

Government of Punjab,  
Department of Transport,  
(Transport-2 Branch)

**Notification**

The 21<sup>st</sup> February, 2023

No. 10/43/2018-2T2(PF-2022)/330 The Governor of Punjab is pleased to notify the '**Punjab Electric Vehicle Policy-2022**' which will be valid for a period of 3 years from the date of notification. The **Punjab Electric Vehicle Policy, 2022** is placed below at Annexure-'A'. The Policy has been approved by the Council of Ministers in its meeting held on 03.02.2023.


Chandigarh  
The 21st February, 2023

VIKAS GARG  
Principal Secretary to Government of Punjab,  
Department of Transport.

No. 10/43/2018-2T2(PF-2022)/331

Dated, Chandigarh, the 21<sup>st</sup> 02/2023

✓ A copy is forwarded to the Controller, Printing & Stationery Department, Punjab, Chandigarh for publication in the Punjab Government Gazette (ordinary). Fifty copies of this notification may be sent to this Department for official use.

  
Superintendent  
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No. 10/43/2018-2T2(PF-2022)/

Dated, Chandigarh, the

A copy is forwarded to the State Transport Commissioner, Punjab Chandigarh with reference to his letter No.STC-P(P-3)/9023 dated 20.02.2023. He is requested to upload the same on the website of the department and also send a copy to all concerned for information and necessary action.

  
Superintendent



## **PUNJAB ELECTRIC VEHICLE POLICY (PEVP) 2022**

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## List of Abbreviations

#	Abbreviation	Full Form
1	2W	Two Wheelers
2	3W	Three Wheelers
3	4W	Four Wheelers
4	AKIC	Amritsar Kolkata Industrial Corridor
5	ASDC	Automotive Skill Development Council
6	BEV	Battery operated Electric Vehicle
7	CMVR	Center Motor Vehicle Rules
8	COE	Centre of Excellence
9	DLIC	District Level Implementation Committee
10	E2W	Electric Two Wheelers
11	E3W	Electric Autos, E-Rickshaws & E-Karts
12	E4W	Electric-Passenger Carrier, LCV, State Carriage, Maxi Cabs & Taxis
13	EV	Electric Vehicles
14	EVI	Electric Vehicles Initiative
15	FAME	FAME India Scheme [Faster Adoption and Manufacturing of (Hybrid &) Electric Vehicles in India]
16	FCI	Fixed Capital Investment
17	G.S.R.	General Statutory Rules
18	GST	Goods & Service Tax
19	IEC	Information, Education and Communication
20	kVAh	Kilo Volt Ampere Hours
21	LCV	Light Commercial Vehicles
22	MBBL	Model Building Bye-Laws
23	MoHUA	Ministry of Housing & Urban Affairs
24	MoRTH	Ministry of Road Transport & Highways
25	NATRIP	National Automotive Testing & R&D Infrastructure Project
26	NEMMP	National Electric Mobility Mission Plan
27	NRSE	New and Renewable Sources of Energy (NRSE) Policy
28	OEM	Original Equipment Manufacturer
29	PEDA	Punjab Energy Development Authority
30	PEPSU	PEPSU Road Transport Corporation
31	PEVP	Punjab Electric Vehicle Policy
32	PSDM	Punjab Skill Development Mission
33	PSERC	Punjab State Electricity Regulatory Commission
34	PSPCL	Punjab State Power Corporation Limited
35	PUNBUS	Punjab State Bus Stand Management Company
36	R&D	Research & Development
37	RFP	Request for Proposal
38	RTA	Road Transport Authority
39	RWA	Residents Welfare Association
40	SDGs	Sustainable Development Goals
41	SLNA	State Level Nodal Agency

## 1. Context and Need for Policy

Adoption of Electric Vehicles (EVs) for road transport contributes to a wide range of goals. These include - better air quality, reduced noise pollution, enhanced energy security and in combination with a low carbon power generation mix, reduced greenhouse gas emissions.

To enable this paradigm shift in road transport, Government of India formulated a roadmap-National Electric Mobility Mission Plan 2020 with a vision to facilitate EV sales of 6-7 mn units by 2020. As a part of the plan, FAME (Faster Adoption and Manufacture of (Hybrid &) and Electric Vehicles) pilot scheme was launched in 2015 with an objective to promote electric vehicles. In 2019, the second phase of the FAME scheme (FAME-II) was launched with much bigger budget to enable demand and infrastructure creation to support the mobility transformation. Additionally, the Phased Manufacturing Program has been launched to promote indigenous manufacturing of EVs & EV components and provide a thrust to EV manufacturing in India. It is estimated that the success of FAME II coupled with other policy initiatives including state policies would result in EV sales penetration of 30% of private cars, 70% of commercial cars, 40% of buses and 80% of 2Ws and 3Ws by 2030.<sup>1</sup>.

### 1.1. Need for a Punjab EV Policy:

With various initiatives/schemes launched by the Government of India, both EV adoption and manufacturing are expected to be bolstered in the next decade. Now, the impetus must come from States & Cities to develop policy and implementation frameworks to provide necessary enablers and ecosystem to drive EV manufacturing and adoption.

Punjab is well placed as an auto & auto ancillary manufacturing destination with leading players already present in the State, access to large consumer markets and state of art infrastructure. Further, Government of Punjab recognizes the need for promoting cleaner mobility considering high level of vehicular emissions in major cities- Ludhiana, Jalandhar, Patiala, Amritsar & Bathinda that contribute to more than 50% of vehicular emissions in the State.

Therefore, Government of Punjab recognizes the potential of EVs as a long-term sustainable solution and has decided to develop a dedicated policy for promoting EVs & EV component manufacturing and supporting EV adoption in the state with a prime focus on promoting cleaner mobility and creating jobs.

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<sup>1</sup>India's Electric Mobility Transformation, NITI AAYOG, April 2019