

**Subject- Draft Bihar Electric Vehicle Policy 2019.**

**1. Introduction**

Electric Vehicles especially electric rickshaws have become increasingly popular in the state in recent times because of lower acquisition cost, lower operating cost, eco-friendliness etc. Dept. of Heavy Industries, Government of India has been supporting electric mobility efforts in the country through National Mission on Electric Mobility and has now notified Phase-II. (Faster Adaptation and Manufacturing of Electric Vehicles) on 08.03.2019. Para- 11 of Fame- II requires state governments to supplement support being provided by the Central Government by notifying bouquet of fiscal and non-fiscal incentives.

Incentives for industries in Bihar are governed through Bihar Industrial Investment Promotion Policy-2016. It recognizes ten priority/high priority sectors and as such EV Manufacturing and Allied Activities (EV Sector) are non priority sector in Bihar. Although Bihar is amongst one of the fastest growing markets for e- rickshaw it has not been able to leverage its market strength for development of manufacturing eco-system of e-vehicles in the state. Currently Maharashtra, Gujrat and Karnataka are leading in this sector and have separate EV Policies. It is therefore proposed to include EV Sector into Bihar Industrial Investment Promotion Policy-2016 by suitable amendment to the said Policy.

**2. Vision Mission, Objectives & Targets**

Bihar Electric Vehicle Policy 2019 is aimed at creation of manufacturing eco- system for e-vehicles in the State, fulfill Sustainable Development Goals in the transport system and make Bihar the most preferred investment destination for EV Sector.

Mission of the state Policy, inter alia, is to supplement the GoI in its mission to bring 100% e-mobility by 2030 by doing its bit, end manual paddling of rickshaws in the sate and upgrade them into 100% electric mobility by 2022, create fast charging stations at

every 50 km on state highways/national highways in the state, attract on-ground investments of Rs. 2,500 crore and create direct empowerment opportunities for 10,000 persons in the state.

The above is proposed to be achieved through a bouquet of fiscal and non-fiscal incentives as detailed in para 4.

### **3. Definitions:**

For the purpose of this Policy EV shall have the same meaning as "Battery Operated Vehicle" under Rule no. 2(u) of Central Motor Vehicle Rule 1989.

### **4. Incentives:**

Following incentives are proposed:

#### **4.1 Incentives for EV Manufacturing, EV Component Manufacturing and EV Battery Manufacturing/Assembly Enterprises, Manufacturers of Electrical Battery Chargers :**

- I. All incentives as mentioned in Chapter 6 of Bihar Industrial Investment Promotion Policy, 2016.
- II. One EV manufacturing cluster shall be created including common facilities and R & D Centre and vehicle testing track.

#### **4.2 Incentives & assistance for EV Charging:**

- I. All incentives as mentioned in Chapter 6 of Bihar Industrial Investment Promotion Policy, 2016.
- II. Commercial public EV charging stations will be eligible for 25% capital subsidy on equipment/machinery (limited up to Rs. 10 lacs per station) for first 250 commercial public EV charging stations.
- III. Across the state, the rate of Electrical power required for EV charging shall be industrial rate of electricity.

- IV. Common charging points in residential areas, societies, bus depots, public parking areas, railway stations and fuel pumps etc. will be allowed and Development Control Rules (DCR) of all local self-Government & Special Planning Authorities will be suitably modified to allow for setting up of common public charging facilities in parking areas of malls, residential properties & parking areas etc.
- V. Petrol pumps will be allowed to setup charging station freely subject to charging station areas qualifying fire & safety standard norms of relevant authorities under relevant acts/rules.
- VI. After the receipt of application for setting up a charging point is received, the concerned planning authority & electricity supplying agency shall grant permission as per Bihar Industrial Investment Promotion Act, 2016.
- VII. As per requirement facility of Robotic Battery Swapping Arm shall be created at public bus stations.
- VIII. Charging infrastructure shall be created at all major govt offices and 'Rain Baseras' for rickshaw pullers.
- IX. Captive power production and open access for all charging station entities shall be allowed.

#### **4.3 For EV buyer:**

1. All incentives as mentioned in Chapter 6 of Bihar Industrial Investment Promotion Policy, 2016.

Additionally the following shall be given to this sector:

- X. On first 100,000 EVs manufactured and registered in state or policy period of 5 years whichever is earlier – (2 wheeler-24,000; 3 wheeler-70,000; 4 wheeler-4000; 4 wheeler hybrid- 1000 and private/public passenger bus -1000; all categories combined 100,000) private transporter and individual buyer to get end user subsidy over policy period. 15% subsidy on base price on all the above mentioned vehicles subject to cap of Rs. 20 lacs per bus, Rs. 1 lac for 4 wheeler (including hybrid ones), Rs. 12,000 for 3 wheeler and Rs.5,000 for 2 wheeler will be eligible to buyer.

- XI. Special incentives of Rs. 10,000/- shall be given on Electric Rickshaw using Lithium ion battery instead of conventional lead acid battery.
- XII. Priority to manual paddle rickshaw for conversion/upgradation to 100% electric mobility by 2022.
- XIII. Exemption from road tax and registration fees for Electric Vehicles.
- XIV. Top up subsidy of Rs. 8000/- if the end user is below poverty line or belong to S.C./S.T.

**5. Policy Validity :**

The policy shall be valid for 05 years from date of notification with a provision for mid-term review.