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मध्यप्रदेश शासन
नगरीय विकास एवं आवास विभाग
मंत्रालय, भोपाल

//आदेश//

भोपाल दिनांक 15 /09/2025

क्रमांक एफ 4/3/29/0010/2024-Sec-2-18(UDH) :: राज्य शासन द्वारा "मध्यप्रदेश इलेक्ट्रिक वाहन नीति 2025" (Madhya Pradesh Electric Vehicle Policy 2025) अधिसूचना क्रमांक 02 एफ 4-3-29-0010-2024-Sec-2-अठारह (UDH) दिनांक 27/03/2025 के माध्यम से म.प्र. राजपत्र (असाधारण) में प्रकाशित की गयी है।

2/ **अत: उक्त नीति की कंडिका-20 के अनुक्रम में "मध्यप्रदेश इलेक्ट्रिक वाहन नीति 2025" के दिशा-निर्देश अंग्रेजी भाषा में जारी किये जाते हैं।**

संलग्न - उपरोक्तानुसार

मध्यप्रदेश के राज्यपाल के नाम से
तथा आदेशानुसार

15/9/25

(प्रमोद कुमार शुक्ला)
उप सचिव
मध्यप्रदेश शासन
नगरीय विकास एवं आवास विभाग

पृ. क्रमांक एफ 4/3/29/0010/2024-Sec-2-18(UDH) भोपाल दिनांक 15 /09/2025

प्रतिलिपि:-

(1) प्रमुख सचिव, महामहिम राज्यपाल, राजभवन, मध्यप्रदेश, भोपाल।
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(7) आयुक्त सह संचालक, नगर तथा ग्राम निवेश, म.प्र.।
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(10) आयुक्त, जनसंपर्क, म.प्र., भोपाल।
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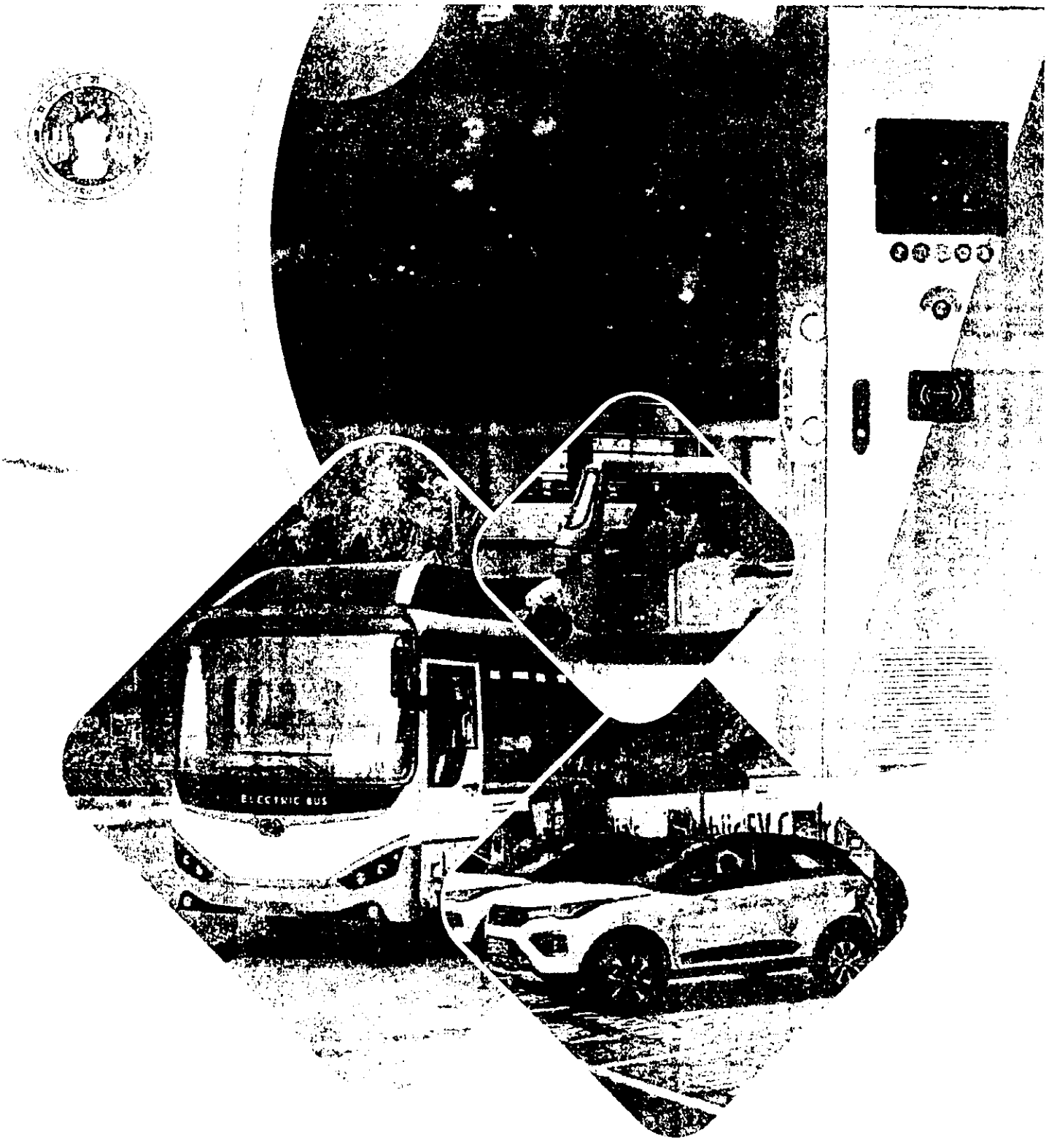
(14) उप नियंत्रक, शासकीय मुद्रण तथा लेखन सामग्री, भोपाल की ओर अनुरोध है कि कृपया आदेश को म.प्र. राजपत्र (साधारण) के आगामी अंक पर प्रकाशित करने का कष्ट करें।
(15) श्री अविलाश सोनी, वेब कंटेट मैनेजर, नगरीय प्रशासन एवं विकास, संचालनालय, भोपाल की ओर आदेश एवं संलग्न इलेक्ट्रिक वाहन नीति 2025 के दिशा-निर्देश अंग्रेजी भाषा में विभाग की वेबसाईड पर अपलोड करने हेतु प्रेषित।
(16) गार्ड फाईल।

<u>की ओर सूचनार्थ एवं आवश्यक कार्यवाही हेतु प्रेषित।</u>

15/9/25

उप सचिव
मध्यप्रदेश शासन
नगरीय विकास एवं आवास विभाग



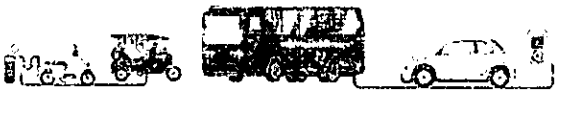
MADHYA PRADESH

ELECTRIC VEHICLE POLICY

OPERATIONAL GUIDELINES

Urban Development & Housing Department Government of Madhya Pradesh

INDEX



1. INTRODUCTION

1.1. The Government of Madhya Pradesh has notified the Madhya Pradesh Electric Vehicle (EV) Policy 2025 to promote sustainable electric mobility and bring about a material improvement in the State's air quality by bringing down emissions from the transport sector.

1.2. 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.

1.3. Madhya Pradesh Urban Development & Housing Department (UDHD), Government of Madhya Pradesh ('GoMP'), will be the nodal department for the implementation of this policy.

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

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

1.5.1. Electric Vehicle Type Incentive Structure

1.5.2. Manufacturing of EVs and its Components

1.5.3. Charging Infrastructure (CI)

1.5.4. Recycling and Refurbishing Ecosystem – Battery and EVs

1.5.5. Research & Development

1.6. This document outlines the operational guidelines for implementing all incentives provided under this policy. The incentives under the Madhya Pradesh Electric Vehicle (EV) Policy 2025 have become available with the notification of the policy for the duration as specified within the policy.

2. ELECTRIFICATION OF TWO-WHEELER COMMERCIAL FLEET BY 2030

2.1. Scope of Compliance:

2.1.1 Applies to e-commerce, quick commerce and ride-hailing platforms. Compliance will be mandatory for fleets with more than 500 vehicles on their platform, registered within Madhya Pradesh, including leased vehicles, while smaller fleet sizes are recommended to adhere to the target.

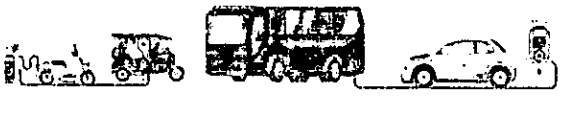
2.2. Procurement Target:

2.2.1 By the end of the policy period, the government aspires to achieve 100% of all new commercial two-wheeler registrations to be EVs.

2.3. Financial Year-wise Targets:

2.3.1 2026: 20% of new registrations aim to be EVs.

2.3.2 2027: 40% of new registrations aim to be EVs.



2.3.3 2028: 60% of new registrations aim to be EVs.

2.3.4 2029: 80% of new registrations aim to be EVs.

2.3.5 2030: 100% of new registrations aim to be EVs.

2.4. The target is recommended and adaptable based on organizational constraints. Organizations may propose alternative implementation plans, provided they commit to the 100% target by 2030.

2.5. While no immediate penalties are imposed, non-compliance by 2030 may attract penalties, which will be determined based on market conditions and policy reviews at that time. [Refer to Annexure 1].

2.6. Existing ICE vehicles can remain operational till they comply with contemporary emission standards and have a valid Fitness Certificate

2.7. Organizations falling in this category are required to register on the MP EV Tarang portal, enabling efficient tracking and assessment of their fleet electrification progress. [Refer to Annexure 2]

2.8. Procurement Target for private two wheelers: By the end of the policy period, the government aims to achieve 40% of all new private 2W registrations to be electric vehicles (EVs).

2.8.1. Implementation Timeline

2.8.1.1. 2026: 5% of new 2W registrations aim to be EVs.

2.8.1.2. 2027: 10% of new 2W registrations aim to be EVs.

2.8.1.3. 2028: 20% of new 2W registrations aim to be EVs.

2.8.1.4. 2029: 30% of new 2W registrations aim to be EVs.

2.8.1.5. 2030: 40% of new 2W registrations aim to be EVs.

3. ELECTRIFICATION OF STATE GOVERNMENT VEHICLES

3.1 Scope of Compliance:

3.1.1 Applies to all state government departments, including Government Corporations, Boards, hospitals and more.

3.1.2 Covers all vehicle categories: two-wheelers, three-wheelers and four-wheelers.

3.2 Procurement Target: By the end of the policy period, the government aims to acheive 80% of all new government vehicle procurements (includes purchase, lease and rent) to be electric vehicles (EVs).

3.3 Implementation Timeline:

3.3.1 2026: 20% of new procurements (includes purchase, lease and rent) aim to be EVs.

3.3.2 2027: 40% of new procurements (includes purchase, lease and rent) aim to be EVs.

3.3.3 2028: 60% of new procurements (includes purchase, lease and rent) aim to be EVs.

3.3.4 2029: 70% of new procurements (includes purchase, lease and rent) aim to be EVs.

3.3.5 2030: 80% of all new government vehicle procurements (includes purchase, lease and rent) aim to be EVs.

3.4 Departments facing operational challenges in achieving the mentioned targets may submit a justification report with an alternative transition plan to the Nodal department. However, departments in case of new vehicle procurements (includes purchase, lease and rent) shall strive to achieve 80% EVs adoption by 2030.

3.5 Existing ICE vehicles owned by departments can continue operations till they comply with contemporary emission standards and have a valid Fitness Certificate. The mandate applies only to new vehicle purchases/leases/rent.

3.6 Departments may consolidate their annual vehicle requirements and conduct a competitive bidding process to secure the best prices for vehicles.

3.7 Alternately, the aggregated demand can be submitted to the nodal department, which may also consolidate requirements from other departments and conduct a state-level competitive bidding process. Departments must submit their demand by December 31 each year to ensure that the tendering process is completed and vehicles are available at the beginning of the next financial year.

4. ELECTRIFICATION OF THREE- WHEELER AND FOUR-WHEELER SEGMENT

4.1 Scope & Applicability

4.1.1 These guidelines apply to all 3-wheelers and 4-wheelers operating within Madhya Pradesh.

4.2 Target for 3-wheelers (Passenger and Freight segments):

4.2.1 By the end of the policy period, the Government aims for 80% of all new registrations in the 3-wheeler passenger and freight segments to be electric.

4.3 Phase-Wise Target Implementation for 3-wheelers:

4.3.1 Year 1 (2026): Minimum 10% of 3-wheeler purchases aim to be electric.

4.3.2 Year 2 (2027): Minimum 25% of 3-wheeler purchases aim to be electric.

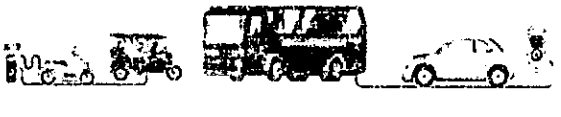
4.3.3 Year 3 (2028): Minimum 40% of 3-wheeler purchases aim to be electric.

4.3.4 Year 4 (2029): Minimum 60% of 3-wheeler purchases aim to be electric.

4.3.5 Year 5 (2030): Minimum 80% of 3-wheeler fleet purchases aim to be electric.

4.4 Target for 4-wheelers:

4.4.1 By the end of the policy period, the Government aims for 15% of all new 4-wheeler registrations to be electric.



5. ELECTRIFICATION OF BUS FLEET FOR PUBLIC TRANSPORT SPV/ ANY OTHER GOVERNMENT TRANSPORT AUTHORITY

5.1 Scope & Applicability

5.1.1 These guidelines apply to all Public Transport Special Purpose Vehicles (SPVs)/ any other government transport authority, operating within Madhya Pradesh.

5.1.2 Covers intra-city and inter-city bus fleets, including those under Urban Local Bodies (ULBs), State Transport Units (STUs) and Private Operators operating under government contracts.

5.2 Procurement Target:

5.2.1 By the end of the policy period, the government aspires to achieve 40% of all new bus registrations to be EVs.

5.3 Phase-Wise Target Implementation

5.3.1 Year 1 (2026): Minimum 10% of new bus fleet purchases aim to be electric.

5.3.2 Year 2 (2027): Minimum 15% of new bus fleet purchases aim to be electric.

5.3.3 Year 3 (2028): Minimum 20% of new bus fleet purchases aim to be electric.

5.3.4 Year 4 (2029): Minimum 30% of all new bus fleet purchases aim to be electric.

5.3.5 Year 5 (2030): Minimum 40% of all new bus fleet purchases aim to be electric.

5.4 Compliance & Monitoring

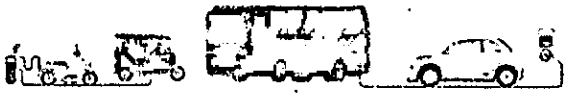
5.4.1 All SPVs and other relevant transport authorities must provide yearly reports to the nodal department on electric bus procurement, deployment and operational performance.

6. REGULATORY INCENTIVES

6.1 The state transport department shall notify all Regional Transport Offices (RTOs) across the state regarding the exemption of road tax and registration fees for EVs starting from the date of notification of the policy.

6.2 Regulatory Incentives (Segment-wise) will be as follows:

Vehicle Segment	Motor Vehicle Tax and Registration Fee Exemption	Time period of exemption since policy implementation
e-2W	100%	1st year
e-3W (only L5-N and M category)	100%	1st year



e-car (including L7 quadricycle)	100%	1st year
e-LCV	100%	1st year
E-Buses (Non Govt, i.e. School buses, private bus operators, etc.)	100% Permits exempted by Transport Department	2nd year
E-Buses (Govt. Buses including Mini, Midi, Standard and Standard AC Buses)	100% Permits exempted by Transport Department	2nd year
E-Truck	100%	2nd year
E-Tractor	100%	2nd year
E-Ambulance	100%	2nd year

6.3 RTOs must update their systems to reflect the exemptions and ensure that no road tax or registration fees are charged for eligible vehicles in the eligible period.

6.4 The Transport Department will submit a consolidated report to the Nodal Department on a quarterly basis on the uptake of incentives across different vehicle segments. [Refer to Annexure 3].

7. MANDATORY PARKING PROVISIONS:

7.1 Scope & Applicability - These guidelines apply to the following categories:

7.1.1 New RWA Housing Societies (those under construction and to be completed one year after the notification of these guidelines will also be included).

7.1.2 Public Roadside Parking Spaces within urban areas.

7.1.3 Educational Institutions and Commercial Complexes (both existing and new).

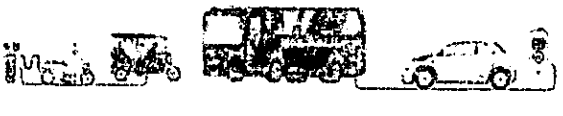
7.1.4 Government Offices (state-owned or leased properties).

7.2 Phased Implementation Strategy

7.2.1. To ensure a smooth transition, parking space reservations for EVs will be implemented in phases, considering demand growth and infrastructure readiness.

7.2.2 Minimum EV Parking Allocation: At least 5% of parking spaces across all categories shall be designated for EVs during 1st year.

7.2.3 Subsequent years: Incremental increase based on the local demand and EV influx, ensuring that the target is achieved by the end of the policy period.



7.3 Category-Wise Parking Allocation Requirements

7.3.1 New RWA Housing Societies:

7.3.1.1 Must reserve 20% of open visitor parking exclusively for EVs in phased manner as mentioned above in clause 5.2.2.

7.3.1.2 ICE vehicles cannot occupy these spaces, even if vacant.

7.3.1.3 Compliance must be demonstrated at the time of project approval and completion certification.

7.3.2 Public Roadside Parking Spaces: 25% of designated parking areas to be reserved for EVs by the end of the policy period.

7.3.3 Educational Institutions & Commercial Complexes:

7.3.3.1 25% of total parking spaces shall be reserved for EVs by the end of the policy period.

7.3.3.2 New establishments must include EV parking in their initial building plan approvals.

7.3.4 Government Offices:

7.3.4.1 25% of total parking spaces to be reserved for EVs by the end of the policy period.

7.3.4.2 Annual compliance reporting required for all government buildings.

7.3.5 Compliance & Monitoring

7.3.5.1 Municipal corporations and councils will aim to integrate EV parking requirements into building approvals and parking regulations.

7.3.5.2 Municipal corporations and councils will appoint a nodal officer to regularly monitor compliance and impose fines or penalties (when imposed) for any violations. [Refer to Annexure 4.]

8. RETROFITTING INCENTIVE

8.1 Scope & Applicability

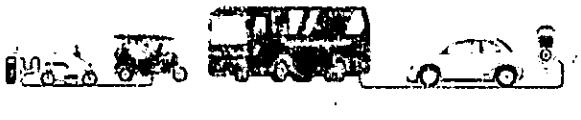
8.1.1 The retrofitting incentive applies only to electric two-wheelers (e-2W), three-wheelers (e-3W) and four-wheelers (e-4W).

8.1.2 The incentive is available only for retrofits completed within the first year of policy implementation.

8.1.3 Retrofitting must be performed using kits approved by ARAI/ICAT or other MoRTH-certified agencies.

8.1.4 Only vehicles initially registered in Madhya Pradesh will be considered eligible.

8.1.5 All vehicles retrofitted in the state will be granted a valid registration for the remaining years of initial registration. On completion of 15 years since initial registration, vehicles will need to undergo re-registration, which will be valid for 5 years, provided these vehicles pass vehicle fitness test by prescribed authority/ ATS.



8.1.6 The penalty that is typically applied for FC on ICE vehicles beyond 15 years will be waived for vehicles converted to electric, up to 180 days from the date of FC expiration.

8.1.7 The Retro Fitment Centres (RFCs) will be registered at the state level, rather than at the individual district RTO level. All the RFCs on Vahan Green Portal, should register on the MP EV Tarang Portal. [Refer to Annexure 5.]

8.2 Incentive Structure & Disbursement

8.2.1 One-time incentive per individual, linked to their Aadhar card & SAMAGRA ID, ensuring no duplicate claims across different vehicle categories. [Refer to Annexure 6.]

8.2.2 The incentive can be availed through the MP EV Tarang portal after successful retrofitting and re-registration.

8.2.3 Upon approval by the nodal department, the incentive amount will be transferred directly to the beneficiary's bank account.

8.3 Incentives for Retrofitting Safari Vehicles and Forest Department Vehicles in National Parks and Sanctuaries

8.3.1 The Department of Tourism and the Forest Department will identify government vehicles used for safaris/patrolling in national parks and wildlife sanctuaries that can be retrofitted to electric powertrains.

8.3.2 Retrofitting these vehicles will:

8.3.2.1 Provide quieter rides, reducing disturbance to wildlife.

8.3.2.2 Deliver instantaneous torque and power, enhancing performance on rugged terrains.

8.3.2.3 Reduce fuel dependency and emissions, aligning with Madhya Pradesh's sustainable tourism goals.

8.3.3 These vehicles will be eligible for the same incentives available for four-wheelers under the EV policy.

8.4 Retrofitting Process Flow

8.4.1 For vehicles with an invalid/expired fitness certificate (FC) that are expected to be retrofitted to EVs, the Regional Transport Office (RTO) must follow the Standard Operating Procedure (SOP) outlined in Annexure-7 for retrofitment testing, developed as per Automated Testing Station (ATS) guidelines of CMVR Act,1989. Based on the SOP, the RTO will issue a No Objection Certificate (NOC) to the owner. Once the NOC is issued, the owner can proceed with the retro fitment. These vehicle owners can use this NOC and can apply for re-registration afterward. [Refer to Annexure 8.]

8.4.2 The RTO must ensure compliance with safety standards as prescribed in the attached SOP, before granting approval.

8.4.3 These requirements apply to vehicles with an invalid/expired FC, up to 180 days from the date of expiration. Vehicles with a valid FC may proceed directly with the steps outlined below.

8.4.3.1 For vehicles whose registration and FC have expired beyond 180 days, owners may still get their vehicles registered provided the vehicles are approved by the RTO for retrofitment as per the CMVR checklist in Annexure 7. In such cases, a penalty shall be levied for the number of days for which the FC has remained expired beyond 15 years.

8.4.4 Owners are required to select a government-empanelled RFC for the retrofitment of their vehicle. A list of the government-empanelled RFCs can be found on the MP EV Tarang portal and Vahaan Green Sewa Portal.

8.4.5 The vehicle's engine and conventional drivetrain will be replaced with an electric motor, battery system and updated electronics.

8.4.6 The RFC must issue a certificate of installation to the vehicle owner.

8.5 RTO Directives for Smooth Implementation

8.5.1 The Transport Department shall issue clear directives to all RTOs within 7 days of notification of guidelines to:

8.5.1.1 Update their registration systems to recognize and process retrofitted EVs.

8.5.1.2 Retrofitted vehicles will have a valid registration for the remaining year of initial registration, after which they will need to undergo re-registration, which will be valid for 5 years.

8.5.1.3 No registration fees will be applied to retrofitted vehicles, in line with the exemption of registration fees for new EVs.

8.5.1.4 Ensure fast-tracking of re-registration for retrofitted vehicles.

8.5.1.5 Conduct timely inspections and issue new RCs without undue delay.

8.5.1.6 Provide guidance to vehicle owners on the retrofitting approval process.

8.5.1.7 Process for the retrofitment of vehicles within their registration period.

Private Vehicles

- If the remaining life of the vehicle is less than 5 years, then a minimum validity of 5 years shall be granted post-retrofitment provided these vehicles pass vehicle fitness test by prescribed authority/ ATS.
- A fitness certificate (FC) shall be issued for this entire duration.

Commercial Vehicles

- For commercial vehicles retrofitted within their original 15-year registration period:
- The registration validity remains for the balance period up to 15 years from initial registration.
- The fitness certificate (FC) regime shall continue as per norms:
- Validity for the first 8 years from initial registration.

- Thereafter, biennial FC renewals (every 2 years) until completion of 15 years provided these vehicles pass vehicle fitness test by prescribed authority/ ATS.

8.6 After 15 years:

8.6.1 Retrofitted vehicles may be granted registration for an additional 5-year period, subject to fitness certification.

8.6.2 In this extended period, the fitness certificate must be renewed annually for commercial vehicles and will be valid for 5 years for personal vehicles, owing to the limited kilometres run of the personal vehicles.

8.7 Compliance and Monitoring

8.7.1 The Transport Department will submit a consolidated report to the Nodal Department on a quarterly basis on the segment-wise re-registration of retrofitted vehicles. [Refer to Annexure 9.]

9. CHARGE POINT OPERATORS (CPOS)/ BATTERY SWAPPING OPERATORS (BSOS)

9.1 Scope & Applicability

9.1.1 These guidelines apply to all CPOs/BSOs setting up Public Charging Stations (PCS) and Battery Swapping Stations (BSS) in Madhya Pradesh.

9.1.2 CPOs/BSOs shall apply for an electricity service connection through the MPPMCL. The status of the application can be tracked on the same portal using the application number or mobile number.

9.2 Charging infrastructure must comply with the guidelines and standards issued by the Bureau of Energy Efficiency (BEE) and any other guidelines issued by a relevant department.

9.3 The key specifications for PCS are outlined in the subsequent sections, which defines the classification of small, medium and large charging stations as per the policy.

9.3.1 Types of charging stations:

Small Charging Station: A facility equipped with multiple Electric Vehicle Supply Equipment (EVSE) offering varying capacities and supporting both AC and DC charging capabilities, with a total capacity not exceeding 112 kW (classified as Low Tension). It is specifically designed to charge electric two-wheelers and electric three-wheelers and is connected to an electricity supply with a capacity of less than 112 kW, or is linked to a Low-Tension line as per the regulations of the Madhya Pradesh Electricity Regulatory Commission.

Medium Charging Station: A facility equipped with multiple Electric Vehicle Supply Equipment (EVSE) offering varying capacities and supporting both AC and DC charging capabilities, with a total capacity not exceeding 112 kW (classified as Low Tension). It is specifically designed to

charge electric two-wheelers, electric three-wheelers, and, as a mandatory requirement, electric four-wheelers. The station is connected to an electricity supply with a capacity of less than 112 kW, or is linked to a Low-Tension line as per the regulations of the Madhya Pradesh Electricity Regulatory Commission.

Large Charging Station: A facility equipped with multiple Electric Vehicle Supply Equipment (EVSE) offering varying capacities and supporting both AC and DC charging capabilities, with a total capacity exceeding 112 kW (connected to a High Tension (HT) line). It is mandatorily designed to charge light commercial vehicles, trucks, or buses, in addition to any other vehicle segments. The station is connected to an electricity supply with a capacity greater than 112 kW, in accordance with the regulations of the Madhya Pradesh Electricity Regulatory Commission.

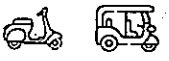
Station Type	Vehicle Category	Location	Type of Connection
Small Charging Stations	2W & 3W	City	Low Tension (LT)*
Medium Charging Stations	2W, 3W, Cars & e-LCV	City & Highways	Low Tension (LT)*
Large Charging Stations	2W, 3W, Cars, e-LCV & Heavy-Duty Vehicles	City & Highways	High Tension (HT)**

*According to MPERC regulation, consumers with a connected load not exceeding 150 HP (112 KW) will be supplied power in LT category.

**According to MPERC regulation, consumers having installation with a connected load exceeding 150 HP (112 KW) will be given in HT category.

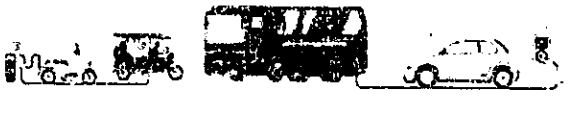
Charger Types in India

AC

Charger Types	Power Output	Rated Voltage	Vehicles Supported
Bharat AC - 001 	3.3 kW	230 V (1-phase)	
Type-2 AC 	1/7/11/ 22 kW	230 V (1-Φ) 415 V (3-Φ)	
LEV AC (IS-17017-22-1) 	3.3 kW	230 V (1-Φ)	

DC

Charger Types	Power Output	Rated Voltage	Vehicles Supported
Bharat DC - 001 	15/30 kW	48 V - 72 V	
CHAdeMo 	25/50/100/ 250/500 kW	500 V - 1000 V & above	
CCS-II 	25/50/100/ 250/500 kW	500 V - 1000 V & above	
LEV AC (IS-17017-2-6) 	Upto 12 kW	120 V	
LEV AC (IS-17017-2-7) 	Upto 12 kW	120 V	



Charging Station type	Vehicle Category
Small Charging Stations	On Chargers: Capital Subsidy of 30% of the value of the charging equipment/machinery for first 500 charging stations up to a Maximum subsidy of INR 1,50,000.
Medium Charging Stations	On Chargers: Capital Subsidy of 30% of the value of the charging equipment/machinery for first 300 stations up to a Maximum subsidy of INR 3,00,000.
Large Charging Stations	On Chargers: Capital Subsidy of 30% of the value of the charging equipment/machinery for first 200 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 30% for first 300 Swap Stations in the State up to a maximum of INR 5,00,000.

9.3.2 MPPMCL will review all incentive applications submitted by CPOs and BSOs for compliance with policy guidelines.

9.3.3 For new electricity connections with a load requirement of up to 150 kW, connections shall be provided to applicants without requiring a physical site inspection or survey by the distribution licensee, in line with the simplified process for promoting ease of doing business.

9.3.4 CPOs/BSOs must submit a Test Report verifying the electrical safety of the installation. This report must be issued by an 'A' class Electrical Contractor registered with the Office of the Chief Electrical Inspector.

9.3.5 CPOs/BSOs are required to upload all relevant safety certificates on the same Portal.

9.3.6 A provision is available on the MP EV Tarang Portal for uploading site/premise photographs by the CPOs/BSOs. In addition to the images, all required documents and certificates must be uploaded along with the information inputted in the application form.

9.3.7 A certificate of safety from the Petroleum and Explosives Safety Organisation (PESO), wherever applicable (especially for charging stations located near or within fuel retail outlets), must be obtained and uploaded on the MP EV Tarang Portal along with other mandatory forms and documents

9.4 CPOs/BSOs are required to submit details on the MP EV Tarang portal within 15 days of obtaining an electricity connection from MPPMCL for a PCS at a specific location. The information to be provided includes general details, type of electrical connection and load requirement, as well as the

technical specifications of the charging station. [Refer to Annexure 10.]

10. AVAILING INCENTIVES FOR PUBLIC CHARGING STATIONS

10.1 Scope & Applicability

i. As per the limit mentioned in the EV Policy, incentives will be available on a first-come, first-served basis through the MP EV Tarang portal.

ii. CPOs/BSOs can apply for incentives multiple times and across multiple charging station categories.

10.1.1 Application Process on MP EV Tarang Portal - CPOs/BSOs must submit the following details while applying for the incentive. [Refer to Annexure 11]

10.1.2 Approval & Disbursement Process

10.1.2.1 Applications will be reviewed by the nodal department based on compliance with policy guidelines.

10.1.2.2 The nodal agency or authorised agency will carry out a physical verification of the charging station, assessing both the information submitted by the CPOs/BSOs and its safety and accessibility. Detailed criteria for verification are outlined in Section 12.

10.1.2.3 Upon approval, incentives will be transferred directly to the CPO's registered bank account.

10.1.2.4 If an application is incomplete or requires additional details, the CPO will be notified for corrections

10.2 Monitoring & Compliance

10.2.1 CPOs/BSOs must ensure the station remains operational for a minimum uptime of 97% post-incentive disbursement. A charging port is considered "up" when its hardware and software are both online and available for use, or in use and the charging port successfully dispenses electricity in accordance with requirements for minimum power level. Charging port uptime must be calculated on a monthly basis. [Refer to Annexure 12.]

10.2.2 If uptime is less than 97% on a monthly-basis, it may lead to penalty or blacklisting from future incentives. [Refer Annexure 13.]

11. ACCESSIBILITY AND SAFETY AT CHARGING STATIONS

11.1 Safety Standards for Charging Stations

11.1.1 Fire Safety

11.1.1.1 Charging stations located at petrol pumps must be installed in a manner that ensures strict adherence to Petroleum and Safety Explosives Organisation (PESO) safety norms, maintaining prescribed minimum safety distances and ensuring that operations

do not interfere with existing fuel dispensing activities.

11.1.1.2 Charging Stations must be equipped with Climate Control Equipment (CCE) and Liquid Cooled Cables (LCC) as required in addition to the requirements of Charging Station (PCs)2.

11.1.1.3 Main electrical panels like HT, LT & main power distribution, DG changeover and main supply panels in charging stations should be protected with in cabinet clean agent gas fire suppression system2.

11.1.1.4 The general safety precautions to be undertaken at the electricity transformer placed near the EV charging station shall adhere to the Central Electricity Authority (Measures relating to safety and Electric Supply) Regulations, 20102.

11.1.1.5 Charging stations must have a robust fire suppression system capable of responding effectively in the event of any mishap, along with an automated emergency button linked to the nearest fire department facility for immediate response activation.

11.1.2 Spatial Requirements:

11.1.2.1 Charging Stations must adhere to spatial requirements as specified in the MP Bhumi Vikas Rules, 2012 and any subsequent amendments thereof.

11.1.3 Surveillance & Emergency Assistance:

11.1.3.1 CCTV cameras must be installed at all medium and large charging stations to monitor activities and enhance security.

11.1.3.2 Emergency assistance mechanisms, such as a panic button or a helpline number, must be displayed at the charging station.

11.1.4 Signage & Pricing Transparency:

11.1.4.1 Charging stations must display clear, visible signage with the following details:

11.1.4.1.1 Pricing structure (per kWh, per minute, or per session).

11.1.4.1.2 Availability of charging spots (real-time status if applicable).

11.1.4.1.3 Payment methods accepted.

11.1.4.1.4 Emergency contact details for assistance.

11.2 User-Friendly Payment & Digital Information

11.2.1 Flexible Payment Methods:

11.2.1.1 EV drivers must be able to pay without requiring a subscription.

11.2.1.2 Payment should be possible via:

11.2.1.2.1 Debit/Credit cards.

11.2.1.2.2 UPI & Mobile Wallets.

11.2.1.2.3 Contactless devices (NFC, QR codes, etc.)

11.3 Accessibility for People with Reduced Mobility

11.3.1 All Public Charging Stations / Battery Swapping Stations need to adhere to the space and service standards confirming to the needs of the differently abled persons, such as the guideline for Barrier Free Built Environment Guideline by CPWD, National Building Code or any other contemporary document issued by the government.

12. PROTOCOL FOR SHARING CHARGING STATION DATA WITH UDHD AND MPPMCL

12.1 CPOs/BSOs must develop an endpoint API to share details of charging and swapping stations, ensuring seamless integration with the EV Tarang portal. This requirement is mandatory for all CPOs operating in the state and the necessary details must be provided within 30 days of the station's commissioning. [Refer to Annexure 14.]

13. OTHER INITIATIVES FOR DEVELOPMENT OF CHARGING INFRASTRUCTURE

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

13.2 Existing and new government buildings or offices must install charging stations, ensuring that at least 10% of all parking spots are equipped with EV chargers.

13.3 Inter-State Bus Terminals (ISBT), bus terminals and bus stops are encouraged to have charging stations.

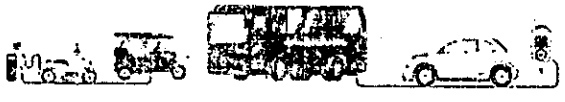
13.4 Municipal Corporation's Public parking spaces will be mandated to have charging stations.

13.5 Existing buildings, including malls and other commercial properties, will be incentivized to install charging and battery-swapping stations.

13.6 All new permits for commercial complexes, housing societies and residential townships with a built-up area of 2,000 sq.mt and above will mandatorily have charging stations. Additionally, at least 10% of all parking spots within these premises will be equipped with charging stations.

14. RWAS TO ISSUE NOCS FOR RESIDENT EV CHARGING INFRASTRUCTURE

Residents do not require a No Objection Certificate (NOC) from the RWA to install a 15A industrial socket for charging their EV near the parking spot, provided the connection is drawn from the individual resident's electricity meter. However, if a higher-capacity charging system is to be installed by drawing power from the RWA's common load connection, the following guidelines shall apply.



14.1 Scope & Applicability

14.1.1 Covers residents seeking to install EV charging infrastructure at their dedicated parking spaces in existing and new residential complexes.

14.1.2 Ensures a streamlined No Objection Certificate (NOC) issuance process to facilitate private EV charging.

14.1.3 For RWAs willing to self-establish charging stations, the guidelines outlined in section 9 & 10 of this document are to be followed.

14.2 NOC Issuance Process & Timeline

14.2.1 RWAs must issue an NOC within 7 working days of receiving a request from a resident.

14.2.2 The application process should be simple and transparent. [Refer to Annexure 15.]

14.2.3 NOC is granted within 7 working days, unless there are valid safety concerns or violation of any contemporary standards, guidelines, instructions, directives, orders, code etc. concerning installation, operation or maintenance of the charging infrastructure. [Refer to Annexure 16.]

14.3 Conditions for NOC Approval

14.3.1 The RWA cannot deny the NOC without a justified safety or regulatory reason.

14.3.2 If denied, the RWA must provide written reasons for rejection within the same 7-day period.

14.4 Compliance & Monitoring

14.4.1 RWAs must maintain a publicly accessible register of NOCs issued and denied. Residents can escalate delayed or unfairly denied requests through the MP EV Tarang Portal. [Refer to Annexure 17.]

15. CREATING A LAND BANK FOR CHARGING INFRASTRUCTURE

15.1 Objective & Scope

15.1.1 The Nodal Department will develop a comprehensive land bank database to facilitate the deployment of EV charging and battery swapping infrastructure across Madhya Pradesh.

15.1.2 This initiative will focus primarily on government-owned land parcels sourced from Municipal Corporations, government departments and other state entities. All Charging Infrastructure installed on government-owned land parcels will preferentially be on a Public-Private Partnership (PPP) model, where the terms and conditions described in the concerned tender documents will be upheld.

15.1.3 Additionally, private landowners interested in setting up charging stations can submit their land details through the MP EV Tarang Portal for consideration. The Nodal department will facilitate connecting private land owners with CPOs/BSOs/Govt. departments for setting

up PSCs/BSSs.

15.2 Land Identification & Departmental Responsibilities

15.2.1 Municipal Corporations, Revenue Department, Public Works Department (PWD) and transport department shall identify suitable land parcels under their jurisdiction. All municipal parking facilities shall be reviewed and a portion of spaces shall be incorporated into the land bank for EV charging station deployment. Moreover, at least 10% of parking spaces in government offices and buildings must be identified in the land bank to allow for the deployment of public charging stations.

15.2.2 The Panchayat & Rural Development Department will assist in identifying land along inter-city bus routes to support charging infrastructure in rural areas.

15.2.3 The Department of Tourism will encourage the development of EV charging infrastructure on routes connecting major tourist destinations, enabling the creation of sustainable EV tourism circuits that enhance visitor access to Madhya Pradesh's rich cultural and natural heritage. To achieve this, the department will develop a land bank based on demand, ensuring at least one public charging station every 25 km and fast-charging stations for heavy-duty EVs every 100 km on both sides of the highway .

15.2.4 All these departments are required to submit the details to the Nodal Department within 3 months from the issuance of these operational guidelines.

15.3 Standardized Land Information Collection Format

15.3.1 The Nodal Department will provide a standardized template to all departments and private landowners for uniform data collection. [Refer to Annexure 18.]

16. RESIDENTS REQUESTING PUBLIC CHARGING STATIONS NEAR THEIR LOCATION

16.1 Objective & Scope

16.1.1 These guidelines facilitate residents to request public EV charging stations near their locations. [Refer to Annexure-19.]

16.1.2 The Nodal Department will collect and process requests and share them with Charge Point Operators (CPOs/BSOs) for planning and deployment.

16.1.3 This initiative will ensure demand-driven expansion of the charging network across urban and rural areas.

16.2 Resident Request Submission Process

16.2.1 Residents can submit requests for a charging station via MP EV Tarang Portal. [Refer to

Annexure 20.]

16.3 Request Processing & Coordination with CPOs/BSOs

16.3.1 The Nodal Department will collect and aggregate all requests received monthly.

16.3.2 Compiled data will be shared with registered CPOs/BSOs based on their interest in expanding infrastructure.

16.3.3 CPOs/BSOs can request this information via email using the email id as per the aforementioned timeline- evtarang@mpurban.gov.in

16.3.4 CPOs/BSOs will review the demand data and may deploy charging stations near these locations after identifying the land parcel for deployment.

17. INSTALLING EV CHARGING INFRASTRUCTURE AT FUEL STATIONS

17.1 Scope & Applicability

17.1.1 These guidelines apply to all fuel stations in Madhya Pradesh.

17.1.2 Each fuel station is encouraged to install at least one fast EV charging point.

17.2 Implementation & Partnership Options

17.2.1 Fuel Stations can set up and operate the EV charging point independently or partner with a CPO for deployment and management.

17.2.2 If a CPO installs the charging infrastructure, they will also be eligible to avail incentives under the policy.

17.3 Incentives & Financial Support

17.3.1 Fuel stations can avail state incentives for setting up charging stations under the EV policy.

17.3.2 The incentive will be applicable for the charging infrastructure only, excluding auxiliary costs such as transformers, switches and fire safety equipment.

17.3.3 The application process for incentives will be through the MP EV Tarang Portal as per Annexure 11.

17.4 Safety & Compliance Standards

17.4.1 Fuel stations must ensure that charging infrastructure follows national safety guidelines, including:

17.4.1.1 Proper separation between fuel dispensing units and EV charging areas to minimize fire hazards.

17.4.1.2 Installation of fire suppression systems near the charging point.

17.4.1.3 Clear demarcation and signage indicating the EV charging area.

17.4.1.4 Trained personnel to handle basic troubleshooting and safety procedures.

17.4.1.5 Compliance with Bureau of Indian Standards (BIS) and Central Electricity Authority (CEA) regulations is mandatory for all installations.

18. VEHICLE 2 GRID (V2G) PILOT PROJECT IN EV MODEL CITIES

18.1 Technology Requirements

18.1.1 V2G chargers must be compatible with available EV models and follow standardized protocols (e.g., CHAdeMO, ISO 15118).

18.1.2 Interoperable backend system to manage real-time communication, charging instructions and data collection.

18.1.3 Integration with MP EV Tarang Portal for live tracking, performance monitoring and data analysis.

18.2 Operational Strategy

18.2.1 Diverse charging strategies:

18.2.2 Basic "dumb" charging for baseline comparisons.

18.2.3 Fixed schedule optimization (e.g., prioritizing lower carbon intensity periods).

18.2.4 Dynamic tariff-based optimization, adjusting for grid demand and user preferences.

18.2.5 User-first approach: Charging schedules must prioritize vehicle availability while optimizing grid benefits.

18.2.6 State of Charge (SoC) levels: Define minimum and target SoC levels to balance user convenience and energy dispatchability.

18.2.7 Comprehensive user training on V2G benefits and operational procedures.

18.2.8 Feedback collection via surveys to assess user experience, willingness to participate and perceived benefits.

18.3 Data Collection & Analysis

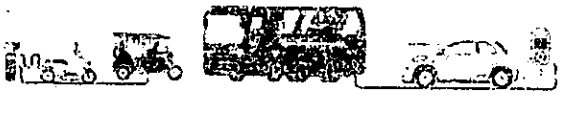
18.3.1 Charger performance metrics: Uptime, energy flow, charge/discharge cycles and communication reliability.

18.3.2 User behaviour tracking: Charging patterns, plug-in durations and impact of incentives.

18.3.3 Battery health monitoring: Assess potential degradation impacts due to bidirectional charging.

18.3.4 Data sharing through the MP EV Tarang Portal for policy evaluation and further research.

18.4 Safety & Compliance



18.4.1 Adherence to all national and international safety standards for electrical installations and bidirectional charging.

18.4.2 Thorough site feasibility assessments before installation to ensure grid stability.

18.4.3 Certified electrical contractors for installation and commissioning.

18.5 Pilot Duration

18.5.1 Recommended timeline: 12-18 months to enable:

18.5.1.1 Data collection across different seasons and usage conditions

18.5.1.2 Long-term evaluation of V2G impact on grid dynamics and user adoption.

18.6 Collaboration with DISCOMs

18.6.1 Early-stage engagement with MPPMCL for pilot site selection, approvals and technical feasibility.

18.6.2 Clear process for grid interconnection, ensuring regulatory compliance.

18.6.3 Data-sharing mechanisms to evaluate grid impact and future scalability.

18.6.4 Exploration of potential grid services, such as frequency regulation and demand response.

18.7 Incentives for Entities Deploying V2G Charging Stations

18.7.1 Charging Infrastructure Subsidy can be availed by the piloting agency.

18.7.2 The nodal agency will ensure streamlined site clearances and grid connections.

18.7.3 Participants successfully implementing V2G solutions will be recognized as pioneers in smart grid integration and may receive priority consideration in future EV infrastructure projects.

18.8 Piloting Agency & Selection Process

18.8.1 The V2G pilot project will be open to interested entities on a first-come, first-served basis.

18.8.2 Interested agencies must submit a detailed proposal outlining

18.8.2.1 Project scope and proposed location(s)

18.8.2.2 Number and type of V2G chargers to be deployed

18.8.2.3 Expected user participation and engagement strategy

18.8.2.4 Technical and financial feasibility assessment

18.8.2.5 Data collection and reporting methodology

18.8.3 Proposals must be submitted to the designated email ID- evtarang@mpurban.gov.in.

18.8.4 The Nodal Department will evaluate applications based on technical readiness, scalability potential and alignment with policy objectives.

19. ESTABLISHMENT OF CENTRE OF EXCELLENCE FOR RESEARCH AND DEVELOPMENT

Objective: The Government of Madhya Pradesh (GoMP) promotes research, innovation and industry–academia collaboration in the EV sector. To this end, a Centre of Excellence (CoE) will be established to advance cutting-edge research in the field of electric mobility. The entire incentive allocated under the policy will be directed to a single CoE to ensure the creation of a world-class, well-funded institution with the critical scale and resources required to drive impactful research.

19.1 Role of the Centre of Excellence (CoE)

19.1.1 CoE will function as hub for innovation, research and knowledge-sharing in the EV ecosystem.

19.1.2 It will foster synergies between academia, industry and government to ensure seamless technology transfer and commercialization.

19.1.3 The focus will be on strategic guidance, policy support and implementation of high-impact research projects.

19.2 Tentative Focus Areas of CoE –

19.2.1 EV Manufacturing & Component Design

19.2.2 Advanced Battery Management Systems (BMS)

19.2.3 Drivetrain Components & Power Electronics

19.2.4 Battery Chemistries & Fuel Cell Systems

19.2.5 Intelligent Transportation Systems (ITS)

19.2.6 Recycling & Second-Life Use of EV Batteries

19.3 Eligibility for Proposal Submission - The following entities can submit proposals for establishing a CoE:

19.3.1 Academic and R&D Institutions

19.3.2 Government Research Institutions & PSUs

19.3.3 Industries with Demonstrated R&D Experience

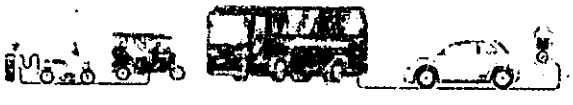
19.3.4 Private Research Institutions

19.3.5 Joint Ventures (JVs) & Consortia comprising two or more eligible entities

19.4 Evaluation & Selection Process

19.4.1 Stage 1: Shortlisting Based on Proposal Evaluation (Weightage-Based Criteria)

- Relevance, quality and deliverables of the proposal – 15%
- Availability of experienced manpower in relevant areas – 15%
- Level of collaboration between academia, industry and research institutes – 15%
- Financial commitment from collaborating partners (with supporting documents) – 10%



- Availability of physical space for the Centre of Excellence – 15%

19.4.2 Stage 2: Final Evaluation by MP Electric Vehicle Promotion Board (MP-EVPB)

- Shortlisted applicants will present their proposal before the MP-EVPB for final evaluation based on feasibility, impact and scalability.

19.5 Monitoring & Compliance

19.5.1 The Nodal Department will review CoE progress on a quarterly basis

19.5.2 The Nodal Department reserves the right to conduct site inspections to verify compliance and ensure the effective use of funds.

19.6 Funding & Financial Support

19.6.1 Upfront financial support of up to INR 2 crore will be provided to the Centre of Excellence in a phased manner. The disbursement of funds shall be subject to the creation of requisite infrastructure and the achievement of specific outcomes aligned with the selected research focus area.

19.6.2 Funding will cover infrastructure setup, procurement of essential research/testing equipment and operational costs.

19.6.3 The financial grant will not be used for salaries, administrative costs, or non-research-related expenses.

19.7 Proposal Submission Process: Proposals must be submitted exclusively to the nodal department at evtarang@mpurban.gov.in once the Request for Proposal (RFP) is published on the MP EV Tarang portal and in newspapers. [Refer to Annexure 21.]

19.8 Intellectual Property Rights (IPR) & Commercialization

19.8.1 The selected entity/entities will be responsible for protecting and managing the IPR generated through CoE research.

19.8.2 Any technology developed must prioritize commercialization, ensuring its integration into the EV ecosystem of Madhya Pradesh.

20. EV SKILL DEVELOPMENT INITIATIVES

Objective: To build a skilled workforce for the EV ecosystem, the Nodal Department will conduct a comprehensive study to assess the demand for skilled personnel and identify the essential skill sets required by industry partners.

20.1 Institutional Implementation & Course Development

20.1.1 Within one year of the release of these guidelines, all Polytechnic Colleges, ITIs and Engineering Institutes (both government and private) must introduce dedicated EV and EV supply chain-related courses (or) vocational training courses and begin accepting

enrolments.

20.1.2 Courses should cover:

20.1.2.1 EV technology fundamentals

20.1.2.2 Battery management & charging infrastructure

20.1.2.3 EV maintenance & diagnostics

20.1.2.4 Motor control & drivetrain systems

20.1.2.5 Recycling & second-life use of EV components

20.2 Training for Roadside Mechanics & Service Technicians

20.2.1 Once the courses are in place, each institution must conduct at least two training sessions annually for roadside mechanics and service technicians.

20.3 Training Requirements:

20.3.1 Each session must have a minimum of 50 participants.

20.3.2 The training must be free of cost. with the expenses borne by the respective institution.

20.4 Mandatory Compliance Reporting:

20.4.1 Institutions must submit an annual training report by March 31st each year starting 2027 to evtarang@mpurban.gov.in.

20.4.2 The report must include:

20.4.2.1 List of participants

20.4.2.2 Training dates

20.4.2.3 Photographic documentation

20.4.2.4 Training syllabus covered

20.4.3 Non-compliance Penalty:

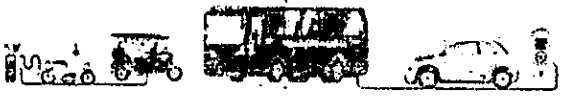
20.4.3.1 Institutes failing to conduct the required training sessions or submit reports will be subject to penalties as determined by the Nodal Department.

21. MADHYA PRADESH ELECTRIC VEHICLE PROMOTION BOARD (MP-EVPB)

21.1 The MP-EVPB will be constituted as a dedicated entity towards streamlining issues concerning mobility in Madhya Pradesh.

21.1.1 The MP-EVPB shall function as the apex body for coordination with various line departments for the effective implementation of the policy.

21.1.2 The MP-EVPB will be chaired by the Hon'ble Chief Minister of the Government of Madhya Pradesh ('GoMP'). The members of the MP-EVPB and their respective roles have been described briefly below:



(i) Member – Minister (Finance Department)

(ii) Member – Minister (Transport Department)

(iii) Member – Minister (Urban Development and Housing Department)

(iv) Member – Chief Secretary

(v) Member Secretary – Principal Secretary/Additional Chief Secretary (Urban Development and Housing Department)

(vi) Members Secretary Principal Secretary / Additional Chief Secretary of Finance Department, Home, Transport, Energy, Public Works, Panchayat and Rural development departments.

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

(viii) Representative (Bureau of Energy Efficiency)

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

(x) Representative (Department of Heavy Industry)

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

(xii) Upto 5 experts from Industry, Academia and Civil society to be nominated by Hon'ble Minister of Urban Development and Housing, GoMP. The Chairman also reserves the right to invite officers of other departments and subject experts to the MP-EVPB as per requirements.

Key Functions-

(i) Role of Member Secretary: Overseeing general functions of the MP-EVPB in coordination with the Chairman.

(ii) Role of Member Convenor:

a) Executive work related to the functioning of the MP-EVPB

b) Keep record of meetings and follow-up action

(iii) Schedule of meeting:

a) Twice annually as per need

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

(iv) 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.

f) Ensure effective dispute resolution necessary for effective implementation of the policy

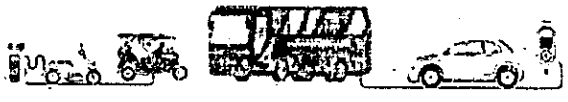
ANNEXURE-1

Penalty Quantification Format for Non-Compliance of 2030 Targets – Only for Commercial 2-Wheeler Fleets

Section	Details
Fleet Owner/Operator Details	
Name of Operator	
Registration ID	
Type of Ownership	[ ] Individual [ ] Company [ ] Cooperative
Contact Details	Email: _____ Phone: _____
Registered Location	City: _____ State: _____

Compliance Evaluation Summary				
Parameter	Target by FY 2030	Achieved (%)	Shortfall (%)	Remarks
Share of New Electric 2W Registrations in Fleet	100%	___%	___%	

Penalty Rationale				
Component	Baseline Metric	Non-Compliance	Penalty Rate	Total Penalty



				Proposed (INR)
Electric Vehicle Share Deficit	Target % - Actual %	___%	₹____ per % shortfall	₹_____
Delay in Data Submission	Number of Delayed Months	___ months	₹____ per month	₹_____
Repeated Non-Compliance (if any)	Yes/No	___	₹_____	₹_____
Summary of Penalty				
Total Penalty Imposed				

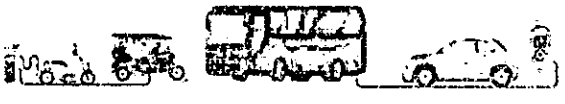
ANNEXURE-2

Registration Form for E-commerce / Commercial 2-wheeler Fleet Electrification

Organization Details	
Name of Commercial Fleet Operator:	
Corporate Office Address:	
City of Operation (in MP) (select multiple):	☐ Bhopal
	☐ Indore
	☐ Gwalior
	☐ Jabalpur
	☐ Ujjain
	☐ Other:
Authorized Representative Name:	
Designation:	
Contact Number:	
Email id:	

Fleet Details

Total Fleet Size in Madhya Pradesh:	
Number of Electric Vehicles Currently Deployed in MP:	
Charging Infrastructure Developed/Used:	☐ Own Charging Stations
	☐ Public Charging Stations
	☐ Battery Swapping



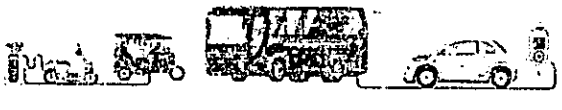
Declaration

I, the undersigned, declare that the information provided above is accurate and true to the best of my knowledge. I agree to comply with the operational guidelines for fleet electrification.	
Name:	
Signature:	
Date:	

ANNEXURE 3

Quarterly report from the Transport Department detailing EV sales across various segments.

Vehicle Segment	Quarterly EV Sales (in numbers)	Total Incentive
2-W (L2)		
3-W (L3 & L5)		
4-W (L7 & M category)		
LCV (M1 & N1)		
Bus (M2 & M3)		
Trucks (N2 & N3)		



ANNEXURE 4

EV Parking Compliance & Monitoring Form

Section A: General Project Information

Project Name	
Project Category	☐ New RWA Housing Society ☐ Educational Institution ☐ Commercial Complex ☐ Government Office ☐ Public Roadside Parking
Address	
Applicant Name	
Contact Information	
Building Plan Approval Number	
Project Status	☐ Planning Phase ☐ Under Construction ☐ Ready for Final Inspection ☐ Existing Facility

Section B: Compliance at Planning Stage

(To be filled during building plan review for new developments)

Requirement	Applicable?	Details/Observations	Compliance (Y/N)
EV parking provision included in the building plan?	☐ Yes ☐ No		
% of EV-designated parking as per category requirement (RWA – 20% of visitor parking, Others – 25% of total)?	☐ Yes ☐ No		
EV signage & dedicated markings included?	☐ Yes ☐ No		

Requirement	Applicable?	Details/Observations	Compliance (Y/N)
Remarks by Reviewing Officer			
Approval Granted	☐ Yes ☐ No	If "No", state reason:	

Section C: **Compliance at Completion Stage (Commissioning/Occupancy Certificate)**

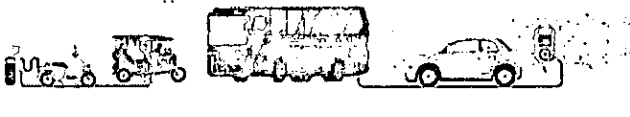
Item	Observation	Compliance (Y/N)	Photo Evidence Attached (Y/N)
EV parking area constructed as per approved plan			
Signage and marking for EV-only spaces clearly visible			
ICE vehicle restriction signage present (for RWA visitor EV parking)			
No ICE vehicles found occupying EV spaces			
Physical count of EV-designated spaces matches approved %			
Remarks by Inspection Officer			
Occupancy Certificate Recommendation	☐ Approved ☐ Denied	If "Denied", state reason:	

Section D: **End-of-Policy-Period Evaluation (for Existing Facilities)**

Field	Details
Date of Evaluation	
Evaluator Name & Designation	
Facility Category	☐ Public Roadside ☐ Educational Institution ☐ Commercial Complex ☐ Government Office

EV Parking Provision Evaluation

Parameter	Required %	Actual %	Compliant (Y/N)
EV-designated parking spaces	25%		



ANNEXURE-5

APPLICATION FOR ELECTRIC RETROFITMENT CENTRE (ERFC)

Sr. No.	Field / Description	Details
1	Name of the Workshop/ firm	
2	Complete address	
3	Weekly off: If any	
4	Name of the applicant (In Block Letter) & his status in the firm	
5	Area (Sq. yd.) of workshop premises	
6	If the application is for three, four or more wheelers then does the workshop have an opening of more than 16 feet and length of 40 feet or it has lesser measurements? Please write exact measurements	
7	If application is for two wheelers only then does the workshop have an opening of more than 10 feet and length of 30 feet or it has lesser measurements? Please write exact measurements	
8	Area of office, reception, waiting lounge and store etc. (The workshop and the office, reception, store etc. should be in the same premises)	
9	Complete details of tools to install Electric kit and kit maintenance	
9(a)-1	Two Post Lift/Ramp	Make: _____ Nos.: _____
9(a)-2	Electric Hand drill machine and HSS drill bits	Make: _____ Nos.: _____
9(a)-3	Set of "D" Ring and box spanners	Make: _____ Nos.: _____
9(a)-4	Set of screw driver (both flat and star)	Make: _____ Nos.: _____

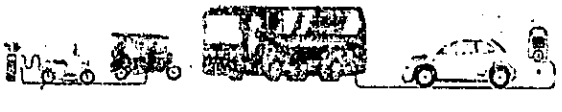
Sr. No.	Field / Description	Details
9(a)-5	Set of Allen keys	Make: _____ Nos.: _____
9(a)-6	HSS hand saw –	Make: _____ Nos.: _____
9(a)-7	Crimping tool for electrical cable termination	Make: _____ Nos.: _____
9(a)-8	Set letter and number punch	Make: _____ Nos.: _____
9(a)-9	Measurement Tape	Make: _____ Nos.: _____
9(a)-10	Torque Wrench	Make: _____ Nos.: _____
9(a)-11	Inspection Light	Make: _____ Nos.: _____
9(a)-12	Vernier caliper	Make: _____ Nos.: _____
9(a)-13	Multimeter	Make: _____ Nos.: _____
9(a)-14	Silicon seal/sealant	Make: _____ Nos.: _____
9(a)-15	Alignment Tool	Make: _____ Nos.: _____
9(a)-16	Belt tension measuring, equipment	Make: _____ Nos.: _____
9(a)-17	Puller	Make: _____ Nos.: _____
9(a)-18	Testing equipment recommended by Kit Manufacturer	Make: _____ Nos.: _____
9(b)-1	Dry Chemical Powder (DCP) type- minimum two nos. of 5Kg each with ISI mark	Make: _____ Nos.: _____
9(b)-2	CO_2 type fire extinguisher — minimum 1 number of 5Kg with ISI Mark	Make: _____ Nos.: _____

Sr. No.	Field / Description	Details
9(b)-3	Fire buckets - 2 buckets (filled with sand)	Make: _____ Nos.: _____
10	Authorization letter from kit manufacturer/dealer/supplier with specified kit name and copies of Testing agency approval and approval of operation branch of Transport department, MP. (Both approvals to be self-attested by manufacturer/ supplier of ELECTRIC kit)	
11	Category for which authorization is sought: a.) Diesel driven vehicles to Electric mode b.) Petrol driven Two wheelers' vehicles to Electric mode c) Petrol driven three/four or more-wheeler vehicles to Electric mode	
12	Complete details of staff employed	
13(i)	Name	
13(ii)	Age	
13(iii)	Technical Qualifications (Attach self-attested copies of technical qualification)	
13(iv)	Whether the person trained by kit manufacturer /dealer / Supplier	
14	Whether premises are owned/leased agreement/rent agreement	
15	Proof that electricity connection is non domestic	
16	Lay out of the premises	

Signature of the Applicant: _____

Other instructions/ relevant documents to be submitted along with application:

1. Application must be made on the letterhead of the firm.
2. Applicants must be either by the Proprietor /Partner /Director /Managing Director as per the constitution of the firm.
3. Photographs showing external and internal views of the premises & tools.
4. All the enclosures/documents should be self-attested by the applicant.



ANNEXURE-6

Incentive Application Form after successful retrofitting of the vehicle

Vehicle Owner Details	
Owner's Name	
Mobile Number	
Email ID	
Address	
Aadhaar Number	
Samagra ID	
Bank Account Holder's Name	
Bank Name	
Account Number	
IFSC Code	
Vehicle Details (Post Retrofitting)	
(New) Vehicle Registration Number	
Chassis Number	
Motor Number	
Date of Retrofitting Completion	
Retrofitting Kit & Supplier Details	
Name of Certified Retrofitment Centre	
Kit Supplier Name	
Kit Model/Serial number	

Kit Type Approval Certificate	
Battery Manufacturer	
Battery chemistry (LFP/NMC)	
Battery Capacity (kWh)	
Number of Batteries Installed	
Battery type (fixed/swappable)	
Battery Warranty Details	
Mobile Number of the Retrofitment Centre	
Address of the Retrofitment Centre	
Cost Details	
Invoice No. & Date	
Total Cost of Conversion (including GST)	
Section E: Declarations	
☐ I confirm the above details are true and correct to the best of my knowledge.	

ANNEXURE-7

Standard Operating Procedure for Testing Methods and Performance Procedures for Frame and Body Condition for Retrofitting of ICE vehicles

1. Visual and Tactile Inspection

Purpose: To identify visible defects, structural damage, or corrosion that could compromise the safety of retrofitment.

Procedure:

- Park the vehicle on a level surface with proper lighting.
- ***Conduct a 360° walkaround*** inspection of the vehicle's frame, subframe, swingarm and other load-bearing components.
- ***Use a flashlight and inspection mirror*** to access concealed joints and welding points.
- Gently ***tap with a rubber mallet*** on suspect areas to check for sound inconsistency indicating internal rust or hollowing.
- **Perform tact*ile checks by running gloved hands*** across the surface to detect dents, cracks, or welding abnormalities.

Acceptance Criteria:

- No visible cracks, major dents, or compromised welds.
- Surface rust permissible if non-structural and treatable.
- No evidence of prior major collision repair using non-standard techniques.

2. Manual Torque Testing at Mounting Points

Purpose: To verify that the mounting points intended for the electric drivetrain components are structurally intact and capable of holding mechanical loads during vehicle operation.

Procedure:

- Identify all critical mounting points: swingarm pivot, footrest mounts, etc.
- ***Use a calibrated torque wrench*** to apply torque values as per OEM or standard mechanical engineering guidelines (typically in Nm).
- ***Monitor for any slippage, crack propagation, thread wear, or deformity*** during torque application.

Acceptance Criteria:

- All mounting points should retain torque without loosening or deformation.
- No cracking, elongation of bolt holes, or visible fatigue under standard test loads.
- Fasteners should be replaceable and not welded directly unless OEM-approved.

3. Basic Ride Test / Roadworthiness Assessment

Purpose: To evaluate the real-world structural integrity, vibration resistance and balance of the vehicle post basic checks.

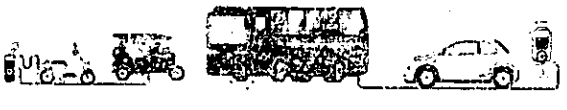
Procedure:

- Conduct a 1–2 km test ride on a smooth and slightly undulated road surface.
- Accelerate, brake and turn under normal conditions.
- Check for:
  - ***Unusual rattling*** or creaking sounds.
  - ***Frame flex*** during turns.
  - Instability or ***wheel misalignment.***
  - ***Rear-end vibrations or suspension imbalance.***
- In case a road ride is not possible, perform the test using a dynamometer with vibration detection sensors.

Acceptance Criteria:

- No excessive vibration or structural noise.
- Stable handling and normal suspension behavior.
- No visible or audible sign of frame fatigue.

These procedures are over and above the following fitness tests indicated in rule 62 (tests to be conducted for issue of the fitness certificate) of the Central Motor Vehicle Rules (CMVR), 1989 and others prescribed by the Ministry of Road Transport and Highways at the Automated Testing Stations, as follows-



1. Visual Tests

Estimated Time: 8–10 minutes

Conducted under CCTV surveillance.

1. Headlamps assembly
2. Lights
3. Suppressor cap/High tension cable
4. Rear view mirrors
5. Safety glass (windscreen)
6. Horn
7. Silencer
8. Windscreen wiper
9. Dashboard equipment
10. Braking system
11. Joint Play Test
12. Speedometer
13. Rear under run protection device (RUPD)
14. Lateral under run protection device (LUPD)
15. FASTag
16. Priority Seats (only for buses)
17. Wheel Chair (only for buses)
18. Vehicle Location Tracking (VLT) device
19. High Security Registration Plate (HSRP)
20. Battery
21. Safety belt (seatbelt)
22. Speed Governor
23. Spray suppression devices
24. Tyres
25. Retro-reflector and reflective tapes
26. Protection against electric shock (EVs only)
27. State of Charge (SOC) Indicator (EVs only)
28. Malfunction indicator lamp – MIL (part of OBD scan tool)

2. Functional Tests

Estimated Time:

- 8–12 minutes for LMVs
- 10–14 minutes for HMVs

Station 1:

- Horn test
- Speedometer test
- Speed governor test

Station 2:

- Side slip test
- Front and rear suspension test
- Service brake & parking brake test

Station 3:

- Underbody visual inspection using axle play detector
- Steering angle test
- Headlamp test

3. Information Only Tests

Failure does **not** affect vehicle fitness status.

1. Side Slip Test
2. Suspension Test (only for 4-wheelers with GVW < 3.5 tons)
3. Joint Play Test
4. Speedometer Test
5. Malfunction Indicator Lamp – MIL (part of OBD scan)

4. Status 'Unfit' Upon Test Failure

Failure declares vehicle unfit unless passed on re-test.

1. Headlamp Assembly
2. Lights
3. Suppressor cap/High Tension cable
4. Rear View Mirrors
5. Safety Glass (Windscreen)
6. Horn
7. Silencer (including Exhaust Noise Test)
8. Windscreen Wiper
9. Dashboard Equipment
10. Braking System (Parking Brakes)
11. Joint Play Test
12. Speedometer
13. Rear Under Run Protection Device (RUPD)
14. Lateral Under Run Protection Device (LUPD)
15. FASTag
16. Priority Seats & related accessibility features (Buses)
17. Wheel Chair entry/housing/locking (Buses)
18. Vehicle Location Tracking (VLT) Device
19. High Security Registration Plate (HSRP)
20. Battery
21. Safety belt (seatbelt)
22. Speed Governor
23. Spray Suppression Devices
24. Tyres
25. Retro-reflector and reflective tapes
26. State of Charge (SOC) Indicator (EVs)

5. ELV (End-of-Life Vehicle) Tests

Failure leads to ELV declaration if not re-tested within 180 days.

1. Braking System (Service Brakes)
2. Steering Gear
3. Headlamp Test – Dipped Beam
4. Headlight Test (2-Wheelers)
5. Protection Against Electric Shock (EVs)
6. Insulation Resistance Measurement (EVs)
7. Speedometer Test (E-rickshaw/E-cart)

Detailed description of the above tests is provided ahead-

Test Name	Test Overview
Category: Information only Tests	
Applicability: For 3-wheelers and above	
Side Slip Test (Except 3 - wheelers)	Assesses the vehicle's ability to maintain stability while turning. It helps identify issues related to vehicle's wheel alignment, tyres and suspension. Process followed: •Vehicle is driven in a straight line passing over the side slip tester plate. •The sideslip tester measures the distance in meters over which a wheel of an axle is dragged sideways, when the other wheel of that axle runs straight for one kilometer. •Testing equipment gathers data on the vehicle's lateral movements and stability characteristics and sends it to the central ATS server.
Suspension Test (only for 4 wheelers having GVW less than 3.5 tons)	Measures significant difference between suspension system efficiency of left and right side of vehicle. Process followed: •Vehicle is driven in a straight line on the test plate and brought to rest.

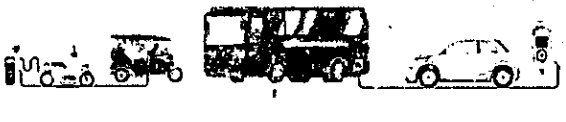
	•The test plate vibrates at a set frequency for a fixed time period when the wheel is stationary. •Suspension play of both right and left side of an axle is analyzed and differences are noted.
Joint Play Test	A used car often shows wear and tear in ball joints, brushings, fixations, pivot points and shock absorber mountings. This test enables technician to detect play and wear in wheel guiding, steering and suspension components. Process followed: •Vehicle is positioned on the testing platform. •Controlled force or movement is applied to the specific joints of steering and suspension components being tested. •Maximum movement under max load condition as specified is recorded. •Visual data recorded is sent to the ATS central server.
Speedometer Test	Visually inspected for speedometer fitment, indicator illumination, dial cover condition, indicator needle condition. During testing on speedometer tester, vehicle is driven at specified speed on rollers & the actual speed of the vehicle is measured by speedometer tester.
Malfunction Indicator Lamp-MIL (part of OBD Scan Tool)	Identifies any malfunction in the vehicle system. If MIL is "On", it indicates the fault in any sensor/ critical safety component/emission circuit discontinuity/ any other critical parameters. Process followed: •The OBD scan tool is connected to the ECU of the vehicle dashboard. Any issues in the ECU system are highlighted on the tool indicating an error in that part of the system.
Category: Status 'Unfit' upon test failure	
Applicability: For 3-wheelers and above	

Headlamp Assembly	Visual inspection to check the following: •Working of headlamp bulb and operating switch. •Opacity of lamp lens (lens should not be broken, painted with colour or pasted with stickers). •No moisture deposition on the inside surface of the lens.
Lights Test (a)Top Lights (b)Stop Lights (c)Parking Lights (d)Fog Lamp (if fitted) (e)Warning Lights (in Ambulance) (f)Number Plate Lights (g)End-Outline (h)Marker Lamps (i)Direction Indicators (j)Hazard Warning Signal lamp	Visual inspection to check the following: •Colored lens (should not be faded) •Lens condition (should not be broken) •Lamp working and condition (well illuminating) •Stop lights must be working on actuation of brakes •For the lamps with dual coloured lens, red lens should be oriented towards rear and white lens towards front •No moisture deposition on the inside surface of the lens •Lamps must be fitted securely •Use of white light for illuminating number plate •Flashing light emitted from direction indicators and hazard warning signal lamp must be amber in colour
Suppressor cap/ High Tension cable	Visual inspection to check insulation and proper terminal connection of high-tension cables and condition of the suppressor caps.

Rear View Mirrors	Visual inspection of mirror transparency and fitment according to vehicle class (as per AIS 002).
Safety Glass (Windscreen)	Visual inspection to check the following (as per Rule 100, IS:2553 -Part 2 and BIS license marking): •Windscreen glass is transparent •Bears clear and indelible markings such as "L,W" or "II" or IV or II/P in addition to manufacturer's logo •No damage, cracks and colored films on the glass
Horn	•Visual inspection of horn fitment, functioning of horn and check for presence of any unduly harsh, shrill, loud and alarming noise. •Functional test to measure sound pressure levels of horn to comply with decibel levels as specified in IS: 15796 Process Followed •Vehicle is positioned in the designated testing area •Sound level meter is positioned at a specified distance from the vehicle's horn. •Vehicle's horn is activated to record the noise level •Data is recorded and sent to ATS central server
Silencer Test (a)Silencer (b)Exhaust Noise Test (dB)	•Visual inspection of silencer fitment, leakages and damages (rust, wear & tear). •Inspection of exhaust noise is conducted at stationary phase as per IS10399:1998
Windscreen Wiper (a) Windscreen Wiper Blades	(a) Visual inspection of wiper fitment working condition and wear and tear damages. (b) Functional inspection of wiper to observe operation of each wiper arm (to cover maximum area of the windscreen); in case of split type windscreen (other

(b) Windscreen Wiper System	than three-wheelers), inspection for each windscreen wiper is conducted to observe its functioning Process Followed: •Vehicle is positioned in the designated testing area •Vehicle's engine is off but the electrical systems, including the wipers, are operable. •Wipers are activated and their ability to effectively clear water from the windshield is assessed, ensuring adequate visibility. •Various speed settings of the wipers (if applicable) are tested to evaluate their performance at different speeds.
Dashboard Equipment	Visual inspection of following: •Dashboard fitment, mounting and illumination •Insulation of wires •Warning lights for ABS, lights, brake system, battery, OBD/engine malfunction, fuel label engine oil pressure, engine coolant temperature.
Braking System (b) Parking Brakes	Measure the force exerted by the parking brake system to hold the vehicle stationary.Process followed –Parking Brakes: •Rear axle of the vehicle is positioned on the roller brake tester. •The rollers rotate the vehicle wheels at pre-defined speed. •Parking brake is applied to stop the rollers. The engine is kept on during testing. •Amount of force exerted by the parking brake system to hold the vehicle stationary using the testing equipment is measured and sent to the ATS central server.
Rear under run protection device (RUPD)	Visual inspection of Rear Under run Protection Device fitment, condition (corrosion/damages/wear and tear), sufficient ground clearance and dimensions as per IS-14812-2005.

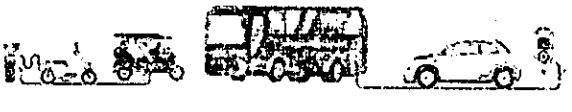
for goods vehicles and trailers with GVW more than 3.5 tons	
Lateral under run protection device (LUPD) for goods vehicles and trailers with GVW more than 3.5 tons	Visual inspection of Lateral Under run Protection Device fitment, condition (corrosion/damages/wear and tear), sufficient ground clearance and dimensions as per IS-14682-2004.
FASTag	Visual inspection of placement of FASTagon the front windscreen and condition of the FASTag.
Priority Seats, Signs, securing of crutches/canes/ walker, hand-rail/ stanchions, controls at priority seats for differently abled passengers and passengers with reduced mobility (only for buses)	Visual inspection test parameters: •Visibility of the pictogram (in case of priority seats of buses) in front nearside of the bus and adjacent to relevant service door(s) •Pictogram placed internally adjacent to the priority seat •Passenger seats designated as priority seats for persons with disabilities. (Type I buses shall have at least two passenger seats in case of Mini and Midi buses and four passenger seats in case of other buses) •Forward-facing type priority seats and preferably be located behind the driver's seat •Appropriate facility for securing the crutches, canes, walkers etc. to facilitate convenient travel for persons with disabilities. •Handrails or stanchions at the entrance of all Type I buses. •Controls adjacent to priority seats for requesting stops and which alert the driver that a mobility aid user wishes to disembark for all Type I NDX buses.



	•Communication devices placed adjacent to any priority seat.
Wheel chair entry/ housing/ locking arrangement for wheel chair for differently abled passengers and passengers with reduced mobility	Visual inspection test parameters: •Pictogram visibility for the wheelchair both on the front nearside of the bus and adjacent to relevant service door(s) •Placement of the pictograms shall be adjacent to each wheelchair space indicating whether the wheelchair is to be positioned facing the front or the rear of the bus. •Presence of wheel-chair restraint system. •Sufficient space available for the wheelchair user to maneuver without the assistance of a person. •Type I vehicles to accommodate at least one wheelchair. •Placement of Communication devices for identified wheelchair area.
Vehicle Location Tracking (VLT) Device	Visual inspection of installation of Vehicle Location Tracking device and working condition of emergency alarm button
High Security Registration Plate (HSRP)	Visual inspection of fitment and condition of High Security Registration Plates installed at the front & rear of the vehicle
Battery	Visual inspection test parameters •Secured mounting •Ensure no leakage •Ensure top is clean, dry, free of dirt and grime
Safety belt (Seatbelt)	Visual inspection of safety belt on following parameters is conducted - •Mandatory safety belts shall be available and securely fitted

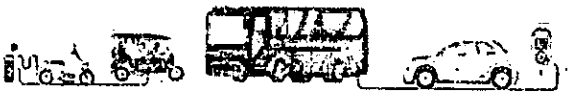
	•Safety belts shall not be damaged •Safety belt anchorage shall not be loose •Seatbelt reminder system, if available, should be functioning •G-lock of seatbelt should be functioning
Speed Governor	Visual inspection of speed governor for secure and sealed fitment, connection of wirings of speed governor is conducted. Functional inspection measures the vehicle speed while the speed governor is activated. The vehicle speed should be well contained within the specified limits mentioned below: •80 kmph for goods and passenger vehicles having at least 4 wheels manufactured on or after 1stOct 2015 •60 kmph for other transport vehicles manufactured on or after 1stOctober 2015 that are dumpers, tankers, school buses, those carrying hazardous goods or any other specified category of vehicles. Process Followed •Vehicle is positioned on the testing platform •The speed governor is activated by adjusting settings or through the vehicle's control panel. •Testing equipment is connected. •The vehicle's speed is recorded using the testing equipment while the speed governor is activated. •Recorded data on vehicle's speed readings obtained and sent to ATS server.
Spray Suppression Devices	Visual inspection is conducted of spray suppression devices to ensure its secure fitment. Spray suppression devices include mudguards, mudflaps, rain flaps and valances to reduce pulverization of water thrown upwards by the tires of vehicles in motion.

Tyres	Visual inspection of tyres is conducted to check the following specifications - •Tyres shall not have any serious damage (patched or repaired by an outside gaiter patch other than a vulcanized repair) or cut •Tyres should have minimum non-skid depth as per specifications and must not be too smooth •Tires shall be properly inflated •Tyresshall not show signs of incipient failure by local deformation or swelling •Tyrecasing fabric shall not be exposed due to wear of the tread or by any unvulcanised cut or abrasion in any of its parts •Temporary spare wheel or tyre puncture repair kit shall be available
Retro- Reflector and reflective tapes	(A) Reflectors Visual inspection of reflector fitment, physical condition (cleanliness / damages / scratches), color (as per rule 104 i.e., red colour to the rear or white to the front) is conducted. (B) Reflective Tapes Visual inspection of reflective tapes, location where tapes are pasted, physical condition (cleanliness / damages / scratches), visibility of the marks on the outside of the material, size and color (as per rule 104) is conducted.
Applicability: For Two-Wheelers (2W) only	
Braking system	Measures the braking force required to stop the vehicle. Procedure followed: •Front axle of the vehicle is positioned on the roller brake tester •The rollers rotate the vehicle's wheel at pre-defined speed •Brakes are applied to stop the rollers •Maximum brake force required to stop the wheel is measured by the equipment



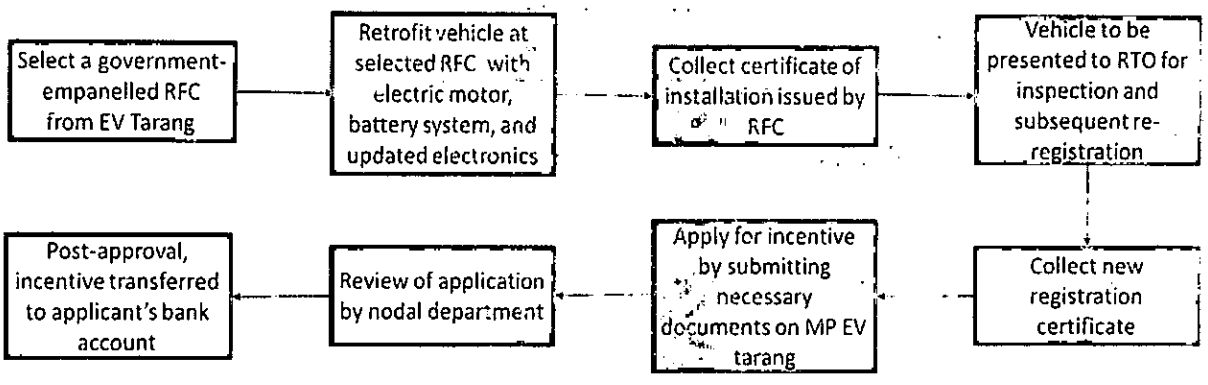
	•Same steps are repeated for rear axle •Service Brake efficiency of a vehicle measured as per AIS 128
State of Charge (SOC) Indicator on Dashboard	Visual inspection to check that manufacturer supplied SOC indicator is in working condition and clearly displays charging status of battery
Category: Status 'ELV' upon test failure	
Applicability: For Two-Wheelers (2W) only	
Headlight	Measure the deviation of the headlamp beam from the centerline both vertically and horizontally. Process followed: • Headlights of the vehicle are positioned parallel to the headlamp tester. • Beam projection angle of the headlight is tested against the machine. • Readings are recorded and sent to the central ATS server directly.
Applicability: For For electric vehicles (EV) & hybrid-electric power train vehicles and electric two-wheelers	
Protection against electric shock test (if system voltage is >60 V DC or 30 V AC)	Identifies residue voltage difference which could lead to electrical shocks. The test kit contains a digital meter with voltage function, finger bender test probe and a neutral test probe. Process followed: • Both the test probes are connected to the digital voltage meter which is connected to a power source. • The neutral probe is attached to the electrical chassis (neutral point) while the finger bender probe is put in contact with different points on the electric vehicle to ensure that there is no residue voltage difference or shock. If the test fails, the light lamp on the digital meter will light up along with a beeping sound.

Insulation Resistance Measurement Test (If system voltage is >60 V DC or 30 V AC)	Measures insulation resistance value at different points in the vehicle. The test kit contains a digital reading device similar to multimeters used for electrical equipment along with 2 probes. Process followed: •The neutral probe needs to be attached to the ground while the other tester probe is put in contact near the battery, cables, engine and other important points to ensure that insulation resistance value is greater than 500 Ohm/V
Applicability: For electric vehicles only	
Speedometer Test (for E-rickshaw or E-cart)	Measures the maximum speed of the vehicle (must not be more than 25 km/hr) Process followed: •The vehicle shall be driven in unladen condition (with full charge and at full accelerator position) on straight, flat road or roller •When the vehicle attains full speed, the maximum speed shall be calculated by measuring time taken to travel fixed distance (viz 50 metres)



ANNEXURE-8

Section 7.4 – Process of Retrofitment and Claim of Incentive

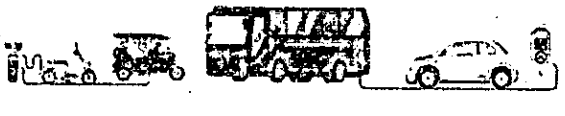


ANNEXURE-9

Quarterly Report on Re-registration of Retrofitted Vehicles and Incentives Disbursed

Section	Details
Reporting Department	Transport Department – [State/UT Name]
Reporting Period	Quarter: Q1 / Q2 / Q3 / Q4 Year: _____
Report Submission Date	_____
Nodal Department	[]
Prepared By	Name: _____ Designation: _____ Contact: _____

Segment Wise Re-registration of Retrofitted Vehicles					
Vehicle Segment	**No. of Vehicles Re-registered**	**Date Range of Retrofitments**	**Names of Certified Retrofitment Agencies (mention number of retrofitted vehicles)**	**Retrofit Kit / Technology Provider (mention number of kits provided)**	**Remarks**
2-Wheelers					
3-Wheelers (Passenger)					
3-Wheelers (Goods)					
4-Wheelers (Personal)					
4-Wheelers (Commercial)					
Others (specify)					
Total					



Incentives Disbursed for Retrofitted Vehicles					
Vehicle Segment	**No. of Beneficiaries**	**Total Incentive Disbursed (INR)**	**Average Incentive per Vehicle (INR)**	**Disbursement Mode (DBT/Other)**	**Remarks**
2-Wheelers					
3-Wheelers (Passenger)					
3-Wheelers (Goods)					
4-Wheelers (Personal)					
4-Wheelers (Commercial)					
Others (specify)					
Total					

Issues & Observations		
Category	**Details/Challenges**	**Support Required from Nodal Department**
Approval Delays		
Shortage of Certified Retrofit Kits		
Customer Awareness Issues		
Financial Disbursement Delays		
Other (specify)		
Declaration		
I/We certify that the data submitted above is true and is in accordance with the state's EV policy guidelines.		

Signature: _____
Name: _____
Designation: _____
Seal: _____
Date: _____

ANNEXURE 10

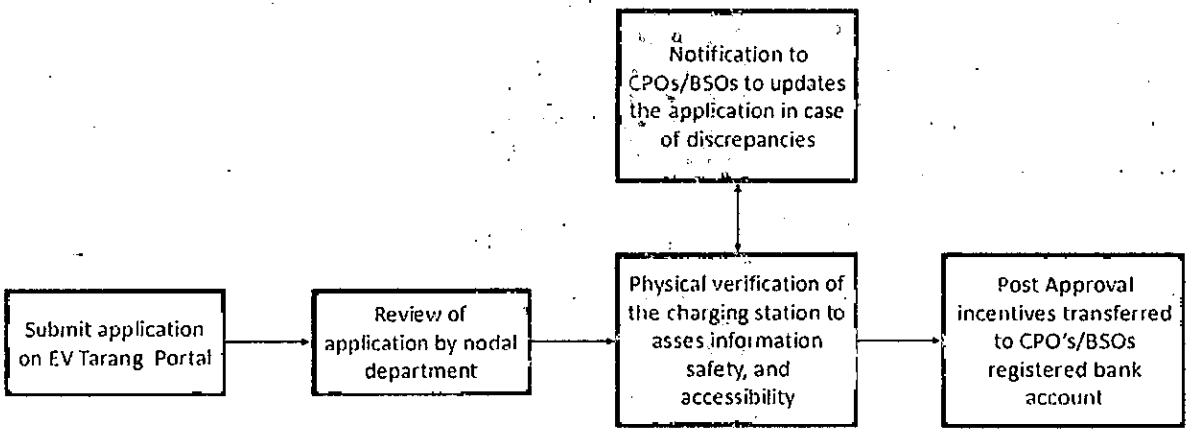
Application form to seek relevant information from CPOs/BSOs for creating state level data room

Particulars	Response
Company Details	
Name of Applicant/ Organisation	
Company Type	
Company registered under (Indian Companies Act / Individual / Co-operative Society / Any Other Corporate Entity)	
Company Registration Certificate / Memorandum of Understanding	
PAN Number	
GST number	
Company registration Number	
CIN No.	
Registration Address	
Submit copies of P&L account and Balance Sheet/ Annual Report)	
Present Activity/business carried by the applicant/ organisation	
Office Email ID	
Details of Authorised Person	
Designation	
Email	
Mobile Number	
Location Details of proposed site	
Name of village/ area	
District	
Type of Location	
City	
Pin Code	
Latitude	
Longitude	
Connection Details	
Connection Type	

Connection Category	
Connection Sub Category	
Details of network service provider	
Existing Load (kW / kVA)	
Supply Type (LT / HT)	
Desired Load (kW / kVA)	
Tariff Category	
Metering Status	
Phase	
EV Charger Details	
Type of Charger	
Capacity of each charger (kW)	
Total Connected Load	
Number of EV Chargers	
No. of connector guns	
Total no. of EVSEs	
Battery Swapping capacity (if applicable)	
Estimated cost of the project proposed (in Rs.)	
Planned duration for commissioning of the project (in Months)	
Others	
Power of Attorney confirming powers on the person(s) who are competent to execute the MoU / agreement	
Presence of Amenities	
Fire Fighting System Details	
Declaration	
1. We certify that all information furnished is true to the best our knowledge	
2. We abide by the rules and regulations, terms and conditions laid down by UDHD, MPPMCL or any other Government departments.	
3. We submit the required information periodically and give access to our charging station online data.	

ANNEXURE 11

Process for Availing Incentive for Public Charging Station

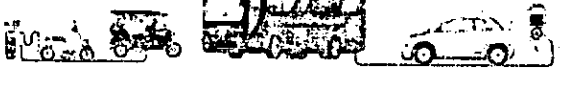


CPO/BSO Application Process to avail Incentives for Public Charging Stations

Charging Station Selection	
Type of Charging Station	1. Small Charging Station (LT Connection) 2. Medium Charging Station (LT Connection) 3. Large Charging Station (HT Connection) 4. Battery Swapping Station
Technical & Infrastructure Details	
Number of Chargers Installed	
Charger Specifications	
Charger Capacity	in kW
Charging Standard	1. CCS2 2. CHAdeMO 3. Bharat DC001 4. Others
Total Number of Charging Guns	
Total Number of EVSE Units	

Location of Charging Station	
Exact Location of Charging Station	
GPS Coordinates	
Latitude	
Longitude	
Proof of Deployment of commissioned charging station	
Financial Documentation	
Invoice / Bill Document	
Band Account details	

Note: Only the total cost of the chargers or battery swapping infrastructure will be calculated for eligible incentives from Invoice / Bill submitted. The cost of auxiliary equipment such as switches, transformers, fire safety equipment will not be considered for incentives.



ANNEXURE 12

Calculation Procedure for Uptime of Charging Stations

Parameter	Value
Total Time in Period (hrs)	
Actual Uptime (hrs)	
Downtime (hrs)	
Calculated Uptime (%)	
Required Uptime (%)	97%
Deviation from Required Uptime	
Is Requirement Met?	
Reason for Downtime (if any)	
Remarks	

ANNEXURE 13

Procedure for Future Penalties for failure to Meet Uptime Requirements:

Compliance Monitoring Timeline:

Month	Status	Action
Month 1	Uptime < 97%	Formal warning issued to CPO
Month 2	Uptime < 97% (again)	50% of incentive amount recovered
Month 3+	Continued non-compliance (Uptime < 97%)	Remaining 50% incentive recovered

Penalty Calculation Structure:

Assume:

- **Incentive Disbursed = ₹X**

Situation	Penalty Description	Amount Recovered
After Month 2 of non-compliance	Partial Recovery	₹X * 50%
After Month 3 or further non-compliance	Full Recovery (remaining amount)	₹X * 50%

Date:

ANNEXURE 14

Charge Point Data Submission Form (JSON Format)

Required API Endpoint Details

- Method:
- Endpoint URL:
- Content-Type:
- Authentication:

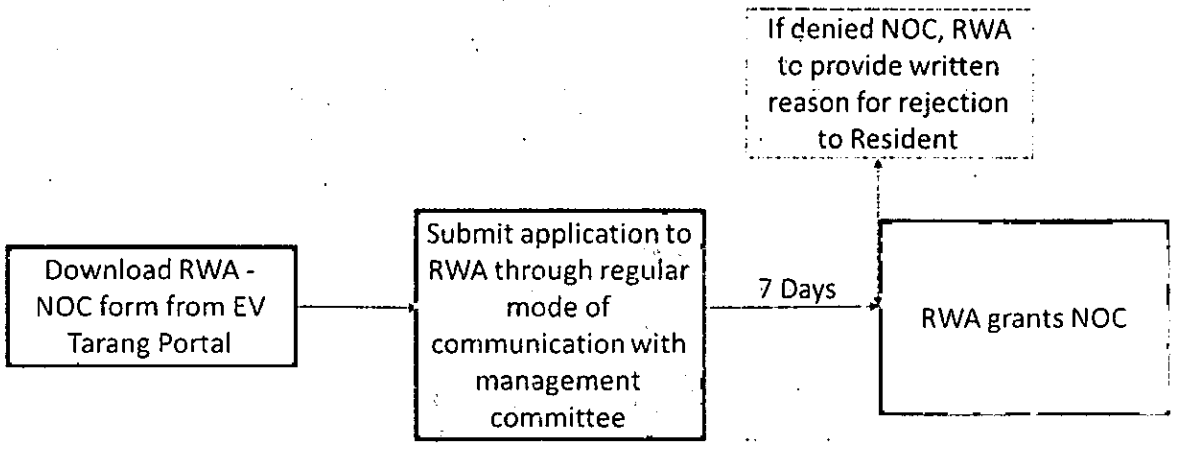
CPOs/BSOs must develop an endpoint API that provides the following details to ensure seamless information sharing for integration with EV Tarang portal.

Charging station general Information	
Unique charging station name or identifier	
Address (street address, city, State and zip code) of the property where the charging station is located	
Geographic coordinates in decimal degrees of exact charging station location	
Charging station operator name	
Charging network provider name	
Charging station status (operational, under construction, planned, or decommissioned)	
Charging station access information	
Charging station access type (public or limited to commercial vehicles)	
Charging station access days/times (hours of operation for the charging station)	
Charging port information	
Number of charging ports	

Unique port identifier	
Connector types available by port	
Charging level by port (AC Level 2, etc.)	
Power delivery rating in kilowatts by port	
Accessibility by vehicle with trailer (pull-through stall) by port (yes/ no)	
Real-time status by port in terms defined by Open Charge Point Interface 2.2.1	
Pricing and payment information	
Pricing structure	
Real-time price to charge at each charging port, in terms defined by Open Charge Point Interface 2.2.1	
Payment methods accepted at charging station	

ANNEXURE- 15

Process for Resident to Obtain NOC from RWA for installing Charging Infrastructure



ANNEXURE-16

Template of NOC by RWA on society's letterhead

To,

Name of the Applicant:

Address:

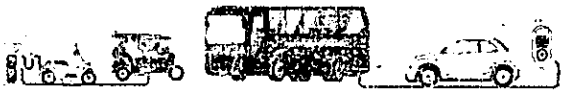
Date:

A No-Objection Certificate (NOC) is hereby granted to the applicant (name) as per request (ref. no) vide dated XXXX, for the purpose of installing a private EV charger in his/her allocated parking space considering all conditions of the circular titled "Operational Guidelines for Madhya Pradesh Electric Vehicle Policy 2025" issued by the Urban Development and Housing Department, Government of Madhya Pradesh.

Signature:

Name:

Society Stamp
Authorized Signatory
Name of the Housing Society



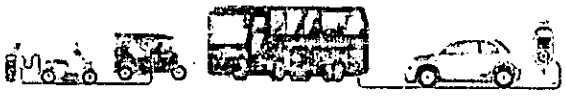
ANNEXURE - 17

RWA residents' escalation form if RWA denied their request of setting up EV charging station

Date	
Resident Details	
Name	
Address	
Contact Number	
RWA Details	
Name of RWA	
RWA Address	
Representative Name	
Contact Number	
Date of Request Submission to RWA	
Copy of Request	
Details of EV Charging Station Request	
Type of Charging Station proposed	
Proposed Location	
Supporting documents (such as proof of parking availability, etc)	
Grievance	
Nature of Grievance	1. Delay in response beyond 30 days 2. Unfair denial without valid reason 3. Additional charges imposed by RWA 4. Other (please specify)
Brief Description of the Issue	
Note: Explain why the request was denied, including any verbal or written communication from the RWA. Attach supporting evidence if available.	
Declaration	
I, the undersigned, hereby declare that the information provided is true and accurate to the best of my knowledge. I request the authorities to take necessary action regarding my escalation.	
Signature	

ANNEXURE-18

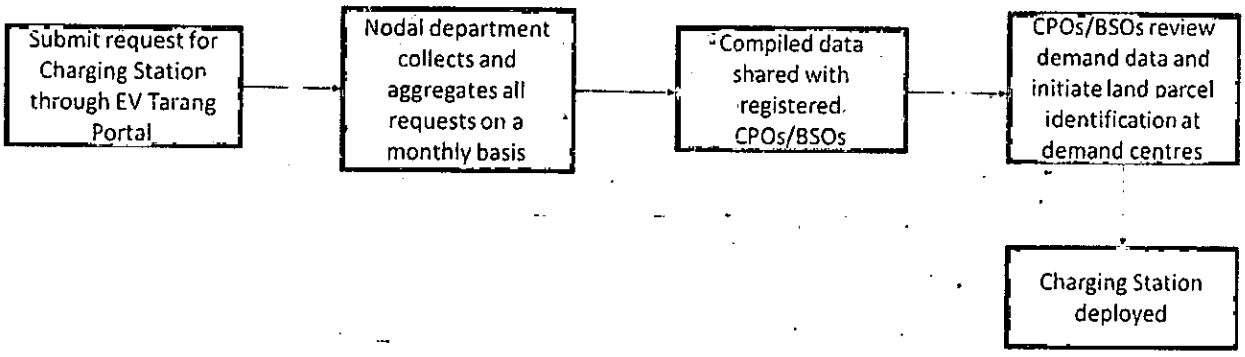
Land Ownership Detail	Drop Down Menu (Municipal Corporation, Revenue Dept., ISBT, Private Owner)		
Landowners Details			
Name of the Applicant		Address of the Applicant	
Contact Number		E-mail ID	
Alternate Contact Person's Name		Contact Number	
E-mail ID		Current Land Use Classification	
Location of the Land with Details			
Name of Village / Area		Block No.	
District		Pin Code	
Survey No.		Land Extent Survey No. Wise	
Latitude of Location		Longitude of Location	
Total area available (in sq.m. or acres)		Current Land Use	Drop Down Menu (vacant, parking lot, public amenities, government facility, private facility)



Nearest Sub-Station details			
DISCOM Name		Address of Sub-station	
Voltage Level of Substation		Distance from Proposed charging station	
Land Suitability for Infrastructure			
Proximity from expressway / state highway / district road (in km)		Availability of RE sources	Yes / No
Existing drainage & sewage facilities (Y/N)		Proximity to eco-sensitive zones*	
		*eco-sensitive zone - It is a type of designation of an area, which is rich in environmental resources and need special protection. eg - ESZs are designated areas around protected areas like national parks and wildlife sanctuaries, typically within a 10 km radius.	

ANNEXURE-19

Residents Requesting Public Charging Stations Near Their Location



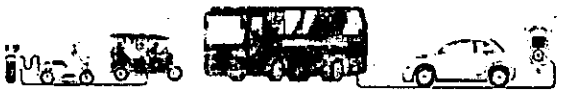
ANNEXURE-20

- **Public EV Charger Installation Request Form**

Applicant Information	
Name:	
Address:	
City:	
Pin Code:	
Phone No.:	
Email ID:	
Electric Vehicle Information	
Electric Vehicle Segment:	
Electric Vehicle Number:	
Proposed Public Charging Station Information	
Type of Charger Required:	
Proposed Location of Charger:	
Nearest Landmark	

Declaration:

I, [Applicant's Name], hereby declare that the information provided in this application is accurate to the best of my knowledge. I understand that the approval of the request is subject to the evaluation of the concerned authorities.



ANNEXURE-21

Format of Submission of Proposal for Establishing a Centre of Excellence for Research & Development

To

The Nodal Department

Urban Development & Housing Department

Government of Madhya Pradesh

Subject: Submission of Proposal for Establishment of Centre of Excellence (CoE) for Research & Development under MP EV Tarang Initiative

Dear Sir,

We hereby submit our formal proposal for the establishment of a Centre of Excellence (CoE) for Research and Development under the MP EV Tarang initiative. After a detailed review of the eligibility conditions, funding framework and operational guidelines laid out in the scheme, we wish to express our commitment to actively contribute towards building a robust and forward-looking EV ecosystem in Madhya Pradesh. The proposed CoE will serve as a dedicated hub for research, innovation and technology development in the electric mobility domain. It is envisioned as a core institution that will drive focused R&D, enable knowledge transfer and support the state's transition towards clean and sustainable transport. By fostering indigenous innovation and capacity building, the CoE will complement the Government of Madhya Pradesh's broader objectives of reducing emissions and promoting green growth.

(i) Applicant Details

- Name of the Entity: (Full Name of Organization/Institution)
- Type of Entity: (Academic Institution / Government Research Institution / Industry / Private Research Institution / Joint Venture/Consortium)
- Address: (Registered Address)
- Contact Person: (Name, Designation)
- Email & Phone:
- Website:

(ii) Proposed Focus Area for the CoE (Please select the applicable focus areas)

- EV Manufacturing & Component Design
- Advanced Battery Management Systems (BMS)
- Drivetrain Components & Power Electronics
- Battery Chemistries & Fuel Cell Systems
- Intelligent Transportation Systems (ITS)

- Recycling & Second-Life Use of EV Batteries

(iii) Project Summary

- Title of the CoE Proposal:
- Brief Overview :
- Objectives of the Proposed CoE:
- Expected Outcomes and Impact:

We request financial support of up to INR 2 crore as per the scheme guidelines. A detailed budget breakdown is enclosed, which covers the costs of infrastructure, research/testing equipment and operational expenses.

We hereby declare that all the information provided is true to the best of our knowledge and agree to abide by all terms and conditions of the operational guidelines.

Sincerely,
[Authorized Signatory Name]
[Designation]
[Date & Place]
[Official Stamp/Seal]

Attachments

- Detailed Project Proposal
- Budget and Financial Plan

S.No.	Description	Cost in Rs.
1	Cost of setting up COEs	
2	Cost of Trainer	
3	Operational & Maintenance Expenses	
Total		

- Organization Profile
- Team Details & CVs of Key Personnel
- Past R&D Experience / Project Reports (if any)
- MoU (for Joint Venture/Consortia, if applicable)