

Government of Maharashtra

Environment and Climate Change Department

No. : MSEVP-2021/प्र.क्र. 25/तां.क.4

15th Floor, New Administrative Building,

Madam Cama Road, Mantralaya, Mumbai – 400 032

Date: July, 2021

Reference :- G.R., Industries, Energy and Labour Dept., क्र.विवाधो-2017/प्र.क्र.188/उद्योग-2, dated 14th February, 2018

Preamble :

Use of electric vehicles is an important component in achieving the Sustainable Development Goals – (1) Affordable and Clean Energy (*SDG-7*); (2) Responsible Consumption and Production (*SDG -12*); and (3) Climate Action (*SDG-13*). Maharashtra Electric Vehicle Policy was issued in February 2018 as vide Government Resolution, Industry, Energy and Labour Department on February 14, 2018 under reference as mentioned above. This policy included fiscal and non-fiscal provisions for adoption of electric vehicles in the state and for increasing the production capacity. The Committee (Task Force) constituted vide GR by Environment and Climate Change Department क्र. एमसीए 2020/ प्र.क्र.167/ तां.क.2, dated. 22 December 2020 under chairmanship of Additional Chief Secretary (Transport) was constituted vide Government Resolution to revise the earlier policy. The committee examined all aspects in this regard and developed Maharashtra Electric Vehicle Policy, 2021. The revised policy was submitted by the Committee to Environment and Climate Change Department on 14th June, 2021. Maharashtra Electric Vehicle Policy, 2021 developed by the Committee under the chairmanship of Additional Chief Secretary (Transport) is intended to be implemented across the State.

Government Resolution –

Considering the aspects mentioned in the preamble, Maharashtra Electric Vehicle Policy, 2021 is approved for implementation from the date of issuance of this GR till 31st March, 2025. This policy shall apply exclusively to Battery Electric Vehicles (BEVs) sold and registered in the State of Maharashtra. Mild Hybrid, Strong Hybrid, and Plug-in Hybrid Electric Vehicles are not covered under this policy.

2. Maharashtra Electric Vehicle Policy, 2021

2.1 Vision & Mission

2.1.1 Vision

- Adoption of sustainable and clean mobility solutions in Maharashtra.
- Transform Maharashtra into a leading state in terms of adoption of electric vehicles in the country.
- Retain Maharashtra's leadership in automotive manufacturing in India and emerge as one of the leading manufacturing and investment hubs for the EV ecosystem globally.

2.1.2 Mission

- To bring a transition in the transportation ecosystem of Maharashtra by creating demand for the purchase and use of EVs in the state through demand-side initiatives.
- To stimulate manufacturing of EVs in the state through a set of supply-side initiatives that aim to attract investment, facilitate the establishment of manufacturing units, and encourage the production of EVs, EV components including Advance Chemistry Cell (ACC) batteries and electric vehicle supply equipment (EVSE).

2.2 Policy Objectives

- 1) The primary objective of Maharashtra EV Policy 2021 is **to accelerate adoption of BEVs in the state so that they contribute to 10% of new vehicle registrations by 2025.**
- 2) In the six targeted urban agglomerations i.e. Mumbai, Pune, Nagpur, Nashik, Aurangabad and Amravati in the state, achieve 25% electrification of public transport and
- 3) In the six targeted urban agglomerations i.e. Mumbai, Pune, Nagpur, Nashik, Aurangabad and Amravati in the state, achieve 25% electrification of fleet operators, fleet aggregators and last-mile delivery vehicles by 2025.
- 4) Transition of 15% of Maharashtra State Road Transport Corporation's (MSRTC) existing bus fleet to electric.
- 5) Make Maharashtra the country's top producer of BEVs in India, in terms of annual production capacity.

- 6) Target establishment of at least one Gigafactory for the manufacturing of advanced chemistry cell (ACC) batteries in the state.
- 7) Promote research and development (R&D), innovation, and skill development across the EV ecosystem in the state.

2.3 Targets

For the dissemination of electric vehicle technology, the policy targets are as below

Table 1: Policy Targets

Sr. No.	Description	Target	Remarks
1.	All vehicles	10%	Share of EVs in new vehicle registrations in the state till 2025
	2 wheelers	10%	
	3 wheelers	20%	
	4 wheelers	5%	
2.	Fleet operators / Fleet aggregator	At least 25% of the urban fleet operated by the fleet aggregators/ operators in the state to transition to EVs by 2025.	Applies to e-commerce companies, last-mile delivery/logistics players and mobility aggregators operating in urban areas.
3.	Buses	i) In the six targeted UAs, achieve 25% electrification of public transport by 2025 ii) MSRTC to convert its existing bus fleet to 15% electric fleet	
4.	Charging infrastructure	Cities: By 2025, city-wise targets of public and semi-public charging stations are, as listed below- Greater Mumbai UA – 1500 Pune UA – 500 Nagpur UA – 150 Nashik UA – 100 Aurangabad UA – 75 Amravati – 30 Solapur – 20 Highways: Make following four highways/ expressways fully EV ready by 2025	i. Setup at-least one public charging station in a 3 km x 3 km grid or a minimum of 50 charging stations per million population, whichever is higher. ii. Setup public charging stations on highways at 25

Sr. No.	Description	Target	Remarks
		i. Hindu Hruday Samrat Balasaheb Thackeray Samruddhi Highway - Mumbai Nagpur ii. Yashwantrao Chavan Expressway - Mumbai Pune iii. Mumbai Nashik iv. Nashik Pune	km distance (on both sides of the highways). These stations should cater to charging requirements of long-haul passenger and freight vehicles like e-buses, electric trucks, etc.
5.	Government vehicle fleet	Starting April 2022, all new govt. / semi govt./ urban local bodies / govt. funded organizations vehicles operating within the cities to be electric. All vehicles leased for Govt. official purpose shall be battery electric vehicles	

Notes:

- a. The 3-wheeler and 4-wheeler targets are inclusive of passenger as well as goods carrier vehicles.
- b. E-commerce companies include companies like Amazon, Flipkart, etc. Last-mile delivery/logistics players include Zomato, Swiggy and other courier and delivery firms and mobility aggregators include Ola, Uber, Black-yellow taxi, etc.

2.4 EV Ecosystem Development Incentives

2.4.1 Demand side incentives

Transport Department

- 1) The incentives A, B, C, D and E shall be disbursed as per the mechanism established under ‘Operation Guidelines for Demand Incentives’ which will be notified by Transport Dept. within 15 days from the publication of this GR.
- 2) State Incentives will be as per below. These incentives will be in addition to FAME II incentives offered by Govt. of India. These incentives will be availed to vehicle OEMs (Original Equipment Manufacturer). Vehicle models approved under FAME II Scheme of Govt of India will be eligible for these incentives. Any amendments made by Govt. of India in FAME II scheme shall be applicable to this GR.
- 3) The responsibility to pass on these incentives to the end customer during the purchase lies with the vehicle OEMs.
- 4) The incentives disbursement mechanism (for demand incentives, scrappage incentives, charging infrastructure incentives, supply-side incentives, tax exemptions

and reimbursements, etc.) shall be made through online portal to ensure timely transfer to beneficiaries and transparency.

- 5) E-commerce companies, last-mile delivery/logistics players and mobility aggregators should submit an EV transition plan to the Transport Department, GoM within six months from the date of notification of EV policy.

(A) Basic Demand Incentives –

Basic demand incentives shall be availed by vehicle OEM on the basis of vehicle battery capacity

Table 2: Basic Demand Incentives for electric vehicles

Sr. No.	Vehicle segment	Incentive available (INR/ kWh)	No. of vehicles to be incentivized	Maximum incentive per vehicle (INR)
1	e-2W (L1 & L2)	INR 5000	1,00,000	10,000
2	e-3W autos (L5M)		15,000	30,000
3	e-3W goods carrier (L5N)		10,000	30,000
4	e-4W cars (M1)		10,000	1,50,000
5	e-4W goods carrier (N1)		10,000	1,00,000
6	e-buses*	10% of vehicle** cost	1,000	20,00,000

Notes -

*Incentive shall be available for STU (State Transport Undertakings) buses only.

**Ex-factory cost

- 1) Vehicles sold and registered with batteries will be eligible for 100% basic incentives.
- 2) For vehicles sold without battery, 50% of the basic demand incentive amount shall be availed to the vehicle OEM, which shall be obligatory to transfer to end customer. The remaining basic demand incentive amount (50%) shall be provided to the battery swapping energy operator, with whom end-customer has agreement for battery leasing.

(B) Early Bird Incentives –

- 1) Buyers purchasing the EVs (except e-buses) before 31st Dec 2021 shall be eligible for ‘**Early Bird Incentives** of INR 5,000/kWh of the vehicle battery capacity. This discount shall be provided over and above the demand incentives described in Table 2. The maximum early bird discount availed per vehicle shall be capped at INR 1,00,000.

(C) Vehicle Scrappage Incentives –

1) The vehicles eligible for demand incentives under this policy will be eligible for the scrappage incentive. Vehicle segment-wise scrappage incentives are described in Table 3. Scrappage incentive shall be reimbursed by the Government of Maharashtra provided:

- Evidence of matching contribution from the dealer or OEM
- Confirmation of scrappage of the ICE vehicle in the same vehicle category.

Table 3 Vehicle segment-wise Scrappage Incentives

Sr. No.	Vehicle Segment	Scrappage Incentive
1.	2W	Up to INR 7,000
2.	3W	Up to INR 15,000
3.	4W	Up to INR 25,000

(D) Incentives on extended battery warranty and buyback agreement

- 1) Concerns about battery life led to anxiety about the resale value as well as difficulties in obtaining loans from financial institutions. To address these concerns for the electric 2W and 3W users, the Maharashtra EV policy will provide OEMs additional incentives (to be transferred to the customers) for offering additional incentives as per Table 4.
- 2) Electric Vehicle OEM offering minimum 5-year warranty for batteries shall be eligible for additional incentives as per table 4.
- 3) OEMs who offer buyback shall be eligible for additional incentives as per Table 4.
- 4) An OEM can avail both the incentives simultaneously, however the total incentive amount will be limited to INR 12,000. This will be over and above the incentives mentioned in Table 2 and based on the net value after considering all the above incentives.

Table 4 Assured Buyback and Warranty Incentives

Sr. No.	Description of Incentives	Incentives
1.	Assured Buyback, (up to 5 years with depreciation rate not more than 7.5% per year)	6% of total vehicle cost capped at INR 10,000/-
2.	Battery warranty of at least 5 years	4% of total vehicle cost capped at INR 6,000/-

(E) Other Demand Incentives –

- 1) All the EVs sold and registered in the state shall be exempted from motor vehicle tax till the duration of the policy. The details will be notified by Transport Dept.
- 2) As per the Ministry of Road Transport and Highways’ notification of 18th June 2019, all the EVs sold and registered in the state shall be exempted from the payment of fees for purpose of issue or renewal of registration certificate.
- 3) An individual buyer will be able to avail the incentives only once for the respective vehicle category. Fleet aggregators/operators will be able to avail the incentives for the fleet owned by them. ‘Operational guidelines for Demand Incentives’ will outline the details for the same which will be notified by Transport Dept.
- 4) State government shall engage and encourage financial institutions and banks to offer preferential interest rates for EV customer segments like e-autos, goods carriers, and taxis.
- 5) The policy shall endeavour to fast-track and ensure time bound registration of EVs, including EV fleets owned by aggregators, last mile delivery providers, logistics players, etc.
- 6) All the EVs in the state shall be registered with green number plates, irrespective of vehicle type.
- 7) No permits shall be required for e-autos as per Ministry of Road Transport and Highways’ notification dated 18th October, 2018 and the provisions thereof will be strictly implemented.
- 8) City specific restrictions on auto rickshaws shall continue to apply also on e-autorickshaws, based on local traffic considerations.

2.4.2 Charging Infrastructure Incentives

A. Energy Department

- 1) Public and semi-public charging stations (PCS and SPCS), shall be eligible for charging infrastructure incentives as per Table 5. Energy Dept. will be responsible for the disbursement of these incentives.

Table 5 Incentives for charging Infrastructure

Sr. No.	Type of PCS/SPCS**	Incentive amount	Maximum Incentive available per PCS/SPCS	Maximum number of PCS/SPCS to be incentivized
1.	Slow	60% of the cost*	INR 10,000	15,000
2.	Moderate/fast	50% of the cost*	INR 5,00,000	500

Note: *Cost of charging station only (does not include land and any ancillary cost to set up charging station).

- 2) The 'Operational Guidelines for Charging Infrastructure Incentives' shall be notified by Energy Dept. in 15 days from the notification of this GR, which will define the eligibility criteria for availing these incentives. The charging station shall be eligible for the incentives only after commencement of the operation of the station. Public and semi-public charging stations availing FAME II charging infrastructure incentive will not be eligible for these incentives.
- 3) Energy Dept will create State Nodal Agency to develop and implement 'Integrated EV charging Infrastructure Plan'.
- 4) Charging infrastructure service providers will be allowed to install charging stations in the state as per their business plans. Charging stations developed by the service providers will eventually be merged into the state-level charging infrastructure plan prepared by the State Nodal Agency.
- 5) Charging of EVs is a service as clarified by the Ministry of Power (MOP), Government of India. In cases where any charging station has been installed in the state with Government (Central or State) incentives (financial or otherwise), service providers will be required to follow any regulations related to service charges, as may be notified by the State Nodal Agency / State Government / Appropriate Commission, provided due consultations have been done with the stakeholders.
- 6) The tariff applicable for all the EV charging stations and battery swapping stations in the state shall be as per Order 322 of 2019 dated 30.03.2020 issued by Maharashtra Electricity Regulatory commission (MERC) or any such future order/s by MERC.
- 7) Charging service providers will be encouraged to provide centralized EV charging station management system portal and user application (Android, iOS and/or other), along with cashless payment option to ensure information accessibility of all public charging systems and its live usage status in public domain.

B. Urban Development Dept. and Other Depts.

- 1) Urban local bodies will be encouraged to provide property tax rebates to residential owners for installing private charging infrastructure within their premises. Details will be issued by Urban Development Dept. in consultation with Energy Dept. / State Nodal Agency.
- 2) Urban local bodies of all cities should prepare a charging infrastructure plan for their cities with an aim to cater to 2025 levels of EV penetration. Maharashtra EV Policy

2021 announces electric vehicle charging stations as 'Amenity'. Accordingly, Urban Development Dept. and respective ULBs shall identify locations and land parcels (including on existing fuel stations) available with different government / land owning agencies, that could be made available for charging infrastructure installation at concessional rentals. Further, ULBs shall reserve amenity spaces for electric vehicle charging stations in respective City Development Plan. Urban Development Dept. and Energy Dept. shall ensure the implementation of charging infrastructure development by respective ULBs.

- 3) In 2019, Ministry of Housing and Urban Affairs, Government of India (MoHUA) released an amendment of building code and town planning rules for provisioning of EV charging stations in private and commercial buildings. These amendments should be duly incorporated and will be applicable for new buildings. Appropriate actions shall be taken by Urban Development Dept.
- 4) 15th Finance Commission (FCC) has allocated grant to 42 NCAP cities for 2020-21 to implement measures for improving air quality as per their approved city action plans. Six cities in Maharashtra have been allocated grants by the FCC. Given that adoption of e-mobility would help cities in improving the air quality, funds should be made available from this FCC grant in the NCAP cities to support the Discoms in setting up the charging infrastructure and for the upstream infrastructure upgradation. The policy also envisages additional resource mobilization (over and above NCAP/FCC funds) from various schemes and programmes of Central/State Governments and Urban Local Bodies for funding the charging infrastructure and the upstream infrastructure upgradation. Accordingly, Urban Development Dept. and Energy Dept. shall take suitable actions.
- 5) The six targeted UAs, listed earlier, will create low-emission zones that shall be served primarily by zero tailpipe emission vehicles, as decided and notified by the city-agencies. Urban Development Dept. and respective ULBs will develop a plan and implement in timebound manner.
- 6) Urban local bodies shall be encouraged to provide lane and parking preferences to EVs, subject to local traffic conditions. Urban Development Dept. and respective ULBs will develop a plan and implement in timebound manner.
- 7) New residential buildings will be mandated to have at least 20% of the total parking spaces as EV ready, of which 30% should be in common parking spaces or parking spaces unallotted to any individual residence owner. Urban Development Dept. and respective ULBs will develop a plan and implement in timebound manner.

- 8) Developers of new residential projects would be required to give option of buying EV-ready parking from 2022 onwards. Urban Development Dept. and respective ULBs will develop a plan and implement in timebound manner.
- 9) All dedicated off-road public parking spaces shall convert at least 25% of their total capacity to be EV ready by 2023. Urban Development Dept. and respective ULBs will develop a plan and implement in timebound manner.
- 10) All institutional and commercial complexes shall convert at least 25% of their total parking spaces to be EV ready by 2023. Urban Development Dept. and respective ULBs will develop a plan and implement in timebound manner.
- 11) All government office complexes shall convert 100% of their total parking spaces to be EV ready at the earliest, but not later than 2025.
- 12) All the future public parking spaces, allotted by bidding process, shall provide free parking to all the EVs. Urban Development Dept. and respective ULBs will develop a plan and implement in timebound manner.
- 13) MSRDC / PWD and other associated dept. should identify locations on major national and state highways for charging infrastructure installation.

2.4.3 Supply Side Incentives

Industry Dept.

The Government of Maharashtra aims to attract investments to develop a robust EV manufacturing and R&D ecosystem in the state.

- 1) Incentives will be provided to make the state more lucrative for setting up manufacturing and R&D facilities related to EVs (component manufacturing, vehicle assembly, battery assembly, cell manufacturing, electronics parts manufacturing, recycling of EVs and EV batteries, etc.). All the benefits under 'D+' category of mega projects/other categories will be provided to these industries irrespective of location of manufacturing unit in the state. The incentives shall be applicable from the date of public notification of this policy and shall be disbursed by the Industries Dept. The 'Operational Guidelines for Supply Side Incentives' shall be notified by the Industries Dept.
- 2) The Government of India approved the production-linked incentive (PLI) scheme for advance chemistry cell (ACC) battery manufacturing on 11 November 2020. The state Govt of Maharashtra aims to attract at least one Gigafactory for the manufacturing of Advance Chemistry Cells under this Scheme by 2023. It is expected that the Government of India will invite states (through a challenge process) to express interest

for setting up of the first 4-5 Giga factories. Government of Maharashtra will endeavour to offer competitive incentives that significantly enhance/complement the incentives offered under GoI's PLI scheme.

- 3) The state also aims to create an ecosystem for environment-friendly scrapping of vehicles (including electric vehicles) and plans to prepare a 'State Scrapping Policy', which will be notified in due course of time by the Transport Department of Maharashtra. Maharashtra state shall also notify guidelines for safe handling and disposal of electric vehicle batteries and its components.

2.5 Upskilling, training and Job creation

- 1) The policy shall aim to amend existing courses and/or create new courses (Syllabus Development) on electric vehicle ecosystem to be offered by the state Industrial Training Institutes. Government of Maharashtra, in partnership with relevant/interested OEMs and service providers, shall develop skill enhancement centres for delivering vocational courses on the EV ecosystem. The skill enhancement centres will aim to train the ICE mechanics/workforce in repairing and servicing of EVs and charging stations.
- 2) Higher & Technical Education Dept. and Skill Development & Entrepreneurship Dept shall discuss with relevant stakeholders and develop future plan in this regard.
- 3) EV start-ups will be encouraged on priority basis under Maharashtra State Innovation Society.

2.6 Government Vehicles

Starting 01st April 2022, all new govt. / semi govt./ urban local bodies / govt. funded organizations vehicles operating within the cities shall be electric. All vehicles leased for Govt. official purpose shall be battery electric vehicles. Necessary amendments in Government Vehicle Procurement process shall be issued by Finance Department.

2.7 Zero Emission Vehicle (ZEV) Credit Program

The requirement of ZEV credit program and other technical details shall be released in due course of time by Transport Dept.

2.8 Awareness Program

An awareness program will be designed and implemented by the state government in partnership with industry players and civil society organizations. The program will aim to create awareness on EVs, their benefits and incentive support available under state and central government policies.

3. Monitoring and Implementation Mechanism

3.1 The following “Steering Committee” is being constituted to monitor and guide the implementation of Maharashtra Electric Vehicle Policy, 2021.

Table 6 Steering Committee Structure

1.	Hon’ble Chief Secretary, GoM	Chairman
2.	Additional Chief Secretary, Transport, GoM	Member
3.	Principal Secretary, Industries, GoM	Member
4.	Principal Secretary, UD – 2, GoM	Member
5.	Principal Secretary, Energy, GoM	Member
6.	Principal Secretary, Environment & Climate Change, GoM	Member Secretary
7.	Industry representatives and/or experts, as nominated by GoM	Member

3.1.1 The Steering Committee will monitor policy progress, address major impediments to policy implementation and make amendments to the policy, as may be required. The apex committee shall also consider providing incentives to new emerging technologies like fuel cell vehicles as and when these technologies may become more popularly available.

3.2 The steering committee shall form sub-committees or special task forces on priority areas, as may be required.

3.3 Steering Committee shall be supported by a dedicated team, or a sub-dept. called the "Maharashtra State EV Sub-dept.". The team shall be made available through Transport Dept. and Environment & Climate Change Dept. Also, The sub-dept. will comprise of a team of experts / professionals and will be responsible for day-to-day operations of the EV Policy. No new post will be created in this regard.

3.4 Comprehensive monitoring and co-ordination regarding Maharashtra Electric Vehicle Policy, 2021 shall be done through Environment and Climate Change Dept.

3.5 The various responsibilities of Maharashtra Electric Vehicle Policy, 2021 for various incentives and implementation will be as follows.:

Sr. No.	Incentives	Concerned Government Department
1.	Demand Side Incentives	Till the time, the account head is not transferred to transport department, these incentives shall be disbursed through Industry Dept.

		The incentives shall be disbursed through Transport Dept. post transfer of Head of Accounts.
2.	Charging Infrastructure Development Incentives	Energy Dept.
3.	Supply Side Incentives	Industry Dept.
4.	Upskilling, Training and Job Creation	Higher & Technical Education Dept., Skill Development & Entrepreneurship Dept.

- 4 The funds for implementation of the Maharashtra Electric Vehicle Policy, 2021 will be aggregated from various instruments like green tax on registration of old vehicle and green cess on fossil fuels etc.
- 5 The Government of Maharashtra approves the expenditure of INR 930 Cr. for next four years for implementation of Maharashtra Electric Vehicle Policy, 2021. Out of these, INR 890 Cr. shall be spent through Transport Dept. and remaining INR 40 Cr. shall be spent through Energy Dept. Budgetary provisions shall be made available annually through respective depts.
- 6 This Government Resolution is being issued with the concurrence of Transport Department, Industry Department, Energy Department and Finance Department as per UOR No / Expenditure of Finance Department, dated July, 2021.
- 7 This Government Resolution is available on Maharashtra Government Website www.maharashtra.gov.in and its serial number is . This resolution is issued through digitally signed document.

By order and in the name of the Governor of Maharashtra.

(Manisha Mhaiskar Patankar)
Principal Secretary, Govt. of Maharashtra

Copy to,

Principal Secretary to Hon'ble Chief Minister

Personal Secretary to Hon'ble Minister and Minister of State, Environment

Hon'ble Chief Secretary, Mantralaya, Mumbai – 32.

Secretary, Transport Department, Mantralaya, Mumbai – 32.

Secretary, Industries Department, Mantralaya, Mumbai – 32.

Secretary, Energy Department, Mantralaya, Mumbai – 32.

Secretary, Urban Development Department, Mantralaya, Mumbai – 32.

Secretary, Finance (Expenditure) Development Department, Mantralaya, Mumbai – 32

Secretary, Planning Department, Mantralaya, Mumbai – 32.

Member Secretary, Maharashtra Pollution Control Board.

All Divisional Commissioners.

All District Collectors.

All Municipal Corporation Commissioners.

All Chief Executive Officers, Zilla Parishad.

All Ministry Departments.

All Chief Officers, Municipalities.

Director General, Directorate of Information and Public Relations (for publicity).

Director, Mumbai Doordarshan (for publicity).