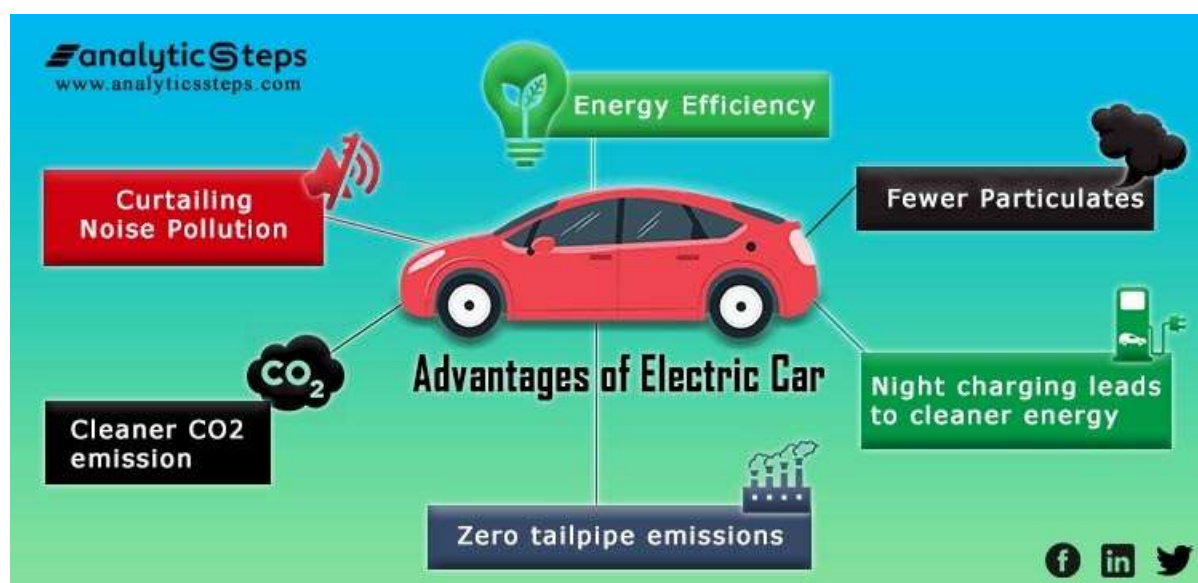


How Delhi is leading the charge in electric vehicle adoption

Electric Vehicles (EVs) in Delhi:

1. The share of electric vehicles (EVs) in Delhi has risen sharply to 9 per cent in the quarter ending November 2021 as against the all-India average of 1.6 per cent, making Delhi the leading state in India in EV penetration.
2. Demand generation schemes and targeted incentives are behind the success of its EV policy.
3. Several studies have shown that vehicular emissions are among the most significant sources of pollution in Delhi, contributing to a third of all PM 2.5 emissions and over 80% of CO₂ and NO_x emissions — the other two toxic pollutants.
4. Experts agree that a reduction in vehicular pollution will require a mass shift of people to EVs, apart from greater adoption of public and non-motorised transport.



A Lukewarm response across India:

1. The policy push for EVs began when the Government of India launched the FAME-1 (Faster Adoption and Manufacturing of E-vehicles) scheme to subsidise EVs in April 2015, which was extended in the modified avatar of FAME-2 in April 2019 with a lofty budget outlay of Rs 10,000 crore.

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2. The experience, however, has been anything but sober. The central government has barely been able to spend 6 per cent of the FAME-2 budget with the resultant penetration of EVs reaching only 1.6 per cent nationally.
3. It was barely a year ago, in August 2020, Delhi announced its EV policy and declared the most ambitious target any Indian state has set — 25 per cent share of EVs by 2024, from a baseline of 1.2 per cent in 2019-20.
4. The Delhi government put out a comprehensive policy framework that — for the first time for any state EV policy in India — focused squarely on the demand generation (rather than attracting manufacturing investment) and targeted incentives at the most polluting vehicle segments — two- and three-wheelers.
5. Fifteen months later, Delhi has managed to turn the tide on EVs by demonstrating a firm political will to address the three key barriers that have plagued the adoption of EVs across India.

Electric Powered Car

Advantages over vehicles with internal combustion engines (ICEs):

- ▶ Energy efficient.
- ▶ Environmentally friendly.
- ▶ Performance benefits.
- ▶ Reduce energy dependence.

EVs do, however, face significant battery-related challenges:

- ▶ Driving range.
- ▶ Recharge time.
- ▶ Battery cost:
- ▶ Bulk & weight:

Advantages

Disadvantages



Three key barriers: Upfront Cost

1. First is the high upfront cost of EVs. Even after factoring in subsidies under FAME, there is still a wide gap between the upfront cost of petrol/diesel vehicles and comparable models of EVs. This is why state governments need to give additional subsidy.
2. The Delhi government decided to give maximum subsidies for EVs as compared to other states but targeted them at the most polluting vehicle segments. Delhi became the first state to fully exempt road tax and registration fees for all EVs.
3. Further, the eligibility criteria were simplified and made universal so that more people can avail of subsidies. Contrast it with Uttar Pradesh that gives incentives for the purchase of EVs only to families with a single girl child.
4. Announcing generous subsidies is one thing, making sure citizens can avail of it in a time-bound manner without paperwork or hassles of visiting a government office is quite another.
5. The Delhi government has put in place a completely faceless and online system for the transfer of these subsidies directly to the buyer's Aadhaar-linked bank account within seven days of an EV purchase. A real-time dashboard helps monitor pendency at every step.

Second Barrier: Charging Infra

1. The second barrier is the unavailability of charging infrastructure. With a vision of providing public charging within 3 km anywhere in Delhi, the government and Discoms have facilitated setting up 201 charging stations with over 380 charging points across Delhi in the past two years — the highest for any city nationally.
2. Another 600 public charging points are to be added by mid-2022, the majority at metro stations and bus depots. The process of setting up private charging points at offices, malls, group housing societies etc. has also been radically simplified.
3. In partnership with the Discoms, the Delhi government recently launched India's first single window facility to install EV chargers faster (within seven days) and cheaper (under Rs 2,500 for a slow charger) than anywhere else in India.

Third Barrier: Public Awareness

1. The third barrier was the low public awareness of EVs and its benefits — both economic and environmental. This is where the eight-week Switch Delhi campaign proved to be a milestone.

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2. Delhi became the first state in India to launch such a widespread campaign comprising print, radio, TV ads and targeted outreach to RWAs, youth and corporates.

The experience of Delhi's EV policy shows that if there is a political will to fight pollution, creating comprehensive reform roadmaps and following them up with diligent implementation, the "Yuddh Pradushan ke Viruddh" can be won.



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मेरी सरकार

A Big Push Towards PM's Vision of Sustainable Transportation under FAME Scheme (1/2)

FAME Phase I (up to 31st March 2019)

- ◆ 2,80,987 hybrid & electric vehicles supported amounting to ₹359 crore
- ◆ 425 electric & hybrid buses sanctioned worth about ₹280 crores
- ◆ 520 Charging Stations sanctioned for approx. ₹43 crore in cities like Bangalore, Chandigarh, Jaipur & NCR of Delhi
- ◆ Significant reduction in dependence on fossil fuel & vehicular emissions





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मेरी सरकार

A Big Push Towards PM's Vision of Sustainable Transportation under FAME Scheme (2/2)



FAME Phase II

- Being implemented for 3 years w.e.f. 1st April'19, with a budgetary support of ₹10,000 crore
- To support approx. 7000 e-Buses, 5 lakh e-3 Wheelers, 55000 e-4 Wheeler Passenger Cars, 10 lakh e-2 Wheelers & creation of charging infrastructure
- 670 new Electric buses sanctioned for Maharashtra, Goa, Gujarat & Chandigarh
- 241 new Charging Stations sanctioned for Madhya Pradesh, Tamil Nadu, Kerala, Gujarat & Port Blair