite Central and State Government incentives, pure electric vehicle penetration currently remains quite low in India, about 0.1% for cars, 0.2% for 2 wheelers and practically nil for commercial vehicles. This is largely driven by following critical hurdles, Low level of investment in EV manufacturing capacity, High upfront purchase price of EVs, Lack of Initiative in this program, Lack of product comparable to ICE vehicles and lack of ICE vehicles discouraging policy(especially in 2 wheeler vehicles).

The main objective of EVI is to bring about a material improvement in air quality by bringing down emissions form transport sector. To do so, this policy will seek to drive rapid adoption of Electronic Vehicles (EV) in a manner where they contribute to 25% of all new vehicle registration by 2026. Currently, the local bodies of state, lack the initiative required to improve air quality, but this policy will play pivotal role in this. In addition, there is a pressing need to inculcate behavioural change among the citizens and capacity among stakeholders to ensure successful implementation of EVI in state. The policy shall act as a guiding document for the local bodies by setting the context, priorities and direction to ensure proper implementation of EVI across all the areas of the state.

TERMINOLOGIES

Advance Battery: Advance Battery' represents the new generation batteries such as Lithium polymer, Lithium Iron phosphate, Lithium Cobalt Oxide, Lithium Titanate, Lithium Nickel Manganese Cobalt, Lithium Manganese Oxide, Metal Hydride, Zinc Air, Sodium Air, Nickel Zinc, Lithium Air and other similar chemistry under development or under use.

Authority: Any GoMP department, agency or official nominated by Madhya Pradesh Urban Development And Housing Department for enforcement or implementation of provisions of Madhya Pradesh Electric Vehicle (EV) Policy 2019.

AC Chargers: Batteries are DC and needs DC power for charging it. If the public chargers (also known as off- board chargers) are DC chargers, the batteries / vehicles could be charged directly. For public outlets feeding AC supply to the EV, the chargers are on-board and these on-board chargers are supplied by vehicle manufacturer.

Battery Electric Vehicle: The term battery electric vehicle (BEV) refers to automobiles with only electric motor and advanced batteries (to power the engine) with similar or more energy density than that of a Lithium Ion battery. Hybrid electric vehicles with fossil fuel based engines, are not covered under this policy.

Charging: All functions necessary to condition standard voltage and frequency AC supply current to a regulated voltage/current level to assure proper charging of the EV traction battery and/or supply of energy to the EV traction battery bus, for operating on-board electrical equipment in a controlled manner to assure proper energy transfer.

Charging/Battery Swapping Equipment: Equipment that is exclusively used to charge the battery or swap the battery inside a BEV. These equipment can be installed at existing fuel stations or separate charging or battery swapping stations. This policy doesn't cover incentives for manufacturing any supporting equipment (such as transformers, junction boxes etc.) that is not exclusive to BEV charging/swapping equipment.

Charger Classification: With reference to the charger types discussed above, it is more appropriate to classify chargers based on power rating instead of the rate of charging vis-à-vis "slow-chargers" or fast-chargers". The definition of "slow chargers" and "fast chargers" is not sufficient, as the same charger should be acting as a slow charger or a fast charger depending upon the vehicle to be charged. For example, a 2.5KW charger will be slow charger for a 4-wheeler but could be a fast charger for a 2-wheeler.

Dedicated off-board charger: Off-board charger designed to be used only by a specific type of EV, which may have control charging functions and/or communication.

Electric Vehicle: Electric Vehicle (EV) refers to automobiles using an electric motor that is driven by either batteries, ultra capacitors or fuel cells.

Electric Mobility Ecosystem: This policy addresses various components and end products of the electric mobility ecosystem. Such an ecosystem encompasses the "Electric Vehicles and components such as Lithium Ion Batteries (or other advanced batteries with