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# TRIPURA GAZETTE

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PART-- I--Orders and Notifications by the Government of Tripura,  
The High Court, Government Treasury etc.

### GOVERNMENT OF TRIPURA TRANSPORT DEPARTMENT

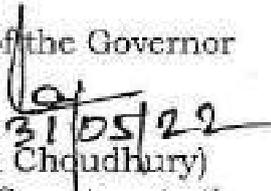
No.F.23(1)-TRANS/2019(P-1)/2462-73

Dated, Agartala, the 31st May, 2022

#### NOTIFICATION

The Governor of Tripura is pleased to notify the Tripura Electric Vehicle Policy, 2022 and it will come into force w.e.f. 1<sup>st</sup> June, 2022 for 5(five) years. The copy of the policy is annexed herewith.

By order of the Governor

  
31/05/22  
(Subrata Choudhury)  
Additional Secretary to the  
Government of Tripura

## **TRIPURA ELECTRIC VEHICLE POLICY, 2022**

### **1. PREAMBLE**

There is an imminent shift in the nature of transportation from internal combustion vehicles to electric vehicles. The shift to electric vehicles is being driven by a need to reduce air pollution, reduction in India's oil import bill and to increase energy security of the country. The thrust for electric vehicles go hand in hand with India's efforts to expand renewable energy capacities. Notwithstanding the large availability of CNG in Tripura, given that the State is also Power surplus, there is a strong case for promotion of Electric Vehicles in the State, particularly as a replacement of Petrol and Diesel vehicles.

### **2. OBJECTIVES**

- (i) To transition the State's transportation sector towards electric based mobility.
- (ii) To improve the quality of the environment by reducing air pollution.
- (iii) To achieve 10 % of all 2 wheeler, 3 wheeler, 4 wheeler and buses to be of EV during the policy period.
- (iv) To promote Tripura as eco-friendly tourist destination getting with its pristine ecological beauty.
- (v) Reduction in emission of greenhouse gases in transport sector and protection of environment.
- (vi) To reduce India's oil imports through greater deployment of new fuel efficient vehicles.
- (vii) To reduce noise pollution.

### **3. SIGNIFICANT ROLE OF EVs IN MEETING CLIMATE CHANGE MITIGATION GOALS.**

The world needs to dramatically reduce its greenhouse gas emissions, for preventing worse and more frequent extreme weather events. That means shifting to renewable sources of energy — importantly, decarbonizing transportation, a sector that is now responsible for about a quarter of the world's carbon dioxide emissions.

Highway vehicles release about 1.6 billion tons of greenhouse gases (GHGs) into the atmosphere each year—mostly in the form of carbon dioxide (CO<sub>2</sub>) that contributing to global climate changes. Burning out 3.78 liters of gasoline creates 50 kg (approx) of Green House Gases (GHG). That's roughly 6 to 9 tons of GHG each year for a typical vehicle.

Electric vehicles (EVs), despite their limited driving range, bring about a meaningful reduction in the greenhouse-gas emissions that are causing global climate change. In a study, it was found that a wholesale replacement of conventional vehicles with electric ones is possible today and could play a significant role in meeting climate change mitigation goals.

With these objectives, the EV30@30 campaign started at the global level to help realize the multiple benefits offered by electric mobility for innovation, economic and industrial development, energy security and reduction of local air pollution.

#### **4. SHORT TITLE, EXTENT AND COMMENCEMENT**

- (i) The policy may be called the “Tripura Electric Vehicle Policy -2022”
- (ii) The policy shall come into effect from the date of its notification in the official Gazette.
- (iii) It shall extend to the whole State of Tripura

#### **5. POLICY PERIOD**

This policy will be valid for a period of five years commencing from the date of notification and is deemed to be extended unless otherwise stated.

#### **6. ABBREVIATIONS AND DEFINITIONS**

- (i) “Central Government” means the Government of India;
- (ii) “DHI” means Department of Heavy Industry, Ministry of Heavy Industry & Public Enterprises, Government of India;
- (iii) “DisCom” means Electricity Distribution Licensee;
- (iv) “EV” means Electric Vehicle; including plug in vehicle with rechargeable battery, 100% overhead fed electric traction vehicle as well as inductive charging vehicle;
- (v) “FAME II” means the Faster Adoption and Manufacturing of (Hybrid and) Electrical Vehicles in India Scheme notified by the DHI along with its amendments thereafter;
- (vi) “G.R.” means Government Resolution;

- (vi) "NEMMP" means the National Electric Mobility Mission Plan notified by the Department of Heavy Industries, Ministry of Heavy Industry & Public Enterprises, Government of India along with its amendments thereafter;
- (vii) "NOC" means No Objection Certificate;
- (viii) "Policy" means Tripura State Electric Vehicle Policy-2022;
- (ix) "DTO" means District Transport Office;
- (x) "State" means State of Tripura;
- (xi) "State Government" means the Government of Tripura;

## 7. TARGETS AND ROADMAP

The State will target and support the deployment of the first 60,000 electric vehicles (approximately corresponding to 10% of the total vehicles in the state) either under individual use or commercial use during five years period commencing from the date of notification of this Policy. The segment wise target is outlined in Table 1 below: -

**Table 1: Summary of segment wise policy targets for the Policy Period**

Vehicle Segment	Target under Policy Period
2-Wheelers	42,000
3-Wheelers	10,000
4-Wheelers (Private and Commercial)	7,500
Buses	500
<b>Total</b>	<b>60,000</b>

## 8. SCOPE AND ELIGIBILITY

- (i) The policy will be applicable to all classes of electric vehicles that have taken subsidy under the Government of India's FAME II scheme dated 8th March 2019, F. No 1(1)/2019-AEI and any amendments thereafter.
- (ii) The incentives for setting up a charging station will be applicable to charging stations as per the guidelines and standards of the Ministry of Power Circular No. 12/2/2018-EV dated 1st October, 2019 and any amendments thereafter.

## **9. INCENTIVES FOR ELECTRIC VEHICLES**

- (i) The incentive from the State will be over and above any subsidies that are available from the Central Government through its promotional schemes and policies.
- (ii) The following categories of vehicles are eligible for demand incentives under FAME II scheme dated 8th March, 2019, F. No 1(1)/2019-AEI and any amendments thereafter.
  - Buses (only Electric Vehicle Technology )
  - Four Wheeler (Electric EV ), Plug-in Hybrid (PHEV ) and Strong Hybrid (SHEV )
  - Three Wheeler ( Electric ) including registered E-Rickshaws
  - Two Wheeler (Electric )
- (iii) An exemption of 25 % of the applicable road tax will be allowed as incentive during the policy period on any Electric Vehicle falling in the category given in para -7 | Table -1.
- (iv) 10% of the new permits will be reserved for the electric vehicles and 30% for CNG vehicles (3-wheelers, LMVs and heavy motor vehicles). The rest 60% of the new permits will be reserved for Internal Combustion Engine (ICE) vehicles.

## **10. INCENTIVES FOR CHARGING INFRASTRUCTURE**

- (i) The State Government will promote charging infrastructure of different capacities/ technologies and promote a variety of business models, Privately-owned, DisCom-owned and Investor-owned charging& battery swapping stations.
- (ii) All EV charging stations will adhere to the charging guidelines and standards defined by the Ministry of Power circular dated 01.10.2019, and any amendments thereafter.
- (iii) Petrol pumps will be encouraged to set up charging stations subject to the conditions that the charging station areas qualify fire & safety standard norms of relevant authorities under relevant acts/rules.
- (iv) The State Distribution Licensees (DisComs) will allow charging of EVs from the existing connection of a Consumer at the existing tariff. However, this

does not exclude any fixed tariff that TERC may give to charging infrastructure of EVs.

- (v) All private houses, housing complexes / societies and commercial establishments will give a 'No Objection Certificate' (NOC) to its members who wish to install charging stations within their designated parking spaces. Setting up of charging infrastructure will be mandated in the Housing Policy by the State UD Department.
- (vi) All Government offices including Secretariat building, District Head Quarters, Sub-Division Head Quarters, Block Head Quarters, HOD offices and Circuit Houses / Rest houses should have charging infrastructure. Private Companies will also be encouraged for setting up charging stations in their respective units.
- (vii) All motor stands, Auto stands / Bays, Tourist places, wayside amenities and parking facilities created by the State Government will have 25% of its parking space with provision of electric charging facilities.
- (viii) Railways and Airports will also be encouraged to provide similar charging facilities in their respective places.
- (ix) Urban Development department will work towards having EV charging infrastructure in parking places including multi – storied parking places if any, till 25% of the total parking space have EV charging infrastructure.
- (x) EESL and other Energy Operators will be invited to set up charging infrastructure across all the places as mentioned in point (vi) and (vii) above. This could be implemented in phases and in this context, the electrical lines from nearby locations could be used for drawing necessary power.
- (xi) MoU route with any Energy operators may also be adopted for setting up of charging points in the State alongside expression of interest through tenders.
- (xii) Private individuals will be encouraged to set up charging infrastructure in both residential and commercial buildings. Bye laws will be made in this respect by Urban Development department.
- (xiii) It will be endeavor to have a charging station facility every 25 KMs on all the Highways of the State. Every such location should ideally be alongside with other wayside amenities.

- (xv) At charging stations, battery exchange or battery hiring system will also be permitted.
- (xvi) All vehicles operated in Eco Parks and Tourist places for movement of Tourists will be EVs only.
- (xvii) All private resorts, hotels, tourist spots, guest house etc. will be encouraged to set up charging infrastructure in their respective locations.
- (xviii) For furtherance of this policy, Government land on lease or rent will be made available, as per prevailing rate and value to be determined by state revenue department, to a variety of business modal enterprises like Privately-owned, DisCom-owned and Investor-owned charging & battery swapping stations for setting up of charging stations. However, such land will resume to the original owner on discontinuation of the charging station. In this context, charging station operators will be encouraged to use low cost and renewable sources of power as well. Long term lease /rent of land will be considered on a case to case basis.

#### **11. INCENTIVE FOR MANUFACTURING OF EV AND OTHER COMPONENTS**

All provisions of the Tripura Industrial Policy, subsequent applicable policies and Government Resolutions (G.R.), as amended from time to time, will be applicable to parties intending to set up or upgrade their facilities for manufacturing in the EV sector.

#### **12. ENCOURAGEMENT FOR RETROFITTING**

The reduction of fossil fuel emissions through the use of EVs will also help prevent economic damage due to climate change. EV retrofitting can potentially increase the adoption pace of EVs, enhance public acceptance of EVs, lift resource utilization off ICE vehicles and boost the speed of EV infrastructure development. Retrofitting of ICE vehicle to Electric vehicle will be encouraged under this policy. The Electric Vehicle kits to be retrofitted should be in conformity with AIS-123 and the kits manufacturer should have a Type Approval Certificate from any authorized testing agencies as per Rule-126 of CMVR-1989. 25% of the on road vehicles will be targeted for conversion by retrofitting into EV vehicles from ICE vehicles during the policy period.

#### **13. PHASING OUT OF OLD VEHICLES**

In line with MoRTH's notification vide G.S.R 177 ( E) (Draft Rules) dated 12<sup>th</sup> March-2021, registration certificate of all State Government / Undertaking vehicles will not be renewed after the lapse of fifteen years, however, every replacement vehicle will preferably be an Electric Vehicle.

#### **14. DISPOSAL OF BATTERY**

Re-use of EV batteries that have reached the end of their life will be encouraged and setting up of recycling business in collaboration with battery and EV manufacturers will be promoted. EV owners will deposit batteries that have reached end of life at any recycling point and in return get a remunerative price for the battery. Disposal of EV batteries in any other manner e.g , in or as scrap, will not be allowed.

#### **15. VOCATIONAL TRAINING**

Vocational courses will be designed to train EV drivers, mechanics and charging staff with Auto OEMs and Energy Operators. These courses will be delivered through skill centers set up with the support of Government of Tripura.

The private sector partners i.e. Auto OEMs and Energy Operators will be allowed to conduct their own captive staff training in the above skill centers. The skill centers will offer training courses for ICE Mechanics who wants to be trained in repairing and servicing of e-vehicles.

#### **16. CONVERGENCE**

The National Electric Mobility Mission Plan (NEMMP)-2020 and the Faster Adoption and Manufacturing of (Hybrid &) Electric Vehicles in India (FAME) Scheme were promoted by the Department of Heavy Industries, Government of India. The provisions of this Policy are made in line with the NEMMP and FAME. In the event of any conflict, the matter will be addressed immediately.

#### **17. NODAL DEPARTMENTS AND AGENCIES**

- (i) Transport Department will be the nodal Department in Government of Tripura and will be responsible for planning, implementation and review of the policy.
- (ii) Tripura State Electric Corporation Limited will be the nodal agency for charging stations and subsidies related to it.
- (iii) Industries & Commerce Department and Department of Science, Technology & Environment, Government of Tripura will be the nodal departments for research, training, incubation and other activities for providing a platform for various stakeholders including innovators, researchers, Academia, Industries and the Government.

**18. AWARENESS**

All stakeholder departments will take initiative to propagate this policy and create massive awareness among the Government departments, public and more particularly transport & tourism operators. Transport and Tourism departments will, with support from ICA department, take up such awareness.

**19. INSTITUTIONAL STRUCTURE**

A High Power Committee will be constituted at the State level to monitor the implementation of this policy and develop procedures and modalities wherever required. The Chief Secretary as Chairman, Principal Secretaries / PCCF / Secretaries of all the departments shall be the member of the High Power Committee. The Principal Secretary, Transport will be the convener of the High Power Committee.

**20. MID-TERM REVIEW**

The State Government may undertake a mid-term review of this Policy as and when the need arises in view of any technological breakthrough or to remove any difficulties or inconsistency with the Electricity Act 2003, as amended from time to time.

**21. POWER TO ISSUE AND INTERPRET**

If there is any confusion or dispute about the meaning, intent or purpose of any provision of this Policy, the interpretation given by Transport Department, Government of Tripura will be final and binding to all concerned.

This issue with the concurrence of concerned departments and the Finance Department vide U. O. No. 772/FIN (EXPDT-I)/2022 dated 25.03.2022.

By order and in the name of the Governor

  
31/05/2022

(Subrata Choudhury)  
Additional Secretary to the  
Government of Tripura  
Transport Department