

- 5.5. The interest subvention of 5% being offered in the vehicle categories of E-Autos, E-rickshaws, E-carts and Goods carriers would be applicable, only if the loan is availed from the Delhi Finance Corporation (DFC) and other finance providers empaneled by the DFC. For this purpose, DFC would empanel other finance providers for obtaining the interest subvention, on the basis of applications from Scheduled Banks and NBFCs.
- 5.6. All electric vehicles registered in Delhi shall be issued a green number plate in accordance with the notification No. F. No. RT-11028/03/2018-MVL dated 07.08.2018 of the Ministry of Road Transport and Highways, Govt. of India.
- 5.7. All electric vehicles availing any kind of incentive/fee waiver under this scheme should appropriately display a sticker indicating that it has been purchased under this policy/scheme. The format of the sticker shall be provided by the Transport Department, GNCTD.

6. Charging Infrastructure

Experience in other cities across the globe indicates that availability of charging infrastructure is a key driver of Electric Vehicle adoption. The objective of the policy shall be to create an enabling environment for the provision of private as well as public charging infrastructure.

6.1. Private Charging points:

- 6.1.1. It is expected that most Electric Vehicle users shall use home and workplace charging points for their core charging needs. However, charging points at these locations need to be engineered for safe charging of Electrical Vehicles, communicate with DISCOMs to enable load management, and offer metering that enables shared use and special tariffs to be offered for Electric Vehicle charging. Following policy measures shall be put in place to encourage installation of such charging points within homes and workplaces.
- 6.1.2. Changes in building bye-laws shall be made to make all new home and workplace parking 'EV ready' with 20 % of all vehicle holding capacity/ parking required to be Electric Vehicle ready (i.e., with conduits and power supply infrastructure in place for Electric Vehicle chargers). Additionally, the building premises shall have to have an additional power load, equivalent to the power required for all charging points to be operated simultaneously, with a safety factor of 1.25.
- 6.1.3. All existing residential and non-residential building owners shall be encouraged to install Private Charging Points (PCPs) within their premises. These charging points shall especially provide shared access to Electric Vehicle charging for residents of group housing societies and multistory apartment complexes. The GNCTD shall provide a grant of 100% for the purchase of charging equipment up to Rs. 6000/- per charging point for the first 30,000 charging points. Grants shall be available for chargers that are either single phase or three phase input but comply with all other BEVC-AC001 specifications.

6.1.4. Customers of all DISCOMs operating in Delhi shall provide the facility to purchase a Private Charging Point online at a price net of the GNCTD grant, and request for charger installations at their premises. The DISCOM shall install chargers at their customers' premises as requested and recover additional installation related charges (as applicable and approved by the Delhi Electricity Regulatory Commission) through the electricity bill.

6.2. **Public Charging Infrastructure:**

6.2.1. Providing accessible public charging facilities within 3 km travel from anywhere in Delhi is a key objective of this policy. Considering that there are several stakeholders involved in the implementation of public charging infrastructure within Delhi, a Working Group on Accelerated Rollout of Charging Infrastructure in Delhi ('Charging Infrastructure Working Group') has already been established by the Power Department, GNCTD with representative from all relevant government agencies, DISCOMs and Local Bodies vide order no. F11(50)2019/Power/1216 dated 29.04.2019.

6.2.2. Energy Operators' (EOs) shall be invited to set up charging and battery swapping stations across Delhi in multiple phases by porting and providing Concessional Locations for charging station at bare minimum lease rentals. These Concessional Locations shall be carved out from existing public parking zones and other GNCTD identified locations such that they offer easy entry and exit. A list of Concessional Locations for the first phase of rollout shall be identified by the Charging Infrastructure Working Group within one month of issuance of the policy. Outside of the concessional locations, the Energy Operators can set up any number of other sites as long as they have required public access.

6.2.3. The Energy Operators shall be selected for allocation of Concessional Locations based on a process to be defined by the Charging Infrastructure Working Group.

6.2.4. GNCTD shall provide a capital subsidy for the cost of chargers installation expenses to the selected Energy Operators. No operational subsidies shall be provided to the Energy Operators. The subsidy shall only be applicable for chargers being installed within one year of the allocation of a Concessional Location. No further capital subsidies can be claimed by the Energy Operators if they avail the GNCTD subsidy under this policy.

6.2.5. 100% of the net SGST, accrued to the GNCTD, shall be provided as reimbursement to the Energy Operators for purchase of advanced batteries to be used at swapping stations.

6.3. **Favorable electricity tariff for EOs, captive and private charging facilities:**

6.3.1. Electricity tariff applicable for all Public and Captive charging stations for commercial use (i.e. charging facilities used by fleet owners) shall be as notified in the DERC Tariff Schedule for 2019-20 as being applicable for "Charging Stations for e-rickshaw/e-vehicle on single point delivery" as per applicable DERC Tariff Order. The GNCTD shall endeavor to maintain the special electricity

tariff for EV charging at the same rate as at present or lower for the entire duration of this policy.

6.3.2. Tariff concessions outlined in para 6.3.1 shall also be extended to all Private Charging Points that are BEVC-AC001 compliant and are connected to the Central Management System (CMS) of the relevant DISCOM.

6.3.3. The Energy Operators who have won a concession to operate and all other public charging stations operators shall be encouraged to use low cost and renewable sources of power. In consultation with DERC, the GNCTD shall endeavor to provide: (a) Open Access without the condition of having contract demand of 1 MW and above at every charging station or swapping kiosk. (b) Power banking –The Energy Operators who set up captive renewable energy facilities shall be given power banking facilities with the DISCOMS operating in Delhi over a period of one year. This shall encourage generation and use of renewable power.

6.4. **Payment Infrastructure and information sharing:**

6.4.1. The Energy Operators shall be expected to accept payments through multiple modes such as cash, cards, mobile wallets and UPI. Option for the payments through the common mobility card payment system shall also need to be offered.

6.4.2. An open, publicly owned database shall be developed by Transport Department, GNCTD offering historical and real time information on public charging infrastructure i.e., kWh, session length, vehicle type if available, number of events, location (latitude, longitude) of the charger, number of chargers at site, site classification, payment amount, pay structure (by hour, or by kWh, or by session), as well as payment rate. The Energy Operators shall have to provide data to this public database. The database can be used free of charge by in-vehicle navigations systems and charging apps and maps.

7. **Recycling Ecosystem – Battery and Electrical Vehicles**

7.1. Electric Vehicle batteries typically need to be replaced once they have degraded to operating at 70-80% of their capacities. EVs are therefore going to outlive the batteries powering them, with a vehicle requiring about two batteries in a 10-year life span. Batteries that have reached their end of life shall have to be either reused or recycled. Lack of adequate reuse or recycling shall have a high environmental cost. Not only do EV batteries carry a risk of giving off toxic gases, if damaged during disposal, but core materials such as lithium and cobalt are finite and very expensive to extract.

7.2. The Policy shall encourage the reuse of EV batteries that have reached the end of their life and setting up of recycling businesses in collaboration with battery and EV manufacturers that focus on 'urban mining' of rare materials within the battery for re-use by battery manufacturers.