MADHYA PRADESH ELECTRIC VEHICLE (EV) POLICY 2025

DRAFT FOR COMMENTS

URBAN DEVELOPMENT & HOUSING DEPARTMENT
Government of Madhya Pradesh

FOREWORD

In 2013, India embarked on its journey towards electric mobility by establishing the National Electric Mobility Mission Plan (NEMMP). The primary objectives of this initiative were to bolster national energy security, offer cost-effective and eco-friendly transportation options, and empower the Indian automotive industry to attain a position of global manufacturing excellence. Over the years, the Central Government in conjunction with key ministries such as the Ministry of Power (MoP), Ministry of Road Transport and Highways (MoRTH), and the Ministry of Housing and Urban Affairs (MoHUA), have launched various policy initiatives to support the EV penetration in the country. The PM E-Drive scheme operational from October 2024 stands as India's primary policy to advance E-Mobility in the country. The scheme has a total financial outlay of INR 10,900 crores. Prior visionary efforts by the Central Government in tandem with State Government Electric Vehicle Policies have enabled the penetration of over 53 lakh EVs in the country, with a CAGR of 62.8 percent from FY 2018-19 to FY 2023-24.

Madhya Pradesh developed its State EV policy in 2019. The Urban Development and Housing Department (UDHD) was designated as the nodal department tasked with the implementation of this policy which sought to accelerate the deployment of EVs in the State. The outcome of this policy initiative has shown a remarkable CAGR of 88.6 percent from FY 2018-19 to FY 2023-24, resulting in a cumulative registration of more than 1.48 Lakh EVs within the state. However, over the last few years, due to technological advancements, changes in consumer preferences, and environmental considerations there is a need to update the existing EV policy, requiring adjustments to incentives to consumers and manufacturers, inclusion of new EV segments, infrastructure development, and regulations. Madhya Pradesh recognizes this need to embolden the existing EV policy with additional levers to drive the EV adoption.

In this regard, the Government of Madhya Pradesh (GoMP) is introducing the revamped Madhya Pradesh Electric Vehicle Policy 2025 in order to capitalise on opportunities in this growing sector and encourage timely investments. The policy outlines a comprehensive framework for nurturing the EV industry in the state. Special attention to boosting local manufacturing in the EV ecosystem has been reinforced through detailed policy provisions. In addition to monetary benefits, the policy delineates several non-monetary benefits for demand creation as well as plugging the gaps in the supply chain by delving into specifics for each of the vehicle segments.

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 2025.

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 Swapping Operator: Entities that operationalize and manage a station where any EV with a discharged battery or partially charged battery can avail service to detach and interchange with another battery that has been electrically recharged and is readily available at the premises for the purpose of replacement.

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 charg- ers" 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.

Charging Infrastructure Developers: Entities engaged in manufacturing and selling electric vehicle charging equipment and provide a complete charging points solution for public and private charging and including the hardware and software installation. These entities will also provide services such as maintenance of the hardware as well as additional support services.

Charge Point Operator: Entity that operates a network of chargers for providing services such as electric vehicle charging, customer support, network solution (standalone or in partnership with a Network Service Provider)

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 comparable energy/power densities), Super capacitors, Fuel cell systems, EV Charging equipment, Hydrogen generation, storage and refuelling equipment, Battery swapping equipment, EV Motors & Controllers and other EV powertrain components, Battery management systems, EV electronics, electric harness etc. integral to the functioning of an EV.

EV Charger: An EV charger, also called Electric Vehicle Supply Equipment (EVSE) is an element in EV infrastructure that supplies electric energy for recharging the electric vehicles. As proliferation of EVs depends on access to the charging infrastructure, the nation needs to follow common specifications and standards for the infrastructure be used for all categories of vehicles and help it scale seamlessly.

On-board charger: Charger mounted on the vehicle and designed to operate only on the vehicle.

Off-board charger: Charger connected to the premises wiring of the AC supply network (mains) and designed to operate entirely off the vehicle. In this case, direct current electrical power is delivered to the vehicle.

Private Charger: The home private chargers are generally used with 230V/15A single phase plug which can deliver a maximum of up to about 2.5KW of power. Thus, the vehicles can be charged only up to this rate. The billing for the power is part of home-metering.This will be continued till a policy evolves to charge the home users differently for EV use, however, inclusion of RCD (Residual Current Devices) should be ensured. IEC 60309 Industrial connector to be used from both ends. The existing Indian safety guidelines should be followed.

Public Charger: For charging outside the home premises: the electric power needs to be billed and payment needs to be collected. Further, the charges may depend on state of grid (whether it is power-surplus or is in power-deficit state). The power utilities may also want to manage power drawn by these chargers from time to time.

Renewable Energy Developer: Entity engaged in the design, construction and/or operation of newly developed renewable energy resources such as solar/ wind/ hybrid power plants

Ultra Capacitors: An ultra-capacitor, also known as a super-capacitor, or electrochemical capacitor, is a device for storing electrical energy.

Manufacturing unit: Any Electric Vehicle manufacturing units, EV component manufacturing units, Charging/ Battery equipment manufacturing units and Battery manufacturing units.

Fixed Capital Investment (FCI) for manufacturing unit: The investment made in land,

building, plant and machinery, utilities, tools, infrastructure and equipment and other such assets as are required to manufacture the end product within eligible investment period.

For the purpose of this policy, the following categories shall be recognized and classified as Electric Vehicles (EVs):

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.

Fuel Cell Electric Vehicle: Fuel Cell Electric Vehicle (FCEV) refers to the vehicle which uses a fuel cell in combination with a battery or super-capacitor, to power its on-board electric motor. Fuel cell in vehicles generate electricity to power the motor, by using hydrogen as fuel.

ABBREVIATION

AMRUT	Atal Mission for Rejuvenation and Urban Transformation
ARAI	Automotive Research Association of India
AC	Auto Clusters
ASMC	Automotive Suppliers Manufacturing Centres
BEV	Battery Electric Vehicles
BSO	Battery Swapping Operators
CI	Charging Infrastructure
CIRT	Central Institute of Road Transport
CAPEX	Capital Expenditure
CSR	Corporate Social Responsibility
DL	Driving Licence
DUTF	Dedicated Urban Transport Fund
EV	Electric Vehicle
EESL	Energy Efficiency Services Limited
EV2X	Electric Vehicle To Everything
ER	E-Rickshaws (ER)
ECS	Equivalent Car Spaces
EO	Energy Operators
EMS	Electric Mobility Cell
FAME	Faster Adoption and manufacture of (Hybrid &) Electric Vehicles
FCEV	Fuel Cell Electric Vehicle
FCI	Fixed Capital Investment
GoMP	Government of Madhya Pradesh
GOI	Government of India
ICAT	International Centre for Automotive Technology
ICE	Internal Combustion Engines
ISBT	Inter State Bus Terminals
MP-EVPB	Madhya Pradesh Electric Vehicle Promotion Board
MOHUA	Ministry of Housing and Urban Affairs
MPERC	Madhya Pradesh Electricity Regulatory Commission
MPPCB	Madhya Pradesh Pollution Control Board
MPPMCL	MP Power Management Company Limited
NBFC	Non-Banking Financial Companies
NUTP	National Urban Transport Policy

OEM	**Original Equipment Manufacturers**
RWA	**Residents Welfare Associations**
STU	**State Government Transportation Units**
SC	**Skill Centres**
TSR	**Three-Seater Auto-Rickshaws**
UDHD	**Urban Development & Housing Department (UDHD)**
VRDI	**Vehicle research and development establishment**

1. BACKGROUND

The transportation and automotive industries in the global economy are experiencing a swift transition towards EVs. It is estimated that the global EV sector is bound to expand at a CAGR of 15.9% between 2023 and 2035 and it's expected to be valued at USD 561.3 billion in terms of revenue.

The Government of India (GOI) has been actively promoting several initiatives that are envisioned to harness the potential of the EV industry with an overall aim of achieving sales of 70% for commercial vehicles, 30% for private vehicles, 40% for buses and 80% for two and three-wheelers by 2030. The Indian EV industry is projected to grow at a CAGR of 49% between 2022 and 2030, with 10 million annual sales by 2030. The EV industry is also projected to create around 50 million direct and indirect jobs by 2030.

Madhya Pradesh is actively striving to boost the adoption of EVs, aligning with the GoI's broader goals. It continues to grow as a sought-after place for investment in India due to its innovative mechanisms as well as forward-thinking initiatives. It is rapidly driving the Ease of Doing Business (EoDB) and Ease of Living (EoL) initiatives and proactively limiting the regulatory burden for its industries. Madhya Pradesh possesses an enormous scope and potential to position itself as the EV manufacturing hub of India. This revamped EV policy is a timely measure toward realising this potential.

2. VISION

To promote sustainable electric mobility and bring about a material improvement in Madhya Pradesh air quality by bringing down emissions from transport sector.

3. OBJECTIVES

3.1 To attain a future where Electric Vehicles are the preferred mode of transportation for everyone

3.2 To develop robust and accessible EV charging infrastructure for all including differently-abled people

3.3 To foster collaboration between government entities, private sector, research institutions, and civil society organisations.

3.4 To establish Madhya Pradesh as the premier destination for the establishment of EV infrastructure and related manufacturing industries.

3.5 To bolster skill development initiatives and expand job prospects within the EV sector in Madhya Pradesh.

4. POLICY PERIOD

The policy shall remain active for a duration of five years from the date of notification (or) until replaced by an updated/revised policy, as issued by the nodal department of the Madhya Pradesh Government.

5. SCOPE OF POLICY

5.1 This policy exclusively applies to Battery Electric Vehicles (BEVs), and Fuel Cell Electric Vehicles (FCEVs) and encompasses all related components vital for their manufacturing and operation, including charging and swapping infrastructure, electronic systems, electric motors, and more. The policy provisions are not extendable to Strong Hybrid Electric Vehicles (SHEVs), and Plug-in Hybrid Vehicles (PHEVs). Any reference to Electric Vehicle (EV) will henceforth be applicable only to BEVs, and FCEVs.

5.2 The policy will be accompanied by comprehensive operational guidelines to ensure its effective implementation.

5.3 The policy provides both direct and indirect incentives to consumers that will stimulate robust demand for EVs within the state.

5.4 The policy provides incentives and support mechanisms for fleet operators to transition their commercial vehicles, such as two and three wheelers, to EVs, as this can have a significant impact on reducing emissions.

5.5 The policy prioritizes the swift adoption of EVs in the heavy-duty segment, such as buses, trucks, and tractors, as these vehicles are major contributors to emissions within the road transport sector.

5.6 Direct and indirect incentives are extended to bolster the deployment of charging and swapping infrastructure throughout the state.

5.7 An integrated online portal called 'EV Tarang' is introduced, serving as a one-stop resource for all matters related to EVs in Madhya Pradesh. This portal will offer comprehensive information on incentives available under the policy, tools for comparing EVs with traditional internal combustion engine (ICE) counterparts, and guidance on availing subsidies.

5.8 The policy seeks to position Madhya Pradesh as a highly attractive destination for establishing EV and EV component manufacturing facilities. Support to these units is ensured in terms of upfront incentives, operational benefits, and through a streamlined single-window clearance system.

5.9 The policy aims to create new employment opportunities by promoting EV manufacturing, charging infrastructure development, and the use of EVs in both public and private transportation. Additionally, it includes plans for introducing EV and EV component-related courses in ITIs and engineering colleges to equip the workforce with the skills necessary for the EV industry.

5.10 This policy will be accompanied by the launch of a public awareness campaign to educate public about the benefits of EVs, how to use charging infrastructure, and the environmental advantages to drive consumer adoption and dispelling myths about EVs.

6. NODAL ORGANISATION

6.1 Madhya Pradesh Urban Development & Housing Department (UDHD), Government of Madhya Pradesh ('GoMP'), will be the nodal department for the implementation of Madhya Pradesh Electric Vehicle (EV) Policy 2025.

6.2 The MP Power Management Company Limited (MPPMCL), Government of Madhya Pradesh ('GoMP'), will be the state nodal agency for EV charging infrastructure.

6.3 The Government of Madhya Pradesh (GoMP) will setup a Madhya Pradesh Electric Vehicle Promotion Board (MP-EVPB) consisting of stakeholders from all concerned

departments to enhance collaboration and comprehensive implementation of the new policy.

7. POLICY TARGETS

Designate Bhopal, Indore, Jabalpur, Gwalior, and Ujjain as model EV cities, implementing detailed plans for electrifying their intra-city public bus fleets, executing designated pilot initiatives, and ensuring effective execution of all other specified provisions within the policy.

7.1 Electric two-wheeler target:

(i) Achieving 40% of all new registrations by the end of the policy period.

(ii) Achieving 100% of all new registrations in the commercial fleet by the end of the policy period

7.2 Electric three-wheeler target:

(i) Achieving 70% of all new registrations by the end of the policy period in both passenger and freight segments.

7.3 Electric four-wheeler target:

(i) Achieving 15% of all new registrations by the end of the policy period.

7.4 Electric Bus target:

(i) Achieving 40% of all new registrations by the end of the policy period.

7.5 All forms of State government vehicles, including vehicles under Government Corporations, Boards and Government Ambulances, etc. will be converted to electric vehicles by end of the policy period, provided-

a) They fall under the two-wheeler, three-wheeler, or four-wheeler categories

b) There are commercially available EV equivalents in the market

8. EXPECTED OUTCOMES

8.1 Promote the development of reliable, affordable, and efficient EVs that offer world-class performance and competitive pricing through government incentives and market development.

8.2 Decrease the transportation sector's reliance on imported fossil fuels.

8.3 Mitigate air pollution within the state by transitioning to EVs, reducing tailpipe emissions, and emphasizing electricity generation from renewable sources.

8.4 Establish a globally competitive EV manufacturing ecosystem.

8.5 Support job creation in this sun-rise sector.

8.6 Create an environment conducive to battery recycling and refurbishing for reuse.

8.7 Encourage EV manufacturers, research institutions, and Academia to pioneer cutting-edge research and development in the field.

9. LEGISLATIVE AND REGULATORY CONTEXT

9.1 LAWS, RULES AND REGULATIONS (CENTRAL)

(i) The Motor Vehicles Act, 1988

(ii) National Building Code, 2005

(iii) Ministry of Road Transport & Highways (MORTH) Guidelines / Circulars

(iv) Charging Infrastructure for Electric Vehicles – revised consolidated guidelines and standards (Ministry of Power - Amended April 2023)

9.2 LAWS, RULES AND REGULATIONS (STATE)

(i) Madhya Pradesh Municipal Corporation Act, 1956

(ii) Madhya Pradesh Municipal Council Act, 1961

(iii) Madhya Pradesh Bhumi Vikas Adhiniyam, 2012

(iv) Madhya Pradesh Electric Vehicle (EV) Policy 2019

(v) Madhya Pradesh Industrial Promotion Policy 2014 (Amended 2018)

9.3 OPERATIONAL CONTROLS/ GUIDELINES

9.3.1. Madhya Pradesh Electric Vehicle (EV) Policy 2025 and all applicable guidelines, circulars and any other regulations issued by Government of India (GoI) and Government of Madhya Pradesh (GoMP).

9.4 REVISION OF TRANSPORT REGULATIONS FOR EVS

9.4.1. All regulations below are applicable only for FCEVs (Fuel Cell Electric Vehicle) and BEVs (Battery Electric Vehicle) using advanced battery technologies with energy/power density similar or more than that of a Lithium-ion battery.

9.4.2. The transport department will grant permit exemptions to electric commercial public transport vehicles.

9.4.3. Electric Autos/rickshaws will be allowed only in certain areas or outside major cities to avoid congestion.

9.4.4. Corporates will be allowed to own and operate electric vehicles for feeder transport of their employees.

9.4.5. Registration will be allowed for 2-wheelers, 3-wheelers, and 4-wheelers retrofitted with an electric motor and an electric powertrain using advanced battery technologies and certified by ARAI or other government-recognised agency.

9.4.6. Transport department shall facilitate the online registration of EVs.

10. STRATEGY

The GoMP wants to achieve its vision and targets by emphasising on:

(i) Electric Vehicle Type Incentive Structure

(ii) Manufacturing of EVs and its Components

(iii) Charging Infrastructure (CI)

(iv) Recycling and Refurbishing Ecosystem – Battery and EVS

(v) Research & Development

11. ELECTRIC VEHICLE TYPE INCENTIVE STRUCTURE

This section discusses the policy framework and incentives on the purchase of the categories of electric vehicles listed below:

(i) Cycles

(ii) Two-wheelers

(iii) Three-wheelers

(iv) Cars

(v) Light commercial vehicles

(vi) Buses

(vii) Trucks and Tractors

All the electric vehicles that will be used in public transport services inside the city limits (Buses, shared rickshaws etc.) will operate under the rules and regulations constituted by the respective Urban Local Bodies and SPV where they operate. Moreover, this policy endeavors to initiate pilot projects for emerging vehicle categories, specifically electric trucks and tractors, which carry significant importance for both air quality improvement and energy

security. The insights and knowledge gained from these pilot initiatives will inform the development of comprehensive provisions for these two segments during the third year of the revised policy. Tailored provisions to promote retrofitting of EVs have also been included.

All the incentives outlined in this policy will be granted in addition to any potential incentives offered by the central government at the time of vehicle purchase. These incentives can be accessed through the 'claim subsidy' feature on the MP EV portal. Vehicle incentives will be provided as a one-time subsidy that is applicable only for one-segment and cannot be repeated for any other vehicle segments by the same individual/entity. Fleet operators/organizations purchasing EVs will have a maximum cap of 10 vehicles applicable only for one vehicle segment of their choice to avail incentives.

	Target	Maximum Capital subsidy	Subsidy by battery capacity	Regulatory incentive	Parking incentive	Scrapping incentive	Retrofitting Incentive
e-cycle	N/A	INR 5,000/vehicle for maximum of 30,000 EVs	-	N/A	1-year fee exemption	N/A	N/A
e-2W	40% of all new registrations 100% of all new registrations in commercial fleet	INR 10,000/vehicle for maximum of 1,00,000 EVs	INR 5,000/ kWh	100% vehicle tax and registration fee exemption	1-year fee exemption	up to INR 5000 per vehicle (maximum of 1,00,000 vehicles)	up to INR 5,000 / vehicle for 2,000 vehicles
e-3W	70% of all new registrations in both passenger and freight segments	INR 20,000/vehicle for maximum of 15,000 EVs	INR 5,000/ kWh	• 100% vehicle tax and registration fee exemption • 5% interest subvention on loans • Permits exempted by Transport Department	1-year fee exemption	up to INR 7500 per vehicle (maximum of 15,000 vehicles)	up to INR 10,000 / vehicle for 3,000 vehicles
e-car	15% of all new registrations	INR 50,000/vehicle for maximum of 10,000 EVs	INR 2,500/ kWh	• 100% vehicle tax and registration fee exemption	1-year fee exemption	N/A	up to INR 15,000 / vehicle for 2,000 vehicles

e-LCV	15% of all new registrations	INR 50,000/vehicle for maximum of 5,000 EV	INR 5,000/ kWh	• 100% vehicle tax and registration fee exemption	1-year fee exemption	N/A	N/A
E-Buses (Non-Govt, i.e. School buses, ambulances, etc.)	40% uptake	INR 10,00,000/vehicle for a maximum of 100	-	• 100% vehicle tax and registration fee exemption • 5% interest subvention on loans • Permits exempted by Transport Department	N/A	N/A	up to INR 2,50,000 / vehicle for 100 vehicles
E-Buses (Govt. Buses including Mini, Midi, Standard and Standard AC Buses)	40% uptake	INR 10,00,000/vehicle for a maximum of 100	-	• 100% vehicle tax and registration fee exemption • 5% interest subvention on loans • Permits exempted by Transport Department	N/A	N/A	up to INR 2,50,000 / vehicle for 100 vehicles

11.1 ELECTRIC CYCLES

The Total Cost of Ownership (TCO) advantage associated with electric cycles is notably 70-80% lower than that of petrol-powered two-wheelers and 40-50% lower than electric two-wheelers. Electric cycles offer an appealing prospect, especially for last-mile applications such as rapid commerce, food delivery, and e-commerce, particularly in densely populated areas where alternative modes could exacerbate traffic congestion. Furthermore, electric cycles open up the possibility of utilizing supercapacitors alongside advanced lithium-ion batteries due to their inherent characteristics. With this policy, the state aims to popularize electric cycles as a means of personal transportation and as a sustainable and cost-effective solution for e-commerce companies to fulfill their delivery needs.

11.1.1. INCENTIVES

(i) Capital Subsidy:
   (a) Maximum subsidy of INR 5000 per vehicle for a maximum of 30,000 EVs, with an ex-factory price less than INR 40 thousand.

(ii) Regulatory Incentive:

(a) As electric cycles fall outside the purview of the Central Motor Vehicles Rules (CMVR) and do not necessitate special licenses, vehicle registration is not a prerequisite. Nevertheless, the use of helmets when riding electric cycles will be enforced and appropriate penalties for non-compliance will be released subsequent to this policy.

(b) In line with the policy's objective of promoting electric bus adoption and enhancing bus ridership, the nodal department will collaborate with municipal authorities. Together, they will work on the development of safe pedestrian and cycling infrastructure and the enhancement of accessibility to bus stops.

(iii) Parking Incentive:

(c) All parking facilities operated by Urban Local Bodies will undergo renovation to include designated spaces for electric cycle parking, and a complete exemption from parking fees at these sites for an initial 1-year period will be provided.

11.1.2. PARAMETERS

(i) Prior to being eligible for incentives under this program, all electric cycle manufacturers are required to complete a registration process with the nodal department. The specific details of this registration procedure and the related fees will be provided following the notification of this policy.

(ii) The incentives will be applicable to the vehicle that have an “Advanced Battery” or supercapacitors.

11.2 ELECTRIC TWO-WHEELERS

The incentives listed below will be available for electric two-wheelers:

11.2.1. INCENTIVES

(i) Capital Subsidy:

(a) Maximum subsidy of INR 10,000 per vehicle or up to INR 5000 per kWh, whichever is lower, for a maximum of 1,00,000 EVs, with an ex-factory price less than INR 1.5 Lakh.

(ii) Regulatory Incentive:

(a) 100% motor vehicle tax exemption for all vehicles sold within the policy period.

(b) 100% registration fee exemption for all vehicles sold within the policy period.

(iii) Parking Incentive:

(d) All electric two-wheelers will be provided a 100% waiver on parking charges at any Urban Local Body run parking facility for an initial period of 1 year.

(iv) Scrapping Incentive:

a. Up to INR 5,000 per vehicle up to a maximum of 1,00,000 vehicles to the registered owner of the electric two-wheeler, provided the following pre-requirements are met-

- Evidence for matching contribution from the dealer/OEM
- Confirmation of scrapping and de-registration of an ICE vehicle

11.2.2. PARAMETERS

(i) The incentives will be available for two-wheelers which fulfils the PM E-drive scheme criteria or vehicles whose specifications are approved by ARAI/ CIRT/ ICAT/ VRDI or any other equivalent government agency or by UDHD.

(ii) The incentives will be applicable to the vehicle that have an “Advanced Battery” as defined by the PM E-drive scheme of the GoI.

11.3 ELECTRIC THREE-WHEELERS

The incentives listed below will be available for electric three wheelers:

11.3.1. INCENTIVES

(i) Capital Subsidy:

(a) Maximum subsidy of INR 20,000 per vehicle or up to INR 5,000 per kWh, whichever is lower, for a maximum of 15,000 EVs, with an ex-factory price less than INR 5 Lakh.

(ii) Regulatory Incentives:

(a) To ensure a sustainable and balanced deployment of electric three-wheelers for public transportation, route-specific regulations will be enforced to prevent over-saturation and to ensure viable income opportunities for buyers. The nodal department will periodically introduce new routes to accommodate all three-wheelers and enhance last-mile connectivity options for public transit users.

(b) 100% motor vehicle tax exemption for all vehicles sold within the policy period.

(c) 100% registration fee exemption for all vehicles sold within the policy period.

(d) Additionally, an interest subvention of 5% on loans for the purchase of electric 3-wheelers.

(e) The Transport Department shall provide permit exemptions for all electric 3-wheelers registered over the duration of the policy period.

(iii) Parking Incentive:

(a) All Electric three-wheelers will be provided a 100% waiver on parking charges at any Urban Local Body run parking facility for an initial period of 1 year.

(iv) Scrapping Incentive:

a. Up to INR 7,500 per vehicle up to a maximum of 15,000 vehicles to the registered owner of the electric three-wheeler, provided the following pre-requirements are met-

i. Evidence for matching contribution from the dealer/OEM

ii. Confirmation of scrapping and de-registration of an ICE vehicle

11.3.2. PARAMETERS

(i) The purchaser must have a driver's license.

(ii) The purchaser must procure Electric three-wheelers which have been approved by either ARAI/ CIRT/ ICAT/ VRDI, PM E-Drive scheme or UDHD.

11.4 ELECTRIC CAR

In India, while a significant portion of the population primarily relies on two-wheelers for transportation, the use of cars is steadily increasing each year. This shift is notably driven by the rising income levels and aspirations of the Indian populace, as well as the proliferation of ride-hailing platforms for public transportation. Additionally, the adoption of electric cars at the national level is rapidly growing, with the total number of electric cars sold in FY 2023-24 surpassing that of FY 2022-23 by 1.4 times. Through this policy, the state aims to further bolster this momentum, expediting the transition to electric cars for both individual consumers and fleet operators, making them a compelling and sustainable choice.

11.4.1. INCENTIVES

(i) Capital Subsidy:

(a) Maximum subsidy of INR 50,000 per vehicle or up to INR 2,500 per kWh, whichever is lower, for a maximum of 10,000 EVs, with an ex-factory price less than INR 25 Lakh.

(ii) Regulatory Incentive:

(a) 100% motor vehicle tax exemption for all vehicles sold within the policy period.

(b) 100% registration fee exemption for all vehicles sold within the policy period.

(c) Every state government department is mandated to transition their current vehicle fleet to EVs. The specific annual progression for this shift will be disclosed by the nodal department subsequent to the release of this policy. Departments have the option to independently pursue electrification or express their intent, specifying the number of EVs required for their operations. The nodal department will consolidate these requirements from various departments across Madhya

Pradesh and initiate a tendering process under the 'EV-as-a-Service' model which operates on an Own, Operate, and Maintain basis. This approach of statewide demand aggregation for government departments will lead to reduced cost due to economies of scale.

(iii) Parking Incentive:

(a) All electric cars will be provided a 100% waiver on parking charges at any ULB-run parking facility for an initial period of 1 year.

(b) Mandatory Provisions for EV Parking:

i. New RWA housing societies will designate 20% of open parking spaces for visitors exclusively for EVs. ICE vehicles will not be allowed to park in these spaces, even if EV spots are vacant.

ii. Public road-side parking spaces: 25% of parking space to be reserved for EVs by the end of the policy period

iii. Education institutions and Commercial Complexes: 25% of parking space to be reserved for EVs by the end of the policy period for existing and new establishments

iv. Government Offices: 25% of parking space to be reserved for EVs by the end of the policy period for existing and new establishments

v. Detailed guidelines for this initiative will be issued by the nodal department, which will include a mandatory provision for reserving a certain percentage of these parking spaces for women and differently-abled people.

11.4.2. PARAMETERS

(i) The incentives will be available for electric cars whose specifications are approved by ARAI / CIRT / ICAT / VRDI or any other equivalent government agency or by UDHD.

(ii) The incentives will be applicable to the vehicle that have an “Advanced Battery” as defined by the PM E-Drive scheme framework of the GoI.

11.5 LIGHT COMMERCIAL VEHICLES

Light Commercial Vehicles (LCVs) are defined as goods carriers with a Gross Vehicle Weight (GVW) of up to 3,500 kilograms and are categorized as N1 type of vehicle by Ministry of Road Transport and Highways (MoRTH). They play a crucial role in Madhya Pradesh's transportation landscape. These vehicles are integral to urban logistics, last-mile deliveries,

and connecting rural markets to larger supply chains. Their extensive use, particularly in high-traffic urban areas, makes them a significant contributor to vehicular emissions and urban air quality challenges.

Transitioning LCVs to electric variants offers immense benefits, including reduced greenhouse gas emissions and lower operational costs for businesses reliant on these vehicles. Electrifying this segment could also improve urban air quality and help the state meet its environmental goals.

11.5.1. INCENTIVES

(i) Capital Subsidy:
a) Maximum subsidy of ₹50,000 per e-LCV or ₹5,000 per kWh, whichever is lower, for a maximum of 5,000 vehicles.

(ii) Regulatory Incentive:
a) 100% motor vehicle tax exemption for all e-LCVs sold within the policy period.
b) 100% registration fee exemption for all e-LCVs sold within the policy period.

(iii) Parking Incentive:
(a) All e-LCVs will receive 100% waiver on parking charges at any ULB-run parking facility for an initial period of 1 year

11.6 BUSES

11.6.1. INTRA-CITY BUSES

(i) Buses play a substantial part in improving a city's overall environment. Buses do this by providing a viable alternative to the private vehicles thus reducing the number of vehicles on road and subsequently tail pipe emissions. Buses play a vital role in promoting socio-economic equity by providing individuals from all backgrounds with access to opportunities such as jobs, education, healthcare, and recreation.

(ii) Electric buses present a direct pathway to shift towards cleaner, more environmentally friendly bus transportation while decreasing our reliance on fossil fuels. Furthermore, electric buses come with advantages such as reduced operational expenses, decreased downtime, improved earnings per kilometer, enhanced energy efficiency, and a higher level of service quality, as evident from experiences at both state and national levels.

(iii) Public Transport SPVs are instructed to achieve 40% share in electric bus fleet sales by the end of the policy period. The specific year-on-year trajectory toward this objective will be outlined in detailed operational guidelines to be issued subsequent to this policy.

(iv) All the E-buses governed by SPV while being issued permits shall be granted priority timings (departure and arrival) at the bus stands/depot and will be allocated particular bay/priority spots at the bus stands/depot.

11.6.2. INTER-CITY BUSES

(i) Inter-city transport in Madhya Pradesh has seen immense growth in the past decades. With ever increasing road network inter-city transport is expected to reach unprecedented levels in the coming decade. This growth in patronage has attracted many private operators to run inter-city operations successfully. As a result, inter-city public transport is flourishing in the state. To capitalise on this trend electric buses can be run on well-known routes connecting major cities in the state, Indore, Bhopal, Jabalpur, Gwalior and Ujjain, etc. These cities have an extensive network of transport amongst themselves and are major contributors to citizen exchange.

(ii) Public Transport SPVs are instructed to achieve 40% share in electric bus fleet sales by the end of the policy period. The specific year-on-year trajectory toward this objective will be outlined in detailed operational guidelines to be issued subsequent to this policy.

(iii) All the E-buses governed by SPV while being issued permits shall be granted priority

timings (departure and arrival) at the bus stands/depot and will be allocated particular bay/priority spots at the bus stands/depot.

(iv) Panchayat and Rural Development Department, GoMP, will support in planning of charging infrastructure requirements along the operating inter-city bus routes which cater to the enroute rural areas.

11.6.3. INCENTIVES

(i) Capital Subsidy:

(a) E-Buses (Non-Govt, i.e. School buses, ambulances, etc.): 10% incentive on ex-factory price or INR 10 lakh per vehicle whichever is lesser to a maximum of 100 e-buses.

(b) E-Buses (Govt. Buses including Mini, Midi, Standard, and Standard AC Buses): 10% incentive on ex-factory price or INR 10 lakh per vehicle whichever is lesser to a maximum of 100 e-buses.

(c) Interest subvention of 5% on loans for the purchase of above 20 e-buses for both categories.

(ii) 100% motor vehicle tax exemption for all vehicles sold within the policy period.

11.7 ELECTRIC TRUCKS AND ELECTRIC TRACTORS

In India, the road transport sector is accountable for a substantial 90% of all transport emissions, notably with heavy and medium-duty vehicles contributing to 43%, despite representing a mere 2% of the country's total vehicle population. Introducing zero-emission trucks (ZETs), including battery-electric, fuel-cell, and hydrogen ICE trucks, is a critical solution to combat these emissions. With the growing availability of these trucks within the Indian landscape, this presents an opportune moment to introduce essential incentives to promote their widespread adoption.

Similarly, tractors consume 8% of India's annual oil consumption and constitute 60% of the total agricultural fuel usage. Notably, India has been the world's leading tractor manufacturer since 2013, producing around 1 million tractors in 2023-24. India is also a significant exporter of tractors, with approximately 100,000 units exported in 2021. To sustain India's momentum in the tractor sector amid changing dynamics, it is imperative to provide incentives to tractors, akin to previous segments.

This pilot initiative will facilitate the evaluation of the effectiveness and suitability of zero-emission trucks and tractors across a variety of usage scenarios.

In addition to the pilots, all zero-emission vehicles in these categories that are registered in the state will receive a 100% road tax exemption and 100% registration charge exemption throughout the policy period.

11.7.1. Conduct pilot projects for zero emission trucks:

(i) The duration of the pilot project will be two years from the date of operation of the truck.

(ii) This pilot program is exclusively intended for government departments that currently employ trucks with a Gross Vehicle Weight Rating (GVWR) between 5 to 55 tons for various applications such as parcel transportation, perishable goods delivery, water tankers, and garbage collection.

(iii) Interested departments can submit an expression of interest to participate in the pilot, with allocations made on a first-come, first-served basis.

(iv) A total of 20 trucks will be part of the pilot phase. Each department participating in the pilot project will receive an initial subsidy of 20% of the ex-factory cost or INR 10,000 per kWh, whichever is lower, for the acquisition of one truck per end-use application for each EV model city.

(v) The departments are mandated to regularly furnish data to the nodal department in the prescribed format. This data will be accessible on the MP EV Tarang portal for research and analysis by various stakeholders while ensuring transparency and information symmetry across the sector.

(vi) The next set of incentives for this segment will be determined based on the results and insights from the pilot surveys, along with feedback from stakeholders such as trucking associations, the Center for Zero Emission Truck Transition Support (CZETTS), and others.

(vii) This policy will ensure a just transition by distributing future incentives equitably, with a focus on providing proportional support to smaller operators, who make up the majority of the trucking fleet.

11.7.2. Conduct pilot projects for zero emission tractors:

(i) The pilot project will run for two years, starting from the date the tractor begins operations.

(ii) Government departments, Farmer Producer Organizations, and airports currently using tractors with a lift capacity of over 500 kg and a power rating above 20 hp/15 kW are eligible to participate in this phase.

(iii) A total of 30 tractors will be incentivized during the pilot phase, with 10 tractors allocated to each of the following categories: government departments, Farmer Producer Organizations, and airports.

(iv) An upfront subsidy of 20% of the ex-factory price will be provided for the selected tractors during the pilot phase, with a maximum limit of INR 2.5 lakh, whichever is lower.

(v) For Farmer Producer Organizations, the nodal department will raise awareness about the benefits of zero-emission tractors. Incentives will be provided on a first-come, first-served basis.

(vi) Interested departments can submit an expression of interest to participate in the pilot.

(vii) Each tractor will be equipped with sensors and IoT devices to ensure that data is regularly transmitted to the nodal department in the prescribed format. This data will be accessible on the MP EV Tarang portal for research and analysis by various stakeholders, helping to identify appropriate incentives and applications for these tractors in the future.

11.8 Retrofitting of EVs

11.8.1. The State Government shall promote retrofitted EVs in the State with certified technology (ARAI/ ICAT or any other). Incentives will be provided segment-wise as follows:

(i) e-2W: 15% of retrofitting cost (including taxes), up to INR 5,000 (whichever is less) / vehicle for 2,000 vehicles.

(ii) e-3W: 15% of retrofitting cost (including taxes), up to INR 10,000 (whichever is less) / vehicle for 3,000 vehicles.

(iii) e-4W: 15% of retrofitting cost (including taxes), up to INR 25,000 (whichever is less) / vehicle for 2,000 vehicles. This incentive will also be extended to forest department vehicles.

11.9 ADDITIONAL INCENTIVES TO INCREASE EV PENETRATION

11.9.1. 50 percent exemption from paying State Toll Tax for all EVs registered in the State for the first year of the policy period.

11.9.2. In case the battery is not sold with the vehicle, 50% of the total incentive will be provided to the vehicle owner and the remaining cost to be provided to the battery owner.

11.9.3. State-Government Employees will be encouraged to adopt EVs through the provision of an additional incentive by means of interest subvention on vehicle loans, and SGST reimbursement. This will be applicable over and above any incentives that have been

provided under this policy.

11.9.4. Green Number Plate Provision: All EVs registered in MP shall be issued a Green Number Plate in accordance with the GOI guideline-

(i) Personal-use EVs will be issued green number plate with white lettering

(ii) Commercial-use EVs will be issued green number plate with yellow lettering

11.9.5. Green Zones/ E-mobility Zones

(i) Pilot regions within the EV model cities will be established for the exclusive use of electric vehicles.

(ii) E-mobility zones will be created in the following spaces:

(a) Tourist villages/Spots including places of religious and archaeological significance.
(b) Technology hubs
(c) Special Economic Zones/ Business Districts

- Department of Tourism, GoMP, will support the nodal department in designating green zones near the tourist spots, and assessing the electrified public transport requirement on the basis of floating population in the identified zones.

12. CHARGING INFRASTRUCTURE

The presence of charging infrastructure is crucial for the swift adoption of EVs. India has witnessed substantial expansion in the number of public charging stations in recent years. Currently, there are over 25,000 operational public charging stations in India. This policy strives to sustain and enhance this progress by fostering a conducive environment for the expansion of both private and public charging infrastructure in Madhya Pradesh.

Setting up of Public Charging Stations (PCS) shall be a de-licensed activity and any individual/entity is free to set up public charging stations, provided that, such stations meet the technical as well as performance standards and protocols laid down below as well as any further norms/standards/specifications laid down by Ministry of Power and Central Electricity Authority from time to time.

The Distribution Licensee shall provide the electricity connection as per provisions of the MP Electricity Supply Code 2021 notified by MP Electricity Regulatory Commission and as amended from time to time to any entity/CPO seeking to set up a Public EV Charging Station/Battery Swapping Station.

12.1 TYPES OF CHARGING STATIONS

CHARGING STATION TYPE	VEHICLE CATEGORY	LOCATION APPLICABILITY
Small Charging Stations	**2-Wheelers & 3-Wheelers**	**City**
Medium Charging Stations	**2-Wheelers, 3-Wheelers & Cars**	**City & Highways**
Large Charging Stations	**2-Wheelers, 3-Wheelers, Cars & Heavy-Duty Vehicles**	**City & Highways**

The EV Tarang portal shall serve as a comprehensive platform for streamlining the deployment of charging stations, encompassing application submission, approval processes, and status tracking.

12.2 MINIMUM REQUIREMENTS FOR PUBLIC CHARGING STATION

12.2.1. CPOs have the flexibility to select the combination of charging stations and standards based on their evaluation and preferences.

12.2.2. Share charging station data with DISCOM and to maintain appropriate protocols as prescribed by DISCOM for this purpose. MPPMCL and UDHD shall have access to this database.

12.2.3. Appropriate public amenities like cafeteria, public toilets and outdoor media devices etc., shall be allowed on public charging stations.

12.2.4. The layout of public charging stations should ensure accessibility for all individuals, including those who are differently abled. The nodal agency shall be responsible for monitoring the accessibility of these stations. Incentives under this policy will only be disbursed to CPOs upon the nodal agency's confirmation that the accessibility requirements have been fully met.

12.3 PRIVATE CHARGING POINTS (PCP)

12.3.1. Madhya Pradesh will revise its current building bye-laws to align with the Model Building Bye Laws of 2016 for Electric Vehicle Charging Infrastructure, as issued by the Ministry of Housing and Urban Affairs, Government of India. This revision will ensure that all newly constructed buildings are equipped to support electric vehicle charging stations, making them "EV ready."

12.3.2. The building premises shall also enable additional power load, equivalent to the power required for all charging points to be operated simultaneously, with a safety factor of 1.25.

12.3.3. All New /Renovated residential building owners shall be encouraged to install Private Charging Points (PCPs) within their premises. Such entities will be eligible for property tax rebates as decided by Government of Madhya Pradesh.

12.3.4. All existing RWAs must process the No Objection Certificates (NOC) within 7 working days of application to facilitate charging infrastructure.

12.3.5. Nodal agency may establish a workplace charging policy to enhance the accessibility of charging infrastructure for employees, thereby fostering greater adoption of electric vehicles.

12.4 FINANCIAL INCENTIVES FOR PUBLIC CHARGING STATIONS

The below-mentioned incentives are over and above PM E-Drive incentives-

CHARGING STATION TYPE	VEHICLE CATEGORY
Small Charging Stations	**On Chargers: Capital Subsidy of 25% of the value of the charging equipment/machinery for first 300 charging stations up to a Maximum subsidy of INR 1,50,000.**
Medium Charging Stations	**On Chargers: Capital Subsidy of 25% of the value of the charging equipment/machinery for first 100 stations up to a Maximum subsidy of INR 3,00,000.**
Large Charging Stations	**On Chargers: Capital Subsidy of 25% of the value of the charging equipment/machinery for first 100 stations up to a Maximum subsidy of INR 10,00,000.**
Battery Swapping Station	• **One-time capital subsidy on eligible fixed capital investment for service providers at the rate of 25% up to a max INR 5 lakh to 1st 100 Swap Stations in the State.** • **100% SGST reimbursement will be provided to these swapping station operators on batteries.**
***The above-mentioned all category stations will be entitled to 25% subsidy or maximum subsidy amount whichever is less.**	

12.5 PUBLIC CHARGING STATIONS ON GOVERNMENT LAND

The following steps will be followed to set up a public charging and battery-swapping station across Madhya Pradesh:

12.5.1. Charge Point Operators (CPOs), battery swapping operators (BSO), or a combination of both, will be invited to bid to set up charging stations along with battery-swapping facilities at each of the identified location.

(i) State Government shall facilitate land to service providers for setting up Charging/ Battery swapping facilities.

(ii) A comprehensive charging infrastructure land bank database containing detailed information on available spaces suitable for the deployment of charging/battery swapping infrastructure shall be compiled by the Nodal agency.

- Land parcels will be sourced from Municipal Corporations, as well as from government departments like the Revenue Department, Public Works Department, etc., along with lands held by Inter-State Bus Terminals (ISBTs).
- A template for collection of details pertaining to the land such as location (latitude, longitude), and size, shall be shared with the concerned departments and agencies by the nodal agency to secure the relevant information.

(iii) The nodal agency will gather demand for charging stations via the MP EV Tarang Portal and share the data with CPOs to generate interest and address the gap between demand and supply.

(iv) Land to government entities for setting up Charging Stations shall be provided on lease for 10 years at revenue sharing model @ 1 ₹/kWh as suggested by the Ministry of Power (MoP).

(v) Private entities wishing to establish charging/swapping stations on government-owned land will participate in a competitive tendering process organized by the nodal agency. The operator will be selected based on the highest per kWh revenue share offered. This approach will enable CPOs/BSOs to make lower payments in the initial year, when station utilization is expected to be low.

Each public charging station may have cafeteria, use and pay public toilets and outdoor media devices for advertisements etc. to enhance the financial viability of the project.

12.5.2. Private individuals and companies will be encouraged to locate or acquire private land for establishing EV infrastructure by simplifying the process of setting up charging facilities.

12.5.3. Charging stations along with battery swapping facility may be carved out from existing public parking zones, bus depots and terminals, and locations such that they offer easy entry and exit. Charging stations will also be set up at various bus depots and citizens can also use the charging stations by paying applicable tariff.

12.5.4. Revenue from appropriate public amenities installed at charging stations like cafeteria, public toilets and outdoor media devices etc., will be collected by the CPO/BSO.

12.5.5. The CPO/BSO will be expected to accept payments through multiple modes (credit/debit cards, mobile wallets, UPI etc.).

12.5.6. Residents seeking the installation of public charging stations in their areas are encouraged to notify the nodal agency through the MP EV Tarang portal. This proactive initiative will accelerate the expansion of charging infrastructure in their communities and demonstrate demand to CPOs/BSOs.

12.6 FAVOURABLE ELECTRICITY TARIFF FOR CPO AND BSOs

12.6.1. For implementation of technical as well as performance standards and protocols from time to time laid down by Ministry of Power and Central Electricity Authority, the State Nodal Agency will be MPPMCL.

12.6.2. The tariff charged by DISCOM to Public Charging Station (PCS) will be determined by the Electricity commission on behalf of the GoMP to fix the tariff limits in lower applicable spectrum.

12.6.3. The tariff for supply of electricity to a PCS shall be a single part tariff and shall not exceed the Average Cost of Supply (ACOS) till 31st March 2028. Moreover, during solar hours (9 AM to 4 PM), the cost of supply from the DISCOM to a PCS will be 0.7 times the ACoS, while during non-solar hours, it will be 1.3 times the ACoS.

12.6.4. Projects will be provided 100% exemption on electricity duty for the duration of the policy period on power purchased from the MP DISCOMs or generated and consumed from captive sources.

12.6.5. The tariff applicable for domestic consumption shall be applicable for domestic charging.

12.6.6. Charging stations installed by CPOs at commercial buildings, such as malls, shall be levied with rates specified by the nodal agency for charging infrastructure and monitored through a dedicated sub-meter.

12.6.7. For the charging of EV, MPPMCL shall fix the upper ceiling of the service charges to be charged by the PCS. The ceiling limit for service charges must adhere to the guidelines set forth by the Ministry of Power, Government of India, including any subsequent amendments or provisions.

12.6.8. CPOs/BSOs will be encouraged to use low cost and renewable sources of power:

i. In consultation with ERC, the nodal agency shall provide:
   (a) Power banking –Operators who set up captive renewable energy facilities may be given power banking facilities with state DISCOM over a period of one year. This shall encourage the generation and use of renewable power.
   (b) Open Access charges for Green Open Access consumer shall be as per regulation notified by MPERC.

ii. The policy shall permit the aggregation of charging station load up to a minimum of 100 kW for procuring renewable energy as per regulations notified by MPERC for Intra State Open Access and amendment from time to time.

iii. Net Feed-in - Energy Operators (EOs) and Battery Swapping Operators (BSOs) who set

up captive solar power plant facilities will be given net metering facilities as per the Net Metering Regulations notified by the MP Electricity Regulatory Commission. This will encourage the generation and use of renewable power.

iv. Regulatory commission will issue regulations, defining tariff and related terms & conditions for Vehicle-to-Grid (V2G) sale of power to meet the requirements of real time and ancillary services for DISCOM. Sale of power from battery swapping stations to the grid will also be considered as V2G sale of power.

12.7 QUALITY AND STANDARDS

12.7.1. The state will follow the charging specifications as per the guidelines issued by Ministry of Power, GOI.

12.8 DATABASE OF PUBLIC EV CHARGING STATIONS

12.8.1. Madhya Pradesh Urban Development And Housing Department (UDHD) shall create and maintain an online database of all the Public Charging Stations through DISCOM. Appropriate protocols shall be notified by DISCOM for this purpose which shall be mandatorily complied by the CPOs/BSOs.

12.8.2. UDHD may leverage the database developed by the GOI and work towards enhancing its robustness for the state.

12.8.3. Operators will have to provide data to this public database. The database can be used free of charge by in-vehicle navigation systems and charging apps and maps.

12.9 PAYMENT INFRASTRUCTURE AND INFORMATION SHARING

12.9.1. CPO/BSOs will be expected to accept payments by multiple modes (e.g., cash, cards, mobile wallets, UPI); payments through the common mobility card payment system will also need to be offered as an option for payments.

13. OTHER INITIATIVES FOR DEVELOPMENT OF CHARGING INFRASTRUCTURE

13.1 INITIATIVES BY THE GOVERNMENT DEPARTMENTS

13.1.1. Inter-State Bus Terminals (ISBT), bus terminals, and bus stops will have charging stations.

13.1.2. Municipal Corporations Public parking spaces will be mandated to have charging stations.

13.1.3. Government buildings will set a roadmap to setup charging or swapping stations in all of its parking spaces.

13.1.4. Charging infrastructure developers will be encouraged to establish at least one charging station every 20 km along highways and other major roads. Additionally, a fast charging station for long-range/heavy-duty EVs should be set up every 100 km on highways/roads, with one station on each side.

13.1.5. Charging infrastructure developers will be encouraged to deploy at least one charging station in every 1 km x 1 km grid across the state.

13.1.6. All petrol pumps are mandated to have at least one EV charging point by end of the policy period.

13.1.7. Conduct pilot programs around V2G in each EV model city:

(i) 1 pilot shall be conducted in each of the model EV cities.
(ii) Charging infrastructure subsidy provided to CPOs as outlined in the policy, will be granted to the agency empanelled to implement the pilot project in each model EV city.
(iii) Resulting data from the pilot projects will be shared on the MP EV portal for research and analysis by other stakeholders.

13.2 INITIATIVES FACILITATING INVESTMENTS FROM PRIVATE INFRASTRUCTURE DEVELOPERS

13.2.1. Existing buildings, including malls and other commercial properties, will be incentivized to install charging and battery-swapping stations. These buildings may utilize the subsidies available for charging infrastructure to set up public charging stations with a maximum subsidy limit of 5 charging points, (or) equivalent battery swapping facility, per building.

13.2.2. All new permits for commercial complexes, housing societies and residential townships with a built-up area 2,000 sq.mt and above will mandatorily have charging stations.

13.2.3. Agricultural land that has been acquired for the purpose of setting up battery swapping/charging station will receive 100% exemption in land conversion charges, if such unit is registered under a woman's name.

14. MANUFACTURING

In order to encourage the production of EVs and their components within Madhya Pradesh,

Government of Madhya Pradesh (GoMP) will offer incentives outlined in this section. This will be extended to Manufacturing companies that plan to setup production units for EVs or EV components (includes battery manufacturing that encompasses upstream component manufacturers). Industries already involved in EV or component manufacturing in the state and plan to expand their operations can avail these benefits solely for the expansion of their units. The incentive shall be disbursed in 3 annual installments from the date of approval of claim.

14.1 A single-window clearance system to expedite the establishment of manufacturing units and promote ease of doing business.

14.2 Provide capital subsidy on Fixed Capital Investment (FCI). The subsidy offered to industry categories are as follows:

(i) Micro Industry - 25% of FCI up to a maximum of 15 lakh for 20 units
(ii) Small Industry - 20% of FCI up to a maximum of 40 lakh for 10 units
(iii) Medium Industry - 20% of FCI up to a maximum of 50 lakh for 5 units
(iv) Large Industry- 10% of FCI up to a maximum of 10 Crore for 3 units
(v) Mega Industry (includes Ultra-mega industry) - 10% of FCI up to a maximum of 20 crore for first 2 units in the state

14.3 Industries availing capital subsidy on FCI will be provided an additional employment generation incentive as follows:

(i) Incentive of INR 40,000/-per employee per annum for 5 years with a valid ESI/PF Number shall be provided for a maximum of 7500 employees across all industry categories.
    (i) Micro, small, and medium industries can avail this incentive for a maximum of 10 employees from each unit.
    (ii) Large and mega industries can avail this incentive for a maximum of 400 employees from each unit.

14.4 New industries will be eligible to avail an interest subvention on loans as follows:

(i) For an investment range of 50-300 crores, a 5 percent interest rebate for 5 years shall be provided with a ceiling of 5 lakhs per annum
(ii) For an investment range of 300-500 crores, a 5 percent interest rebate for 5 years shall be provided with a ceiling of 20 lakhs per annum
(iii) For an investment range of 500-5000 crores, a 5 percent interest rebate for 5 years shall be provided with a ceiling of 1 crore per annum
(iv) For an investment range of above 5000 crores, a 5 percent interest rebate for 5 years shall be provided with a ceiling of 4 crore per annum

14.5 Manufacturing land-bank:

(i) The State Government shall prepare a shelf of land bank including red-category land in consultation with Industrial Department for the potential investors in the EV industry in the State.

(ii) State Government shall promote the development of adequate basic infrastructure such as roads, power, water and drainage around these identified land parcels.

14.6 Stamp Duty Reimbursements:

(i) 100% of stamp duty and transfer duty paid by the industry on purchase or lease of land meant for manufacturing EVs or EV components will be reimbursed.

(ii) 100% of stamp duty for the lease of land/shed/buildings, mortgages, and hypothecations will be reimbursed.

(iii) Stamp duty will be reimbursed only one time on the land. Stamp duty will not be waived on subsequent transactions on the same land.

14.7 SGST Reimbursement:

(i) 100% net SGST accrued to the state will be reimbursed as follows:

  (i) For a period of 3 years for micro & small industries
  (ii) For a period of 5 years for medium industries
  (iii) For a period of 7 years for large industries

(ii) This reimbursement will be limited to 100% of capex or for the period stated, whichever is earlier.

14.8 Quality Certification Incentive: 50% of the total cost incurred by the industry for obtaining certifications from ARAI, ICAT, or any other national or international agencies as certified by a Chartered Accountant for the first product, limited to INR 25 lakh.

14.9 Intellectual Property Creation Incentive: 100% reimbursement of the actual expenses shall be provided subject to a maximum of INR 25 lakh for domestic and international patent registrations.

14.10 The overall incentive claim, excluding net SGST reimbursement shall not exceed 75% of FCI.

15. RECYCLING ECOSYSTEM – BATTERY AND EVS

(i) EVs should be disposed of through vehicle scrap facility registered with the MP Pollution Control Board (MPPCB) for recycling as per the rules notified under the Environment (Protection) Act, 1986.

(ii) EV batteries typically need to be replaced once they have degraded to operating at 70-

80% of their capacities. EVs are therefore going to outlive the batteries powering them, with a vehicle probably requiring about two batteries in a 15-year life span.

(iii) Batteries that have reached their end of life will need to be either reused or recycled. Lack of adequate reuse or recycling will have a high environmental cost. Not only do EV batteries carry a risk of giving off toxic gases if damaged during disposal, but core materials such as lithium and cobalt are finite and very expensive.

(iv) The Madhya Pradesh Electric Vehicle (EV) Policy 2025 will encourage the reuse and recycling of EV batteries that have reached the end of their life and setting up of recycling businesses in collaboration with battery and EV manufacturers that focus on 'Urban Mining' of rare materials within the battery for reuse by battery manufacturers.

15.1 REUSE OF EV BATTERIES

15.1.1. This policy strongly encourages battery refurbishers to explore multi-life applications for EV batteries, recognizing their potential value even when their capacity has deteriorated in comparison to their initial rating. These batteries can still be effectively used in various applications, provided they undergo thorough testing for health and safety.

15.1.2. The Nodal department will also work with stakeholders to develop battery refurbishing guidelines, offering clear direction for this crucial initiative.

15.1.3. All incentives as applicable to EV and component manufacturers will be provided to refurbishers exploring multi-life solutions under this policy.

15.2 END-OF-LIFE BATTERY AND EV RECYCLING

15.2.1. EV batteries that cannot be refurbished for re-use, either because of poor condition of the battery or lack of demand for reuse, will be sent to recycling facilities. At these recycling facilities, high value battery materials (e.g., Nickel, Cobalt, Lithium) will be recovered and then sold to battery manufacturers.

15.2.2. All incentives as applicable to EV and charging infrastructure manufacturers will be provided to battery recyclers under this policy.

15.2.3. End-of-life battery and EV recycling shall be governed by Battery Waste Management Rules, 2022 released by the Ministry of Environment and Forests and amendment. Nodal department to coordinate on the following tasks-

(i) Maintaining an online registry of approved collectors, refurbishers, and recyclers of used or waste batteries in association with the MPPCB.

(ii) Disseminating information to consumers regarding proper guidelines for the disposal of used or waste batteries.

(iii) Providing directives to public waste management authorities for the proper allocation of

collected waste or used batteries to the designated entities, including battery producers, refurbishers, and recyclers, as specified by the MPPCB.

16. RESEARCH & INNOVATION ORIENTED INDUSTRIAL DEVELOPMENT

16.1.1. GoMP encourages the promotion of research and innovation in the field of EVs. Madhya Pradesh aims to establish itself as a prominent center for not only EV manufacturing but also for pioneering research and development in areas such as advanced battery management systems, drivetrain components, battery chemistries, fuel cell systems, and intelligent transportation systems. To facilitate this, the GoMP promotes collaboration among various stakeholders such as academic institutions, OEMs, renewable energy developers, EV component manufacturers, etc.

16.1.2. Industry partners to collaborate with academic and research institutions in Madhya Pradesh for the establishment of a Center of Excellence (CoE). In support of this initiative, a one-time grant of maximum of INR 2 crores will be allocated for the procurement of essential research and testing equipment.

16.1.3. The nodal department shall undertake steps to increase the number of incubation centers for EV startups, which provide incubation services such as office space, common facilities, and mentoring support.

16.2 TESTING AND QUALITY CONTROL LABS

16.2.1. In coordination with National automotive testing and R&D Infrastructure (NATRiP), GoMP shall strive to set-up quality testing centre for EVs.

16.2.2. These facilities would be accessible to all manufacturers in the sector.

16.3 SKILL DEVELOPMENT INITIATIVES

16.3.1. Nodal department shall initiate a comprehensive mapping effort to ascertain the demand for skilled personnel and identify the specific EV-related skill sets essential to industry partners.

16.3.2. Academic and technical institutes shall be directed to adapt their curricula to incorporate EV-related courses and provide practical training for the acquisition of the

essential skills required for EV and component manufacturing.

(i) This shall be applicable across the existing 53 polytechnic colleges, and 271 Industrial Training Institutes (ITIs) affiliated to the Directorate of Skill Development, Madhya Pradesh, and employment exchange centres. Any new technical institutes (Government) formed shall also adhere to this revised curriculum.

(ii) Private technical institutes will be encouraged to incorporate EV-related courses as approved by the Directorate of Skill Development.

16.3.3. In light of the transition to EVs and its potential impact on small to medium automobile repair shops, following provision will be undertaken:

(i) ITIs and engineering institutions are directed to offer free hands-on training to service professionals for EV repair.

(ii) Each institute is mandated to organize a minimum of two training sessions annually, each with no fewer than 50 participants, for the entire duration of this policy.

(iii) The course content, structure, and duration will be collaboratively developed with the Automotive Skill Development Council (ASDC) and industry partners.

(iv) Expenses incurred by the institution for these training initiatives will be eligible for reimbursement up to INR 2,000 per trainee.

(v) Each institution will be required to submit a report to the nodal department annually, summarizing the key highlights of their training program and the valuable insights gained from it.

17. CREATING JOBS – VOCATIONAL TRAINING

The growing adoption of EVs has the potential to generate a significant number of new employment opportunities. For instance, roles ranging from BMS designers to charging station operators, and more will be in demand. Madhya Pradesh can position itself as a center for offering training programs that cater to jobs within the EV ecosystem. To achieve this, the following policy actions will be implemented to prepare individuals for careers in the EV industry:

17.1 In collaboration with industry partners, vocational courses will be designed to train EV workforce. These courses will be delivered through the Skill Centres (SCs) set up through PPP (public-private partnerships) with OEMs by the GoMP.

(i) In accordance with the ‘Mukhya Mantri Seekho Kamao Yojna’ instituted by the State Government, each student enrolled in all skill development and re-skilling courses affiliated with the Board of Technical Education and State Council for Vocational Training, will receive a prescribed stipend amount.

(ii) The stipend will be extended to a maximum of 7500 students with a minimum of 10 percent of the beneficiaries being women (or) belonging to underprivileged sections (SC/ST/EWS).

17.2 Private Sector Partners will be allowed to conduct their own captive staff training at the skill centres (SCs).

17.3 GoMP will conduct regular recruitment 'fairs' at the SCs for private sector recruiters who would like to hire trained personnel.

18. PUBLIC AWARENESS

18.1 The government notices that communication to create awareness amongst people is very crucial to further the growth of electric vehicles. In this regard, MP EV Tarang, a one-stop portal, will be developed for information related to EV ecosystem in the State in the first year of the release of this policy.

18.2 Consumer awareness strategy will be released within one year of notification of the policy for catalysing EV adoption in the State.

18.3 Test rides in collaboration with various vehicle manufacturers, green days in the capital region and other model EV cities will be promoted to take the new technology to the common man.

18.4 EV OEMs and component manufacturers seeking manufacturing incentives under this policy are required to furnish a comprehensive consumer awareness strategy document. This document should outline their initiatives and provide a month-by-month implementation plan for each year. The disbursement of incentives will be contingent upon the submission of this strategy document to the nodal department.

(i) The OEMs' strategies will be assessed against industry best practices, and constructive feedback will be offered to enhance their consumer outreach endeavors. Manufacturers are obligated to submit a report confirming the implementation of their strategy within one month of the subsequent year. In the event of any shortcomings, appropriate penalties will be imposed on the manufacturers. Further specifics regarding these provisions will be communicated in due course.

19. POLICY IMPLEMENTATION

19.1 Madhya Pradesh Urban Development & Housing Department (UDHD), Government of Madhya Pradesh ('GoMP'), will be the nodal department for the implementation of Madhya Pradesh Electric Vehicle (EV) Policy 2025. The policy shall be valid for a period of 5 years

from the date of notification (or) until replaced by a revised policy.

19.2 The Madhya Pradesh Electric Vehicle Promotion Board (MP-EVPB) will be constituted as a dedicated entity towards streamlining issues concerning mobility in Madhya Pradesh.

19.3 The MP-EVPB shall function as the apex body for coordination with various line departments for the effective implementation of the Madhya Pradesh Electric Vehicle (EV) Policy 2025.

19.4 The MP-EVPB will be chaired by the Hon'ble Minister of the UDHD. The members of the MP-EVPB and their respective roles have been described briefly below:

(i) Member Secretary – Principal Secretary (Urban Development and Housing Department)

(ii) Member – Minister (Finance Department)

(iii) Member – Minister (Transport Department)

(iv) Member – Additional Chief Secretary (Finance Department)

(v) Member – Additional Chief Secretary (Home Department)

(vi) Member – Principal Secretary (Transport Department)

(vii) Member – Additional Chief Secretary (Energy Department)

(viii) Member – Principal Secretary (Public Works Department)

(ix) Member – Principal Secretary (Panchayat and Rural Development Department)

(x) Member – Chairman (Madhya Pradesh Pollution Control Board)

(xi) Representative (Bureau of Energy Efficiency)

(xii) Representative (Ministry of Housing and Urban Affairs)

(xiii) Representative (Department of Heavy Industry)

(xiv) Member Convenor – Commissioner (Directorate of Urban Administration and Development)

(xv) Upto 5 experts from Industry, Academia and Civil society to be nominated by Hon'ble Minister of Urban Development, GoMP

Key Functions-

a) Role of Member Secretary: Overseeing general functions of the MP-EVPB in coordination with the Chair.

b) Role of Member Convenor:

   a) Daily functioning of the MP-EVPB

   b) Keep record of meetings and follow-up actions

c) Schedule of meeting:

   a) Twice annually

   b) Can be called to discuss urgent matters, if deemed necessary.

d) Functions:

   a) Review the progress of projects in every meeting

   b) Deliberate and approve matters/issues/projects surrounding policy implementation

   c) Ensure effective interdepartmental coordination

   d) Take up matters with cross-sectoral implications

   e) Mandatory clearance on any subjects having implications on Traffic and Transportation (T&T), and Infrastructure domain.

20. FUNDING

20.1 Dedicated Urban Transport Fund (DUTF) will be housed at the nodal department level to finance the proposed initiatives within this program. This fund will be sustained through a feebate mechanism, including the imposition of a surcharge on polluting vehicles to promote the adoption of electric vehicles. The revenue sources for this fund will include:

(i) Implementing an air quality improvement/pollution cess of 10 paise per liter on diesel vehicles.
(ii) Raising road taxes for luxury petrol and diesel vehicles valued above INR 25 lakhs.
(iii) Any additional cess or levy as deemed necessary by the nodal department.
(iv) Furthermore, the fund will receive income from fines and penalties paid by individuals who violate the regulations within the green zones established in each of the five EV model cities.

20.2 Gap in funding the incentives will be met by the MP finance department.

20.3 Municipal Corporations of the selected five EV model cities to issue green bonds dedicated to the development of EV charging infrastructure within their respective urban areas.

21. OPERATIONAL GUIDELINES

21.1 Operating Guidelines for this policy will be issued separately.