

## 8. Funding

- 8.1. The GNCTD shall seek to fund a high proportion of the incentives proposed in the policy using the 'feebate' concept i.e. by adopting measures by which inefficient polluting vehicles incur a surcharge (fee-) while efficient ones receive a rebate (-bate). As per NITI Aayog and Rocky Mountain Institute (RMI), Austria, Denmark, France, Netherlands, Norway, Ontario (Canada), and Singapore have introduced variations of feebates. Funding for the various incentives being offered under the Delhi EV Policy shall be obtained from the following sources and aggregated under an umbrella, non-lapsable 'State EV Fund'.
- 8.2. Pollution Cess: Cess on the sale of diesel is already applicable in the NCT of Delhi at 25 paise per litre being levied vide order dated 27.03.2008 of the Finance Department, GNCTD, collection from which accrues to the Air Ambience Fund under the Environment Department. From the date of issuance of this policy, 50% of the amount collected in Air Ambience Fund shall be transferred to State EV Fund on a monthly basis. Amount standing in the credit of Air Ambience Fund as on the date of issuance of the policy shall also stand transferred to the state EV Fund, GNCTD shall strive to levy a Pollution Cess on all ICE Vehicle users in future.
- 8.3. Road Tax: Additional road tax shall be levied on diesel and petrol vehicles, especially luxury cars. The additional tax shall be based on a sliding scale with high price diesel vehicles paying the highest additional road tax and low price two wheelers incurring a small addition. Revised Road Tax rates in line with this principle shall be notified by the Department of Transport, GNCTD and the additional road tax thus collected shall be allocated to the State EV Fund.
- 8.4. Congestion Fee: An appropriate Congestion Fee shall be levied on all trips originating or terminating within the NCT of Delhi and taken using cab aggregator and ride hailing services. This tax shall be waived for rides taken in e-two wheeler, e-auto or e-cab. Tax due shall have to deposited with the GNCTD every month and shall be allocated to the State EV Fund.
- 8.5. Other Sources: Any gap left after funding from the State EV Fund is exhausted, shall be filled through allocations from the Environment Compensation Charge (ECC) already being collected in Delhi, subject to the approval of the Hon'ble Supreme Court of India. It is expected that a significant proportion of the ECC shall be used to fund the policy with any further gap in funding being filled through budgetary allocations. The State EV Fund, with contributions for the Pollution Cess, additional Road tax, Congestion Fee and the ECC shall be the primary contributor towards funding the proposals in this policy.

## **9. Creating Jobs – Vocational Training and R&D**

- 9.1. Large number of new jobs can be created due to increasing EV adoption – e.g., e-auto and e-cab drivers, charging station operators and EV service mechanics. Delhi shall endeavor to become a hub for the provision of training related to jobs in the EV eco-system. Vocational courses shall be designed to train EV drivers, mechanics and charging station staff in partnership with auto OEMs and the Energy Operators. These courses shall be delivered through the World Class Skill Centres (WCSCs) set up by the GNCTD and the space and faculty for the WCSCs shall be provided at concessional rates.
- 9.2. Private sector partners – i.e., auto OEMs and the Energy Operators shall be allowed to conduct their own captive staff training at the WCSCs.
- 9.3. The WCSCs shall also offer short re-training courses for ICE mechanics who would like to be trained in repairing and servicing EVs. These part time courses shall be offered through the year at concessional fees.
- 9.4. The GNCTD shall conduct regular recruitment fairs at the WCSCs for private sector recruiters, desirous of hiring the trained personnel.
- 9.5. High levels of EV penetration and availability of charging infrastructure shall offer an opportunity to design and test new models of electric mobility and charging equipment. A Centre of Excellence shall be set up at one of the Central or State Universities within Delhi, and shall be funded by the GNCTD. This Centre shall focus on the design & use of EVs, improving the usage and efficiency of EVs and charging equipment.

## **10. Policy Implementation**

Following measures shall be taken to ensure a smooth implementation of various proposals in Delhi EV policy:

- 10.1. The Transport Department, GNCTD shall be the nodal department for the implementation of this Policy. A dedicated EV cell shall be established within the Transport Department for effective day-to-day implementation of the Delhi EV Policy and comprising of staff with relevant technical expertise to exclusively deal with all matters related to electric mobility in the NCT of Delhi. All requisite compliances required under relevant statues, provisions or rules made thereunder shall be ensured by the respective departments/ agencies.
- 10.2. GNCTD shall design and implement an intensive public outreach and communication campaign focused on driving awareness regarding the benefits of adopting electric vehicles and key elements of the policy.
- 10.3. A State Electric Vehicle Board shall be constituted by the GNCTD as the apex body for effective implementation of Delhi Electric Vehicle Policy, 2020.

- 10.4. It shall regularly review the performance of various measures under the policy and take additional measures, as necessary, for effective implementation so to achieve the primary objective of the policy i.e. to bring about a material improvement in Delhi's air quality by bringing down emissions from the transport sector.
- 10.5. GNCTD remains committed to providing stability to the EV policy framework and to make Delhi the EV capital of India.



**(Jyoti Seth)**

**Dy. Commissioner (Transport)**