सत्यमेव जयते

THE ADMINISTRATION OF UNION TERRITORY OF LADAKH.

Transport Department

Tele/Fax: 01982-255567, 255568: e-mail: ladakhdivcom@gmail.com , divcomm-ladakh@gov.in

Subject:-Ladakh Electric Vehicle and Allied Infrastructure Policy 2022.

Order No:-09-Trans (UTL) of 2022,
Dated: -17.08.2022.

Sanction is hereby accorded to the adoption of **Ladakh Electric Vehicle and Allied Infrastructure Policy, 2022** as per annexure - **I & II** appended to this order for its implementation w.e.f 17.08.2022.

All commercial/non-commercial e-vehicles purchased/procured from the date of implementation of this policy shall be entitled to avail incentives as provided in Ladakh Electric Vehicle and Allied Infrastructure Policy, 2022.

By order of the Administration of UT Ladakh.

Sd/-
(Saugat Biswas) IAS
Commissioner/Secretary

No.M-17067/45/2021 O/o OSD TRANSPORT/1416-31 Dated: -17.08.2022

Copy to the: -

1. All Administrative Secretaries.
2. Additional Director General of Police, Ladakh.
3. Joint Secretary, (JKL), Ministry of Home Affairs, GoI.
4. Joint Secretary, (MVL), MoRTH, GoI.
5. Divisional Commissioner, Ladakh.
6. Deputy Commissioner/CEO, LAHDC, Leh/Kargil.
7. Superintendent of Police (Traffic), Ladakh.
8. Joint Director, Information Ladakh.
9. Regional Transport Officer, Ladakh.
10. Technical Director, NIC, Leh for uploading the order on the UT Website.
11. Deputy Residential Commissioner, Ladakh at new Delhi.
12. Incharge, District Motor Garages, Leh/Kargil.
13. OSD with the Lieutenant Governor for information of the Hon'ble Lieutenant Governor.
14. Pvt. Secretary to Advisor Ladakh for information of the Advisor.
15. Superintendent, Archives, Archaeology & Museums.
16. Order/Stock file (w.2.s.c).

(Manoj Kumar) JKAS 17.08.2022
Deputy Secretary

ANNEXURE – I
To Order No.09-TRANS(UTL) of 2022
Dated:-17.08.2022.

Ladakh Electric Vehicle and Allied Infrastructure Policy, 2022

UT Administration, Union Territory of Ladakh

1. INTRODUCTION

With the bifurcation of J&K State under the J&K Reorganization Act, 2019, Ladakh gained the status of Union Territory in August 2019 and its development has been a priority of Government of India. Ladakh – Vision 2050 has been prepared to creatively deliberate on the development potential of the region while considering its sensitive ecology, rich heritage and culture and aspirations of its local people. Ladakh has recently prepared Vision-2050 which incorporates numerous sustainable development goals and ambition to make Ladakh Self-Sustainable, SMART, Integrated and Carbon Neutral.

Currently, given the vast geographical expanse of the region and the immense tourism inflow with its high transport requirements, the dependence on fossil fuel powered vehicles is enormous. This Policy therefore recognizes the need for a measured approach towards growth and development in the region and in the transport segment, it aspires towards a well-developed approach to kick-start the adoption of Electric Vehicle in the Union territory of Ladakh and seeks to put in place a comprehensive set of measures for giving impetus to the adoption of Electric Vehicles along with their regulation.

2. VISION

Ladakh, a globally competitive carbon neutral region, with conducive policy and infrastructure to support adoption of Electric Vehicles.

3. OBJECTIVES

- To promote sustainable mobility in Ladakh by kickstarting the sale and use of EVs.
- To encourage research, innovation and skill development in EV technology.

4. POLICY TARGETS

- Rapid adoption of Electric Vehicles of all new domestic and commercial vehicle registrations.
- Promotion of electric vehicles in Public Transportation and government fleets.
- Policy targets (but not restricted to):

Sl. No.	Vehicle Segment	Ceiling for Early Bird	2023 – 2027
1	Two-Wheeler	35	172
2	Three-Wheeler (E-Rickshaw/ E-Cart)	10	40
3	Three-Wheeler	10	40
4	Car (Including Taxis)	40	167
5	Bus	11	49
6	E- Four-Wheeler (LCV, Stage Carriage/Maxi Cabs)	10	41
	Total	**116**	**509**

5. STRATEGIC DRIVERS

- Providing direct fiscal & non-fiscal incentives to increase the adoption of EV technology.

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- Creating of dedicated Charging infrastructure for charging of EVs.
- Establishing of Research & Development Centres to promote innovation and Excellence.

6. DEFINITIONS

In the context of this Policy, the Electric Vehicle Technology sector consists of Electric vehicle (EV), EV Components (battery, Charging Infrastructure etc.) and Allied Infrastructure as defined below:

6.1 Electric vehicle (EV): As per Government of India Notification dated 16.09.2005 under Central Motor Vehicle Rule, 1989 Rule no. 2(u) "Battery Operated Vehicle" means a vehicle adapted for use upon roads and powered exclusively by an electric motor whose traction energy is supplied exclusively by traction battery installed in the vehicle.

6.2 EV Approval and Standardization[1]: The Indian government enacted the Central Motor Vehicle Rules (CMVR) in 1989 covering regulations for automobiles and automotive components. Under this law, Rule No. 126 was established to define the process of Type Approval for automotive components via the AIS (Automotive Industry Standard) certification scheme. Currently there are five government-owned autonomous testing agencies nationwide charged with type approval. The five testing agencies are listed below:

- Automotive Research Association of India, Pune (ARAI)
- Central Institute of Road Transport, Pune (CIRT)
- International Centre for Automotive Technology, Manesar (ICAT)
- Global Automotive Research Centre (GARC)
- National Automotive Test Tracks, Indore (NATRAX)

AIS certification is based mainly on safety requirements and is mandatory for many types of safety related vehicle components.

AIS049: CMVR type approval for EV.

AIS138 Part1, Part2/IS 17017 standard applies for charging infrastructure.

Vehicle	Description
2 Wheelers	Electric vehicles having power more than 250 W and having a maximum design speed of more than 25 kmph.
3 Wheelers*	Electric vehicles having power more than 250 W and speed more than 25 kmph.

[1] https://www.araiindia.com/services/certification-and-standardisation; India's EV Industry Caught In A Maze Of Certifications (inc42.com); Automotive Testing Institutes & Testing Labs in India- ARAI, ICAT - E-Vehicleinfo

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4-Wheeler Passenger Vehicles	Electric vehicles
Buses	Electric vehicles

*In addition to the mandatory requirements, 3-wheeler manufacturer should also study AIS 093 (Body standardization for 3-wheeler), which gives guidelines.

Table 1: The Different Dimensions of EV Certification

Particulars	Description
Certifications Mandatory for EV Start-up (Either of the one mentioned)	• Automotive Research Association of India, Pune (ARAI) • Central Institute of Road Transport, Pune (CIRT) • International Centre for Automotive Technology, Manesar (ICAT) • Global Automotive Research Centre (GARC) • National Automotive Test Tracks, Indore (NATRAX)
Three Main Categories of E-Mobility Certifications for Start-ups	• For the Electric Vehicles: AIS 041 For EV Power Measurement, AIS 049 for CMBR for BEV Type Approval, AIS 038 For Construction and Functional Safety • For The Batteries: AIS 048 Standard for Safety Requirements • For EV Charging Stations: AIS 138
Factors that decide Standards	• Segment • Class of the Vehicle • Vehicle Specification • Performance Parameter
Common Standards Used in India	• Automotive Industry Standards Commonly Known as AIS • Central Motor Vehicle Rules (CMVR) • International Standards like IS, ECE, ISO, SAE
Some Tests based on which standards decided	• Water Ingression Tests • Nail Penetration Test for Batteries • Crash Test for Vehicles • Pass by Noise • Gradeability • Norms for fuel Efficiency

6.3 EV Components: Major components of Electric Vehicle include the Motor, Reducer, the on-board charger, Electric Power Control Unit (EPCU) and related parts /assemblies.

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6.4 Electric vehicle Battery: An electric-vehicle battery or traction battery is a battery used to electrical energy and is the equivalent of a fuel tank in an internal combustion engine. The maximum driving distance i.e., Range of an Electric Vehicle shall be determined by the battery capacity.

6.5 EV Charging Facility: An EV Charging Facility shall be a dedicated station providing common public charging facilities in parking areas of residential, commercial, institutional establishments. The EV Charging Station shall house charging posts/Charging points/Charging Cabinets integrated with appropriate power distribution equipment. The policy envisages the following type of Charging Facilities:-

- Domestic/Residential facility (Individual) with Slow AC charging.
- Public Charging Facility: Station developed at Public or Semi Public (Government Facilities, Transport Stations, Commercial Buildings, Fuel Stations etc.) with Slow AC/Fast DC charging.

6.6 EV Charging Stations (Commercial): An EV Charging Facility (commercial) shall be a dedicated station providing civil infrastructure for fuel station (Public Charging station) as per local Building Bye Laws and/or Model Building bye laws published by TCPO, MOUD. The public charging station shall comprise of DC Fast Charger (50 KW), One DC charger (15 KW or 22 KW) and Optional AC chargers 3.3 KW x 3 and 22 KW. All charging infrastructures shall be as per Bharat EV specifications.

7. INCENTIVES

7.1 Incentives for EV Charging Facility: Following incentives will be admissible to EV Charging Facility:

- Electrical power required for EV charging will be charged at domestic rate.
- Common public charging facilities in parking areas of residential, commercial, institutional establishments, etc. will be allowed. Application for setting up a charging point shall be filed to concerned planning authority & electricity supplying agency.
- Common public charging facilities at Fuel pumps will be allowed to setup charging station freely subject to charging station area and charging infrastructure qualifying rating, fire & safety standards/norms of relevant authorities under relevant acts/rules.
- Provision for space planning and setting up of Common public charging facilities shall be done in Development Control Rules (DCR) of all local Government & Planning Authorities.
- Commercial public EV charging stations for Two wheelers, Cars and Buses will be eligible for capital subsidy on equipment/machinery (Capital subsidy of 25%

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on the equipment's/Machinery or INR 5,00,000/- (Whichever is less) per station for the first 15 EV Charging Stations).

- All e-vehicles will be exempted from payment of road taxes.
- UT may incentivize at an appropriate stage in the future, the usage of EVs for commercial operations by the following measures:-
    - Exemption of EVs from the permit fee requirement for plying a transport vehicle.
    - Exemption or reduction of net UT-GST for leasing and owning electric fleet.

7.3 Incentives (Subsidy) for EV Buyer: Electric Vehicles registered in the UT by private transporter or individual buyer to get end user subsidy in the policy period.

Table 2 Demand Incentives (Subsidy) for the policy period

S.No.	Vehicle Segment	Subsidy (Whichever is Lower)	Maximum Ex-Showroom Price to Avail (INR)
1	Two-Wheeler	10% of the Ex-Showroom Price or INR 15,000	1,50,000
2	Three-Wheeler - e-Rickshaw / e-Cart	10% of the Ex-Showroom Price or INR 30,000	3,00,000
3	Three-Wheeler	10% of the Ex-Showroom Price or INR 50,000	5,00,000
4	Car	10% of the Ex-Showroom Price or INR 2,50,000	25,00,000
5	Bus	25% of the Ex-Showroom Price or INR 50,00,000	2,00,00,000
6	e-4W (LCV, State Carriage/ Maxi Cabs)	10% of the Ex-Showroom Price or INR 3,00,000	30,00,000

- As mentioned in section 6.2 above, the incentives will be available to vehicles certified for road worthiness by ARAI, ICAT, CIRT, etc. if purchased for road transportation. The subsidies will apply to non-certified vehicles only if they ply in campus or pedestrian zones for specialised requirements.
- UT may incentivise operating of battery swapping centres in future years once the electric vehicle policy is fully in operation.
- UT will endeavour to mandate creation of charging infrastructure at all newly constructed housing societies, office complexes, shopping arcades/malls, market areas, hotels & guesthouses.
- UT will endeavour to have 10% of notified parking spaces reserved for electric vehicles. UT will also endeavour to incentivise by way of reducing parking charges for EVs.

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- UT will endeavour to electrify the government fleet in the next 15 years and set up charging infrastructure for electric vehicles.

7.4 Early Bird Incentive: This shall be applicable for 1 (One) Year from the notification of the policy as per following:-

Table 3 Demand Incentives (Subsidy) for the early birds

S.No.	Vehicle Segment	Subsidy (Whichever is Lower)	Maximum Ex-Showroom Price to Avail (INR)	No. of EVs to be subsidized*
1	Two-Wheeler	20% of the Ex-Showroom Price or INR 30,000	1,50,000	28
2	Three-Wheeler - e-Rickshaw / e-Cart	20% of the Ex-Showroom Price or INR 60,000	3,00,000	10
3	Three-Wheeler	20% of the Ex-Showroom Price or INR 1,00,000	5,00,000	10
4	Car	20% of the Ex-Showroom Price or INR 5,00,000	25,00,000	33
5	Bus	50% of the Ex-Showroom Price or INR 1,00,00,000	2,00,00,000	11
6	e-4W (LCV, State Carriage/ Maxi Cabs)	20% of the Ex-Showroom Price or INR 6,00,000	30,00,000	9
		Total		101

**The no. of subsidized Electric vehicle is based on indicative Ex-showroom as enumerated in above table. The actual numbers of subsidized electric vehicle will vary as per the actual ex-showroom price.*

8. RESEARCH & DEVELOPMENT

Based on an assessment of feasibility and other details by the **High-Power committee**, proposal will be prepared for the establishment of centre of excellence and research and development centres in Leh and Kargil. The relevant agencies will institute training-based certification and placement programme and shall collaborate with National Agencies, Private Players and other associations to understand their human resource requirements. Based on these requirements, a merit based, defined certification and placement procedure shall be instituted so that appropriate manpower is created for the EV industry.

9. MANAGEMENT FRAMEWORK FOR POLICY IMPLEMENTATION

9.1 Establishment of High-Power Committee: A High-Power Committee will be constituted at the UT level to monitor the implementation of this Policy and develop procedures and modalities where required.

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9.2 Development of Charter for Policy Implementation:

- Coordination between various departments for efficient Monitoring of implementation and timely release of relevant Government Orders, Notifications and amendments.
- Review and approve the framework/modus operandi proposed by the committee in time bound manner.
- Review and approve the definitions of Electric Vehicle Technology and approve the amendments as may be appropriate.
- High power committee shall review the modus operandi and effectiveness of the policy every six months and shall suggest corrective measures, amendments, if required.
- RTO will be responsible for monitoring of the policy and will be the nodal officer for implementation of the EV policy, creating awareness regarding the policy as well as the operational guidelines and administering policy.

9.3 Other Programs and Measures for creating EV Awareness in UT Ladakh

- Programs and events to raise awareness among consumers are critical for proliferation of EVs. The UT Administration will ensure awareness and promotion of e-vehicles.
- UT Ladakh may at an appropriate time create an E-Vehicle Fund through innovative models to support the E-Mobility adoption and transition in UT Ladakh.
- UT Ladakh may join the international forum of ZEVTC, COP26 through E-AMRIT web portal of NITI Aayog. It is to raise awareness among international community to showcase the India's EV aspirational states and industries.

10. POLICY VALIDITY

The policy will be valid for **Five years** from the date of issue of relevant government resolution.

17.08.2022

(Manoj Kumar) JKAS
Deputy Secretary

ANNEXURE-II
To Order No.09-TRANS(UTL) of 2022
Dated:-17.08.2022

Operational Guidelines for Ladakh Electric Vehicle and Allied Infrastructure Policy, 2022

UT Administration, Union Territory of Ladakh

OPERATIONAL GUIDELINES FOR DELIVERY OF DEMAND INCENTIVES

1. INTRODUCTION:

1.1 The Administration of Union Territory of Ladakh, has notified the 'Ladakh Electric Vehicle and Allied Infrastructure Policy, 2022' for promotion of electric mobility in the Union Territory of Ladakh.

1.2 The Policy will be implemented during the next Five (05) years i.e., from the 17.08.2022 to 16.08.2027.

1.3 The Policy is proposed to be implemented through the following verticals:

i. Demand Incentives (Subsidy to End Users)

ii. Establishment of network of charging stations; and

iii. Administration of the Scheme including Publicity, IEC (Information, Education & Communication) Activities.

2. DEMAND INCENTIVE (SUBSIDY): GENERAL INFORMATION

2.1 The Demand Incentives (Subsidy) are important components of the Scheme which directly help in demand generation of electric vehicles (EVs).

2.2 The following categories of Vehicles will be eligible for Demand Incentives-

- Two-Wheeler
- Three-Wheeler - e-Rickshaw/e-Cart
- Three-Wheeler
- Car
- Bus
- E-4W (LCV, State Carriage/Maxi Cabs)

2.3 In all the vehicle segments, incentives will be applicable to vehicles used for Private, Intermediate Para transit, Public Transport or those registered for Commercial purposes.

2.4 All the vehicles need to be registered under CMVR, 1989 for becoming eligible for reimbursement of demand incentives.

2.5 Vehicles which have certification from either of the below government authorised authority, will be considered under this scheme.

- Automotive Research Association of India, Pune (ARAI)
- Central Institute of Road Transport, Pune (CIRT)

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- International Centre for Automotive Technology, Manesar (ICAT)
- Global Automotive Research Centre (GARC)
- National Automotive Test Tracks, Indore (NATRAX)

2.6 It is proposed to extend demand incentive for various vehicles as follows:

Table 1 Demand Incentives (Subsidy) for the policy period

S. No	Vehicle Category	Subsidy (Whichever is Lower)	Maximum Ex-Showroom Price to Avail (INR)
1	Two-Wheeler	10% of the Ex-Showroom Price or INR 15,000	1,50,000
2	Three-Wheeler - e-Rickshaw / e-Cart	10% of the Ex-Showroom Price or INR 30,000	3,00,000
3	Three-Wheeler	10% of the Ex-Showroom Price or INR 50,000	5,00,000
4	Car	10% of the Ex-Showroom Price or INR 2,50,000	25,00,000
5	Bus	25% of the Ex-Showroom Price or INR 50,00,000	2,00,00,000
6	e-4W (LCV, State Carriage/ Maxi Cabs)	10% of the Ex-Showroom Price or INR 3,00,000	30,00,000

Table 2 Demand Incentives (Subsidy) for the early birds

Sno	Vehicle Segment	Subsidy (Whichever is Lower)	Maximum Ex-Showroom Price to Avail (INR)	No. of EVs to be subsidized
1	Two-Wheeler	20% of the Ex-Showroom Price or INR 30,000	1,50,000	28
2	Three-Wheeler - e-Rickshaw / e-Cart	20% of the Ex-Showroom Price or INR 60,000	3,00,000	10
3	Three-Wheeler	20% of the Ex-Showroom Price or INR 1,00,000	5,00,000	10
4	Car	20% of the Ex-Showroom Price or INR 5,00,000	25,00,000	33
5	Bus	50% of the Ex-Showroom Price or INR 1,00,00,000	2,00,00,000	11
6	e-4W (LCV, State Carriage/ Maxi Cabs)	20% of the Ex-Showroom Price or INR 6,00,000	30,00,000	9
	Total No. of EVs			**101**

2.7 For buses, demand incentive is further subject to competitive bidding amongst the bus operators / dealers.

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2.8 Demand incentives for e-buses will be provided only on notified operational model by Authority.

2.9 The proposed Demand incentives would be reviewed annually or earlier by the High-Power Committee.

2.10 Maximum Ex-Showroom Price to Avail (INR) the subsidy is defined in the Clause 2.6.

2.11 The Demand Incentive shall be available for buyers (end users/ consumers) in the form of an upfront-reduced purchase price to enable wider adoption, which will be reimbursed to **Dealer** by Administration of Union Territory of Ladakh. In case, the individual beneficiary buys an EV (at 100% Ex-showroom price) from dealer based in another state/UT but registers and use the EV in Ladakh, the reimbursement shall be given to individual beneficiary and not to the Dealer.

2.12 For individual beneficiaries, not more than one vehicle of particular categories will be incentivized.

2.13 The Dealer shall certify the comprehensive warranty including Battery for all models eligible for demand incentives as per clause 2.6 above.

2.14 The authority shall certify the eligible vehicle models eligible for subsidy under 'Ladakh Electric Vehicle and Allied Infrastructure policy 2022' as per relevant certification (For E.g., certification for electric vehicle range by ARAI etc.).

2.15 The certification shall be reviewed by the Administration of Union Territory of Ladakh, and validity shall be given for specified time period.

2.16 **The Dealers** are required to submit re-validation certification, for all vehicle models eligible as per this policy, to the Administration of Union Territory of Ladakh at the frequency of one year as per clause 2.14 & 2.15 above, complying to the eligibility parameters given in this policy. Such Dealer will proceed for re-validation after ensuring the compliance to the latest notifications as per CMVR, 1989, by testing agencies recognized under rule 126 of CMV, 1989 and Administrative procedure as per **Operational Guidelines for 'Ladakh Electric Vehicle and Allied Infrastructure policy 2022'**.

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3. REGISTRATION OF DEALERS

3.1 For the purpose of this Scheme, an EV dealer may be defined as Proprietor, Private/Public Company or Partnership Firm who sells new E-Vehicles (covered under this policy) at the retail level, based on a dealership contract with an automaker or its sales subsidiary. The dealers shall be based in Ladakh.

3.2 For availing benefit under this Scheme, each Dealer shall apply for Registration to **Administration of Union Territory of Ladakh** in the prescribed proforma as per **ANNEXURE-A**.

3.3 At the time of submission of Application, each Dealer is required to submit the following documents:

i. Application for Dealer registration in **ANNEXURE-A.**
ii. Registration Certificate
iii. Trade License
iv. GST Registration Certificate
v. PAN Card
vi. Testing/Homologation Certificate for each vehicle category complying with eligibility criteria issued by designated testing agency under rule 126 of CMVR, 1989, including quality certificate, technical parameters or any other parameter issued under Operational Guidelines for 'Ladakh Electric Vehicle and Allied Infrastructure policy 2022.
vii. Pre-registration of Electric Vehicle model as per **ANNEXURE-B.**
viii. Complete set of MOA/AOA & Rules of Dealership or other applicable documents
ix. List of service centres along with their searchable addresses / locations and contact number,
x. Photographs, detailed specifications (including certificate for various specified and Other information (Brochures etc.) of the eligible Vehicle
xi. Dealer, in the application form, is required to submit detailed mechanism of sales, registration process, and service support.

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3.4 Dealer is required to submit Hard Copy of the Application (with complete documents, as per clause 3.3. above) at the following Address:

[Nodal Officer Name]

[Designation]

[Address]

3.5 After receipt of the complete Application (with complete documents, as per clause 3.3. above), **Administration of Union Territory of Ladakh** will process the same as per Scheme Guidelines and if found in order,

confirmation of registration of dealer under **Ladakh Electric Vehicle and Allied Infrastructure policy 2022** will be conveyed to the respective Dealer.

3.6 Demand incentive under the scheme shall be admissible only from the date of registration of Dealer and date of approval of EV Model(s) by **Administration of Union Territory of Ladakh**, whichever is later.

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4. GUIDELINES FOR DEALERS TO BE FOLLOWED AT THE TIME OF SALE OF VEHICLE:

4.1 Each Dealer is required to submit Model certification. OEM (whosoever is applicable) is required to get its model certified from recognized testing agencies under rule 126 of CMVR, 1989, for its eligibility under this policy.

4.2 Once model is certified, it will be approved by **Administration of Union Territory of Ladakh**, with which, incentive amount entitled for particular model will be decided.

4.3 Once model is approved by **Administration of Union Territory of Ladakh**, Dealer is required to provide production data of all vehicles for which they intend to take benefit of demand incentives under the scheme.

4.4 The Dealers are required to submit forms as per these guidelines along with necessary information pertaining to chassis number, Unique battery number, color etc.; after proper billing/invoice and sale to beneficiary/ consumer.

4.5 Each Dealer has to ensure that eligible demand incentive should be deducted from the ex-showroom price and only resulting amount should only be charged from beneficiary/end user. It is expected that financial cost of amount to be **borne by dealer** or beneficiary/consumer.

4.6 Dealer to submit the reimbursement claim of demand incentives once in a month but not later from 60 days of the sale of vehicle at dealer end.

4.7 After submitting the claim for reimbursement, each Dealer to submit an undertaking in the prescribed proforma as annexed at **Annexure-C**, on the letterhead of the dealer and duly signed by the authorized signatory and should be furnished to the **Administration of Union Territory of Ladakh** by email and hard copy by registered post.

5. GUIDELINES FOR DEALERS TO BE FOLLOWED AT THE TIME OF SALE OF VEHICLE:

5.1 Each dealer at the time of sale of vehicle to the end user will collect the following information from the purchaser and keep all concerned documents safely for at least 5 years from the date of sale:

1. Personal Identification proof like:
   a. For all individual beneficiary/consumer case, Aadhaar Card, PAN card, and Driving License etc.
   b. Registration certificate, Trade license, PAN Card and ID proof of Authorized signatory in respect of Proprietary firms/agencies
   c. Registration certificate, Trade license, PAN Card and ID proof of Authorized signatory in respect of Corporate and partnership firms/ agencies
   d. In respect of Central/State Govt. Departments/Defence supply, the purchase order from the respective Departments/Organizations etc.
2. Mobile number and e-mail ID of individual beneficiary/consumer or representative of purchaser in case of non-individual cases.
3. The Registration number of all vehicles.
4. For vehicle to be used for Intermediate para-Transit, Public Transport and Commercial Purposes, undertaking and valid permit from respective Government agency stating that vehicle will be used for Intermediate para Transit, Public Transport, Commercial Purposes only.

5.2 Dealers will ensure to prepare invoice of the sale on same date.

5.3 Dealer will have to ensure correctness of mobile number of purchaser and email id before effecting the sale.

5.4 Dealer should ensure that only one vehicle per category per person are allowed to claim demand incentives, i.e. No individual person can purchase more than one vehicle of same category and claim incentives under the scheme. However, there will be no restrictions for number of vehicles to be purchased by other than individual categories of buyer.

5.5 Dealer should maintain the data pertaining to sales on daily basis.

5.6 Dealer should submit the relevant documentation on date of sale of vehicles to the authority.

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5.7 Dealer should obtain a declaration from the customer stating that they have purchased the vehicle and entitled incentives have been received by the customer. Prescribed format for such customer acknowledgement is attached at **ANNEXURE - D**. This customer acknowledgement form should be

uploaded by the dealer while uploading the data of customer on the online platform.

6. BILLING MECHANISM FOR SALE OF VEHICLE TO BE FOLLOWED BY EACH DEALER(S)

6.1 All dealers will ensure that demand incentive under the Scheme should not adversely affect taxes at any stage.

6.2 Each dealer will deduct corresponding incentive at the end from the total price of vehicle, which will be arrived after including all GST/taxes etc. at prescribed rate on total cost of the vehicle.

7. POWERS OF ADMINISTRATION OF UNION TERRITORY OF LADAKH TO FRAME AND AMMEND POLICY DOCUMENT/OPERATIONAL GUIDELINES/PROCEDURES:

7.1 The Administration of Union Territory of Ladakh shall have full powers to frame/Lay-down the Guidelines/Procedure or alter/amend/add/delete any terms & conditions etc. under this Policy/Operational Guidelines.

7.2 The Administration of Union Territory of Ladakh shall have the powers to call for any information/data/records etc., in connection with this Scheme or inspect such records/documents [manual or electronic] as it may deem necessary.

7.3 The Administration of Union Territory of Ladakh shall have the powers to depute its representative(s) to visit the premises/office/centre/workplace etc. for purpose of inspection and verification purposes and may pass such order or issue directions in relation thereto as it may deem fit.

7.4 All operational issues in the implementation of the Scheme and guidelines shall be resolved by the Administration of Union Territory of Ladakh appropriately.

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8. RESOLUTIONS OF DISPUTES:

Any dispute shall be resolved by amicably and reconciliation. In case of difference of opinion, decision of the **High-Power Committee under the Administration of Union Territory of Ladakh** shall be final.

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ANNEXURE-A: DEALER REGISTRATION FORM

To,
[Nodal Officer Name]
[Designation]
[Address]

Subject:- **Application for Dealer registration under the Ladakh Electric Vehicle and Allied Infrastructure policy 2022.**

Dear Sir,

We/I, ----------(Name) are/is a Dealer intend to sell EV and wish to avail the benefits offered under 'Ladakh Electric Vehicle and Allied Infrastructure policy 2022', as notified vide Gazette Notification S.O. _____ dated _____ and are willing to avail incentives under this scheme.

We/I, therefore, apply for formal registration with the Administration of Union Territory of Ladakh for the policy namely 'Ladakh Electric Vehicle and Allied Infrastructure policy 2022'.

We furnish requisite information/documents.

A). Dealer's Information

S.No	Particulars	Details and Attachment required	Self-attested copy of Relevant documents Attached (Yes /No /Not Applicable)
1	Name of Dealer		
2	Dealer Registration Certificate No.	Company Registration Certificate	
3	Trade License number		
4	GST Registration applicable	Yes/No	
5	GST Registration Number	GST Registration Certificate	
6	PAN Card Number		
7	Annual Turnover and other financial details	Supporting document to be attached:	

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S.No	Particulars	Details and Attachment required	Self-attested copy of Relevant documents Attached (Yes /No /Not Applicable)
		• Director's report • PL statement • CFS statement • Balance Sheet • Tax filing certificate	
8	AOA, MOA & Rules/ Partnership Deed	Supporting document to be attached for each point	
9	Details of Registered Office: (i) Address, (ii) Phone number, (iii) Fax Number; and (iv) E-mail ID	Supporting document to be attached	
10	**Details of R&D Facilities such as** • Total annual expenditure on R&D, • Number of employees, • Details of total patents Whether R&D facility recognized by any Govt agency etc.	Supporting document for each point to be attached in a separate sheet.	
11	Name of the Authorized Person (Dealer) i. Name ii. Postal Address iii. Telephone/Mobile No; and iv. Email ID v. ID proof Aadhar Card vi. PAN Card	Supporting document authorizing a person (along with general POA, Boards Resolution etc.) to be attached	
12	Bank Details (Dealer's) for availing Benefits Account Holder Name:	Supporting document (Undertaking,	

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S.No	Particulars	Details and Attachment required	Self-attested copy of Relevant documents Attached (Yes /No /Not Applicable)
	Name of Bank: Name of Branch: Account No: Account Type (SAVING or CURRENT): IFSE Code: MICR Code	crosse cheque etc.) to be attached	
13	No of Service Stations List and addresses of each service station	Supporting document (certifying all details) for each service station to be submitted in separate sheet.	
14	Manufacturer code (To be allocated by Authority)		
15	Total annual capacity on the date of application for each category of vehicles.		

B. Declaration & Undertaking:

We declare that information provided here-in-above are correct and true to the best of our knowledge and also, we undertake to abide by all terms and conditions of the scheme as well as the instructions/guidelines/decisions to be issued/taken by 'The Administration of Union Territory of Ladakh' from time to time with respect to the scheme.

Thanking you,
Yours sincerely,

(Signatures of Authorized Signatory)
Name & Designation
Manufacturer Name
(Affix the official SEAL)

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Date:- Place:-

(All supporting documents for information furnished in table and as per clause 3.3 to be attached)

ANNEXURE-B: DEALER PRE-REGISTRATION FORM

To,
[Nodal Officer Name]
[Designation]
[Address]

Subject:- **EV Model Information to be submitted by Dealer for Pre-Registration with UT Administration (Along with supporting Certification documents issued by Test Agency)**

S. No.	Particulars	Details provided by Dealer	Remarks
1	Name of Dealer		
2	Dealer Code (if already allocated by The Administration of Union Territory of Ladakh')		
3	EV Model Name		
4	Variant Name (Separate form shall be filled for each EV model variant)		
5	Vehicle Category (as per CMVR) (Specify vehicle category as per CMVR-L1/L2/M1 etc.)		
6	Technology Type (Pure EV only) – Yes/No		
7	Fuel Type – EV only (Yes/No)		
8	Battery Type/Chemistry and other Battery Parameters		
9	Battery Power in KWh		
10	Number of batteries, such as one, two, three (If there are more than one battery then all batteries should compulsory be required to run the vehicle)		
11	Ex-factory price of the vehicle		
12	Meeting EV Technology Functions (Yes/No)	Please attach/upload document along with application	

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S. No.	Particulars	Details provided by Dealer	Remarks
13	Meeting Qualifying Targets (Yes/No)		
14	Estimated Incentive Amount (Provide detailed calculation)		
15	EV Model Code (To be allocated by The Administration of Union Territory of Ladakh)		
16	Vehicle Dimension		
17	Maximum Electric Energy Consumption (Kw/100 km)	Supporting Certifications from relevant test agency to be attached	
18	Warranty Conditions		
19	Any other remarks (Specify)..		

We declare that the above information relating to the EV model is in accordance with the guidelines of Ladakh Electric Vehicle and Allied Infrastructure policy 2022 of The Administration of Union Territory of Ladakh. The above information is as per our internal assessment and the same may be further validated by a test agency.

Thanking you,
Yours sincerely,

(Signatures of Authorized Signatory)
Name & Designation
Manufacturer Name

(Affix the official SEAL)

17.08.2022

Date:

Place:

ANNEXURE-C: UNDERTAKING TO BE SUBMITTED BY DEALERS AT THE TIME OF SUBMITTING CLAIMS FOR REIMBURSEMENT OF DEMAND INCENTIVES FROM 'THE ADMINISTRATION OF UNION TERRITORY OF LADAKH'

(Draft integrity certificate to be provided and Other supporting document to be attached with the undertaking)
(Uploaded along with claims)
(On the company letter head)

To,

[Nodal Officer Name]
[Designation]
[Address]

Subject:- **Undertaking to Be Submitted By Dealers at the time of Submitting Claims for Reimbursement of Demand Incentives**

I, ---------- (name of authorised person) authorized representative/signatory of M/s ---------- (name of Dealer), certify that the Claim No -------- dated---------- for total amount of Rs.---------- submitted by me, for the ---------- numbers of vehicles of different models as mentioned in the said claim, is as per the provisions of Ladakh Electric Vehicle and Allied Infrastructure policy 2022 dated _____.

2. It is further certified that: -

a. at the time of billing to the beneficiary/consumer, the corresponding incentive was deducted at the end from the total price of vehicle(s) arrived after including all GST/Taxes etc., on total cost of vehicle(s); and said amount has not been charged from the beneficiary/consumer.

b. the incentive amount claimed for each vehicle has been duly passed on to the customer and the amount of said incentive is as per the approved guidelines.

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c. no double or multiple claim has been made for the same vehicle transaction.

d. All the e-3W Vehicles will be used for Public Transport or for Commercial Transport only; and

e. The vehicles are manufactured as per the PMP guidelines issued by the DHI, GoI from time to time (any supporting document shall be attached).

3. I, _____name of authorised person) authorized representative/signatory of M/s ---------- (name of dealer), am entitled to sign this undertaking on behalf of the company.

Thanking you,

Yours sincerely,

(Signatures of Authorized Signatory)
Name & Designation
Manufacturer Name

(Affix the official SEAL)

Date:

Place:

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ANNEXURE-D: CUSTOMER ACKNOWLEDGEMENT & DEALER VERIFICATION FORM

(A)- CUSTOMER ACKNOWLEDGEMENT

I/We hereby undertake that I _____ /my organization_____ as given below have purchased no of vehicle (only one for individual) details of which are given below under **Ladakh Electric Vehicle and Allied Infrastructure policy 2022** and the benefit of admissible incentive amount has/have been received, by way upfront reduction in the cost of vehicle as reflected in the **dealer's Invoice**.

Information about Vehicle:

S.No	Particulars	Details
1	Name of the Manufacturer	
2	Dealer Name	
3	Vehicle Model	
4	Model Variant	
5	Chassis No	
6	Dealer Invoice No	
7	Dealer Invoice Amount • Ex-Showroom Price: • Subsidy Provided: • Other Charges (Provide in detail): • Total Amount:	
8	Incentive Amount adjusted in purchase	
9	Total Number of Vehicles purchased	
10	Vehicle Unique Identification Number	

Information about Customer

S.No	Particulars	Details
1	Customer Name	
2	Customer Address	
3	Customer ID Proof i.e. Aadhaar Card, PAN Card etc. (attach self-attested xerox copy)	
4	Customer Address Proof	
5	Customer Email ID	
6	Customer Mobile Number	
7	Details and Date of purchase of EV earlier by the Customer, if any	
8	Whether single purchase or bulk purchase	
9	Indicate purpose, in case of bulk purchase	

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I/We hereby certify that the Mobile Number given above is functional and is in my name/in name of my family member.

(B)- DEALER VERIFICATION:

We.....(dealer's name), the Authorized dealer of .....(Manufacturer name) do verify the sale of above said Vehicle to the above named purchaser.

We also confirm that the benefit of INR ..... (Rupees only) on account of **Ladakh Electric Vehicle and Allied Infrastructure policy 2022 Scheme** for ..... number of vehicles has actually been given to the purchaser in the form of reduced purchase price.

We have also verified the ID, Address proof and Mobile Number of the purchaser and
confirm to be correct.

Thanking you,

Yours sincerely,

(Signatures of Authorized Signatory)
Name & Designation
Manufacturer Name

(Affix the official SEAL)
Date:
Place:

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ANNEXURE-E: SAMPLE INVOICE

Detail of Customer		**Detail of Customer**	
Invoice No. & Date		Dealer's Name	
Name		Dealer's Code (Ladakh EV policy)	
Address		Address	
Mobile No.		Mobile No.	
E-mail ID		Email ID:	
Aadhaar/PAN No.		GSTN No.	

Description of Vehicles

S. No	Model No.	Chassis No.	Motor No.	Battery Details (Inc. Chemistry)	Battery Nos	Battery Capacity	Color	HSN Code	Rate (INR)	Amount (INR)
1										
2										
3										
4										
--										

Total Amount: Rupees_____
CGST@____%
IGST/UTGST @_____%
Grand Total
Less EV Policy Incentive _____
NET Payable Amount [Ex-Show Room Customer's Price].
Amount in words: Rupees_____

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DEALER'S STAMP & SIGNATURES

ANNEXURE-F: VEHICLES AND COMPONENTS TESTING CRETERIA

1 PROCEDURE

In the case of vehicle model / variants) qualifying under criteria specified in clause 2.5, the vehicle manufacturer shall apply to test agencies notified under Rule 126 of CMVR, 1989 for assessment as per this procedure.

The application can be made along with application for type approval of the concerned vehicle model/variants) or as a stand-alone application for assessments per this procedure.

Further, the applicant shall furnish following details along with the application:

- Minimum "Ex- Showroom Price" of the vehicle model/variant(s),
- " Ex- Showroom Price" of the vehicle model/variants),
- Localization content, as per the guidelines for "Phased Manufacturing Programme for EV Parts" dated 29th March 2019 issued by DHI as amended/revised from time to time.
- Details of comprehensive warranty of the vehicle model/variants), including battery,
- Facilities for after sales service, and
- For all type of vehicles: Fitment of suitable monitoring device to know the mileage of vehicles to determine the total fuel savings on real time basis.

The concerned test agency shall verify the application for eligibility of EV for initial qualification for demand incentive.

1.1 Compliance to CMVR:

The vehicle model/variants) shall comply with the applicable regulations as per CMVR, 1989, as amended from time to time, as. For this purpose, the vehicle model/variant(s) shall be Type Approved as per following standards: -

1.1.1. Battery Electric Vehicles: As per specification of AIS 049

1.1.2. Electric Regenerative Braking - The vehicle fitted with Regenerative Braking system shall meet the braking requirements as specified in standards in CMVR, 1989 as applicable and amended from time to time.

1.1.3. Electric Range: Electric range measurement shall be done as per AIS 040, as applicable and notified in CMVR, 1989 and as amended from time to time, respectively

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1.1.4. Electric Energy Consumption: The electrical energy consumption measurement shall be done for all BEVs as per AIS 039 as applicable and notified in CMVR,1989 and as amended from time to time.

1.1.6. Energy content of the traction battery: For determining demand incentive, the energy content of the traction battery (i.e. rated battery capacity) used in the electric, in terms of "kWh" shall be measured as per the test procedure specified in the standard ISO 12405-4, 2018 edition at room temperature (RT) as specified in the standard.

Request shall be made to The Administration of Union Territory of Ladakh regarding clarification pertaining to criteria/specification related to vehicle and components which are not mentioned in the policy/Operational guidelines before seeking registration or subsidy.

(Manoj Kumar) JKAS 17.08.2022
Deputy Secretary