



Uttar Pradesh Electric Vehicle Manufacturing and Mobility Policy 2022



Table of Contents

| | |
|---|-----------|
| <i>List of abbreviations</i> | 2 |
| <i>Preamble</i> | 3 |
| 1. Background | 4 |
| 1.1. Global Scenario | 4 |
| 1.2. Scenario in India | 4 |
| 1.3. Scenario in Uttar Pradesh | 6 |
| 2. About Policy | 7 |
| 2.1. Vision | 7 |
| 2.2. Mission | 7 |
| 2.3. Objectives | 8 |
| 2.4. Strategy | 8 |
| 2.5. Scope of Policy | 9 |
| 3. Promote Creation of Charging Infrastructure | 9 |
| 3.1. Initiatives | 9 |
| 3.2. Key Definitions | 12 |
| 3.3. Fiscal incentives | 13 |
| 3.4. Implementation Framework | 13 |
| 3.5. Basic Terms & Conditions | 14 |
| 4. Promote faster transition/ adoption of EV | 14 |
| 4.1. Initiatives | 14 |
| 4.2. Key Definitions | 15 |
| 4.3. Fiscal Incentives | 16 |
| 4.4. Implementation Framework | 16 |
| 4.5. Basic Terms & Conditions | 16 |
| 5. Promote Manufacturing | 17 |
| 5.1. Initiatives | 17 |
| 5.2. Key Definitions | 18 |
| 5.3. Fiscal Incentives | 21 |
| 5.4. Implementation Framework | 22 |
| 5.5. Basic Terms & Conditions | 24 |
| 6. Ecosystem Support | 25 |

List of Abbreviations

| | | |
|-----|--------|---|
| 1. | GDP | Gross domestic product |
| 2. | ICE | Internal Combustion Engines |
| 3. | EV | Electric Vehicle |
| 4. | PHEV | Plug-In Hybrid Electric Vehicle |
| 5. | CAGR | Compound annual growth rate |
| 6. | YoY | Year-over-year |
| 7. | IESA | India Electronics and Semiconductor Association (IESA) |
| 8. | FAME | Faster Adoption & Manufacturing of (Hybrid &) Electric Vehicles |
| 9. | ACC | advance chemistry cell |
| 10. | OEM | Original Equipment Manufacturers |
| 11. | NEMMP | National Electric Mobility Mission Plan |
| 12. | PLI | Production Linked Incentive |
| 13. | REIL | Rajasthan Electronics & Instruments Limited |
| 14. | EESL | Energy Efficiency Services Limited |
| 15. | EVSE | EV Supply Equipment |
| 16. | EoDB | Ease Of Doing Business |
| 17. | GSDP | Gross State Domestic Product |
| 18. | EoL | Ease of Living |
| 19. | EVMM | Electric Vehicle Manufacturing and Mobility |
| 20. | SHEV | Strong Hybrid Electric Vehicles |
| 21. | PHEV | Plug in Electric Vehicles |
| 22. | BEV | Battery Electric Vehicles |
| 23. | FCEV | Fuel Cell Electric Vehicle |
| 24. | BMS | Battery Management System |
| 25. | EPCU | Electric Power Control Unit |
| 26. | OBC | On-board Charger |
| 27. | LDC | Low Voltage DC-DC Converter |
| 28. | VCU | Vehicle control unit |
| 29. | ADB | Asian Development Bank |
| 30. | CEMP | Comprehensive Electric Mobility Plan |
| 31. | UPERC | Uttar Pradesh Electricity Regulatory Commission |
| 32. | UPPCB | UP Pollution Control Board |
| 33. | CTCP | Chief Town & Country Planner |
| 34. | BEE | Bureau of Energy Efficiency |
| 35. | MoP | Ministry of Power |
| 36. | MoHUA | Ministry of Housing & Urban Affairs |
| 37. | DHI | Department of Heavy Industry |
| 38. | EIP | Eligible Investment Period |
| 39. | EC | Empowered Committee |
| 40. | IIDC | Infrastructure & Industrial Development Commissioner |
| 41. | ARAI | Automotive Research Association of India |
| 42. | ICAI | Institute of Chartered Accountants of India |
| 43. | GoUP | Government of Uttar Pradesh |
| 44. | UPSIDA | Uttar Pradesh State Industrial Development Corporation |
| 45. | GSVM | Gross Supply Value Multiple |
| 46. | AGS | Actual Gross Supply |
| 47. | PIU | Policy Implementation Unit |
| 48. | JCI | Joint Commissioner Industries |
| 49. | HLEEVC | High Level Empowered EV Committee |
| 50. | IIDC | Infrastructure & Industrial Development Commissioner |
| 51. | CoE | Centres of Excellence |

Preamble

Globally, the automotive industry is at the cusp of a great revolution in electric mobility. The shift to clean transport has become necessary due to rapid depletion of fossil fuel and increase in fuel cost, vehicle population and environmental pollution. As India commits to Net Zero emissions by 2070, the State of Uttar Pradesh aspires to de-pollute its transportation system which has been one of India's largest. Being one of India's fast-growing economies, which contributes nearly 8% of national GDP, Uttar Pradesh has emerged one of India's most preferred investment destination. With its investor friendly policies, reforms and proactive governance, it has set a target to become USD 1 trillion-dollar economy.

Home to India's largest population base of approx. 240 million people, the State offers a vast consumer and labor market to investors. In last few years, the State has attracted investments from around the globe. The State Government in its mission to attract more and more investments has been endeavoring to promote new sectors. Leverage its industrial potential, the State Government is also emphasizing eco-friendly sustainable development.

The Electric Vehicle Industry is rapidly expanding its footprint around the globe. Given the ongoing shift in automobile industry from Internal Combustion Engines (ICE) Vehicles to Electric Vehicles (EVs), Governments and Manufacturers are starting to invest in developing automobiles running on alternate propulsion systems including electric mobility based on rechargeable batteries. This not only includes manufacturing of electric vehicles, but also battery manufacturing, charger/ equipment manufacturing and development charging infrastructure to promote electric mobility.

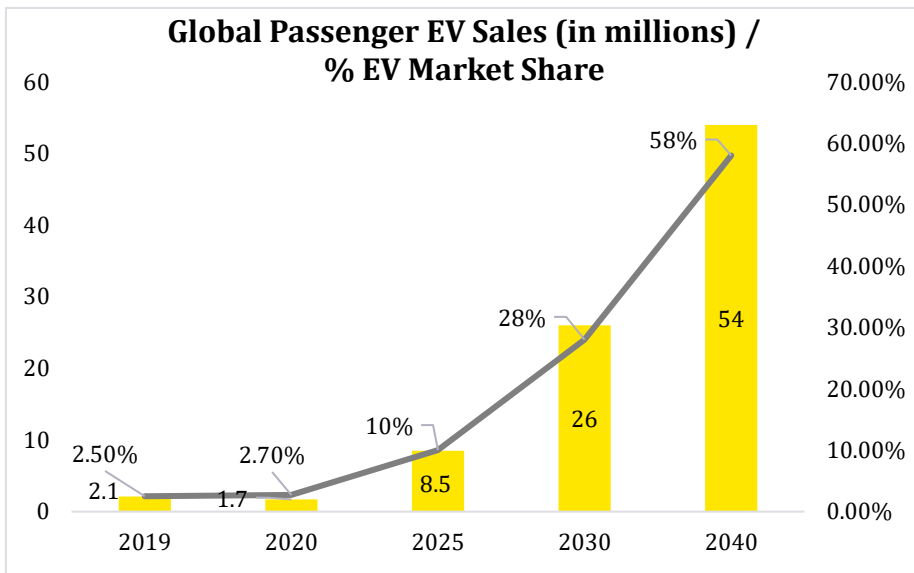
In order to capture the opportunities in this sunrise sector, attract investments and contribute to sustainable development, the State Government of Uttar Pradesh is bringing the New Electric Vehicle Manufacturing and Mobility Policy 2022. The policy provides an overarching framework to provide a favourable ecosystem for promoting the EV Industry in the State, which may be supported by several initiatives taken various State Departments/ Agencies. It promotes faster adoption of EVs, reducing the cost of manufacturing rechargeable battery for EVs, attracts private investments for creation of charging infrastructure in the State and manufacturing of EVs and related component for large scale job creation. The policy has been prepared after extensive stakeholder consultations with several Government stakeholders, industry associations, key industry captains, institutions, etc.

1. Background

Mobility has been the key pillar of modern civilization. The years ahead will bring significant changes as electrification and sustainable mobility reshape automotive and freight markets around the world.

1.1. Global Scenario

Globally most nations are now approaching the challenge of decarbonization more meticulously. The year 2021 was a game changer in the history of EV sales and it is expected that 6.4 million EVs and PHEVs combined, will be sold globally in 2022. The global electric vehicle market was valued at \$163.01 billion in 2020 and is projected to reach \$823.75 billion by 2030, registering a CAGR of 18.2% from 2021 to 2030. The current global EV market holds almost 20 million passenger EVs on the road, 1.3 million commercial EVs, including buses, delivery vans and trucks, and over 280 million electric mopeds, scooters, motorcycles and three-wheelers.



Source: Bloomberg NEF - Electric Vehicle Outlook 2020

1.2. Scenario in India

The Indian automobile industry is the 5th largest in the world and is expected to become the third largest by 2030, with a total of 8.7 lakh active EVs on Indian roads (December 2021). As the population rises and demand for vehicles grows, dependence on conventional energy resources is not a sustainable option as India imports close to 80% of its crude oil requirements. According to information aggregated by India Energy Storage Alliance (IESA), the consumption of batteries is expected to be more than 36 GWh by 2025. During the 2020-2027 period, the EV sector is assessed to consume around 250 GWh of batteries.

Over the last three years, 0.52 million EVs were registered in India. NITI Aayog further aims to achieve EV sales penetration of 70% for all commercial cars, 30% for private cars, 40% for buses and 80% for two and three-wheelers by 2030. This is in line to achieve net zero carbon emission by 2070. As per IESA, the Indian EV industry is expected to expand at a CAGR of 36%. The electric vehicle market is estimated to be INR 50,000 crores (US\$

7.09 billion) opportunity in India by 2025. Total charging stations in India increased by 285% YoY in FY22.

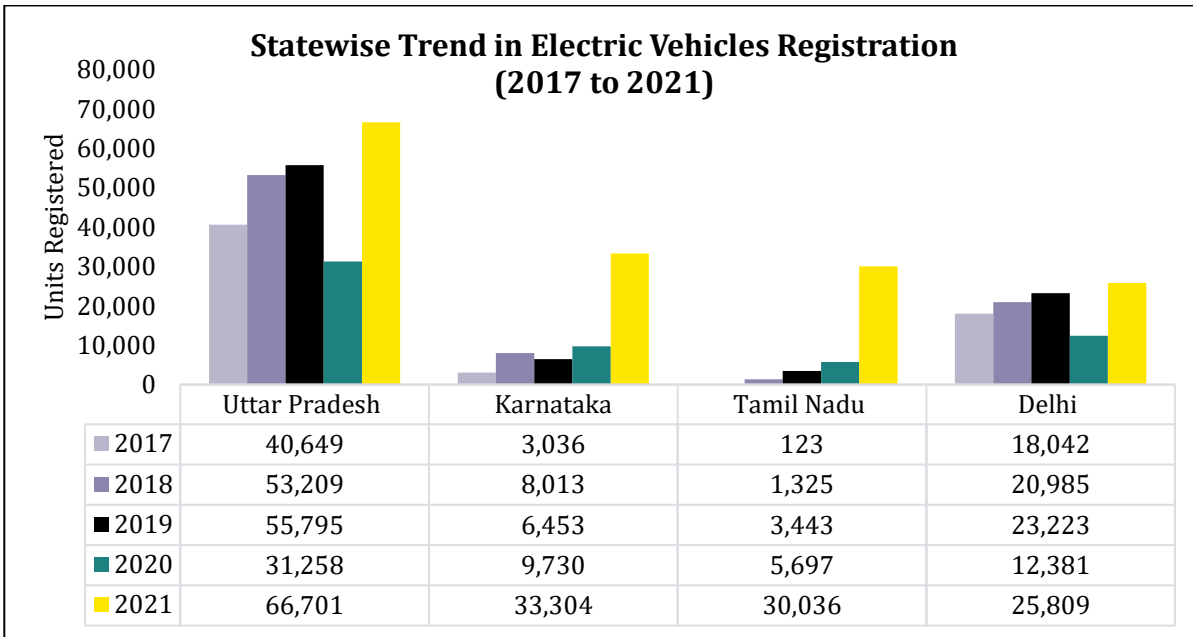
The EV industry in India is likely to create 5-crore jobs by 2030. Investment flow into EV start-ups in 2021 touched an all-time high, increasing nearly 255% to reach INR 3,307 crore (US\$ 444 million). In 2021, spending on electrical architecture development, such as battery development, electrification, e-motors and power electronics, came up to INR 48,215 crores (US\$ 6.39 billion).

The Government of India has taken multiple steps to tap the potential in the EV Industry. NITI Aayog aims to achieve EV sales penetration of 70% for all commercial cars, 30% for private cars, 40% for buses and 80% for two and three-wheelers by 2030. Several schemes/ measures have been taken to promote faster EV adoption, creation of charging infrastructure and manufacturing ecosystem. The key schemes/ initiatives of the Union Government includes -

- 1) Govt of India for EV is Faster Adoption & Manufacturing of (Hybrid &) Electric Vehicles (FAME) in 2015 for promoting growth and early adoption of hybrid and electric vehicles in the country. In its phase-2, the scheme was launched with a budget outlay of US\$ 1.3 billion (INR 10,000 crore) to support 1 million e-two-wheelers, 0.5 million e-three-wheelers, 55,000 e-passenger vehicles and 7,000 e-buses. The Government extended the scheme until 2024, as announced in Union Budget 2022-23.
- 2) Other initiatives taken up by Government of India for faster adoption of EVs include reduction in 'Custom duties' on EV and related component (2019), reduction in GST rates on EV from 12% to 5%, rebate in Income Tax upto Rs 1.5 lakh announced to customers on interest paid on loans to buy EV.
- 3) Production-linked incentive (PLI) scheme for advance chemistry cell (ACC) was launched in June 2021 to promote indigenise battery manufacturing in India. The scheme provides Incentives on sales and domestic value addition made by the investor. It was a tender based selection scheme, wherein total of 10 bids for manufacturing ACC battery with capacity of ~130GWh was received.
- 4) Production Linked Incentive (PLI) Scheme for Automobile & Auto Components was launched in September 2021 which includes promotion of indigenize manufacturing of Battery Electric Vehicle & Hydrogen Fuel Cell Vehicle Components. The scheme provides incentive on sales to Original Equipment Manufacturers (OEMs). In phase-1, 115 applications have been filed and by March 2022, 95-applicants have been approved.
- 5) Several guidelines and strategy documents have been notified by the Union Government which includes, the National Electric Mobility Mission Plan (NEMMP) 2020, Model Building Bylaws 2016 (Amended in 2018) & Urban Regional Development Plans, Guidelines and Standards for Charging infrastructure for EVs, National Mission on Transformative Mobility & Battery Storage, Scrapping Policy, etc.

1.3.Scenario in Uttar Pradesh

Uttar Pradesh leads with most electric vehicles in India as the state joins the nation’s effort to curb pollution to transition away from fossil fuel-powered vehicles. Uttar Pradesh has held the highest share in EV sales in 2021, with the number of units sold across all segments reaching 66,701, followed by Karnataka with 33,304 units and Tamil Nadu with 30,036 units. Uttar Pradesh dominated the three-wheeler segment, while Karnataka and Maharashtra led the two-wheeler segment and four-wheeler segment, respectively.



Source: Vahan Dashboard

As of July 2022, the number of EVs being used on the roads of Uttar Pradesh were 3,37,180, while the total number of EVs in India were 13,34,385. Uttar Pradesh dominated the three-wheeler segment, while Karnataka and Maharashtra led the two-wheeler segment and four-wheeler segment, respectively. The State has been one of the largest beneficiaries under FAME 1 & 2 schemes of Government of India.

With regards to creation of charging infrastructure, Uttar Pradesh has been sanctioned 207 charging stations under FAME II which are being installed in 9-cities of the State, viz. Noida, Lucknow, Varanasi, Prayagraj, Kanpur, Aligarh, Saharanpur, Bareilly & Jhansi through REIL & EESL. More charging stations are expected along the Expressways in the State. Also, the State Govt is actively promoting EVs in public transportation. EV Public Buses on prominent routes in select cities are being rolled out on PPP mode which includes development of charging stations on these routes as well.

Special Tariff order for EV charging has been notified the UP Electricity Regulatory Commission. Also, the State Government has adopted the Guidelines and Standards prescribed by the Union Government for creation of Charging Infrastructure and has prepared its Model Bye-laws which is rapidly being adopted by State Industrial Development Authorities and Development Authorities. The State Transport Department has implemented the Scrapping Policy of Government of India to phase out the ICE combustion vehicles older than 15years running on road.

Factors such as an increase in demand for stringent government rules and regulations toward vehicle emission along with a reduction in the cost of electric vehicle batteries, fuel-efficient, high-performance and low-emission vehicles and increasing fuel costs has been supplementing the growth of the electric vehicle market in the State. Therefore, the growing footprints of the EV industry provide infinite opportunities for Uttar Pradesh.

Uttar Pradesh is the most populous state in India with a population of nearly 200 million people. The Gross State Domestic Product (GSDP) of Uttar Pradesh grew at a CAGR of around 8.43% between 2015-16 and 2020-21 to reach Rs. 17.06 trillion (US\$ 234.96 billion). The State has emerged as one of India's favourite investment destination. It is rapidly promoting ease of doing business (EoDB), ease of living (EoL) and aggressively reducing compliance burden for any industry. Through its progressive and proactive governance, the State Government has been actively attracting investments.

Following the principle of 'Reform-Perform-Transform' the New Uttar Pradesh is quickly translating opportunities into initiatives through 'Cooperative Federalism'. Leveraging its potential, the State Government aspires to make UP a trillion dollar economy soon. For this, the State Government is promoting rapid industrialisation with inclusive & sustainable development as the core strategy. Therefore, the State Government has recognised 'EV' as a focus sector to unlock the opportunities in the industry for the State.

2. About Policy

Uttar Pradesh has been one of the pioneering states to launch an Electric Vehicle Manufacturing and Mobility (EVMM) Policy in August 2019. However, the EV industry has evolved manifold in last few years and multiple initiatives have been taken by GoI to promote the sector in India, the Government of Uttar Pradesh decided to launch a New Electric Vehicle Manufacturing & Mobility Policy in 2022 adapting to the current trends.

2.1. Vision

The policy aims to promote adoption of sustainable and clean mobility solutions and infrastructure in Uttar Pradesh and become one of India's leading state for electric vehicles adoption. It also envisions to emerge as one of the India's preferred investment destination for EV ecosystem globally.

2.2. Mission

The policy aims to stimulate the demand side by promoting rapid transition in the transportation system and faster adoption of non-ICE vehicles. The policy shall also stimulate the supply side by encouraging the manufacturing landscape for EVs which includes Electric Vehicles (EVs), EV components, EV Batteries/ Fuel Cells and other EV Supply Equipment (EVSE).

Also, the policy aims at supporting measures to ensure adequate infrastructure and ecosystem for EV Industry, which primarily includes creation of charging facilities, followed by R&D, innovations and skill development.

2.3.Objectives

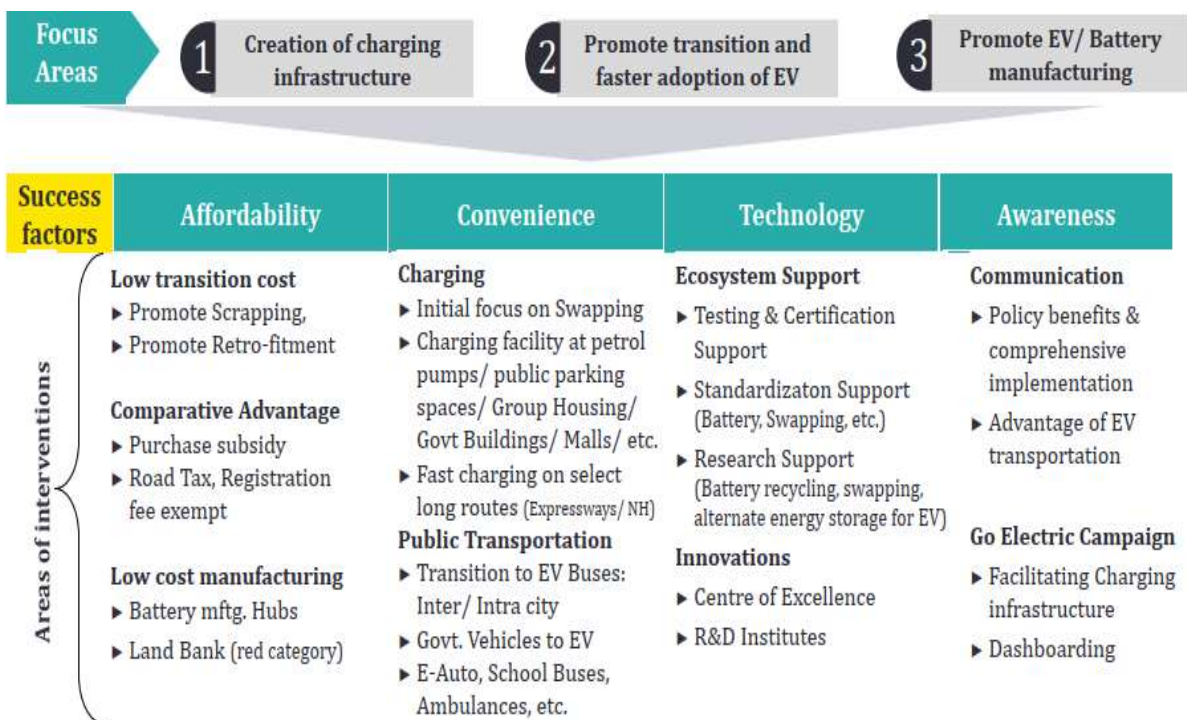
- 1) To make UP a global hub for electric mobility development and manufacturing
- 2) To enable transition to eco-friendly transportation system particularly in cities
- 3) To enable investments for development of charging/ battery swapping infrastructure
- 4) To attract manufacturers across the EV ecosystem to the state to setup their manufacturing units and supply to a global market
- 5) To promote research and innovations in non-ICE based automobiles, battery technology, fuel cell technologies and EV electronics

2.4.Strategy

In order to achieve the above envisioned, the State Government of Uttar Pradesh shall focus on 3-pillars for promoting EV industry in the State, viz.

- (1) Creation of charging infrastructure
- (2) Faster EV adoption
- (3) Manufacturing

The areas of interventions under each pillar shall be based on 4-success factors viz. affordability, convenience, technology and awareness.



The State Government shall emphasize creation of charging infrastructure in a phased manner to enable smooth transition of the existing transportation system to EV. The State Government shall induce demand of EV in the State by encouraging transition of public transportation to non-ICE based vehicles and promote faster adoption of EVs in the State, particularly in the cities and other urban conglomerates. Further, the State Government shall also promote supply of EVs by attracting investments for indigenous manufacturing of EV/ EV Components/ EV Battery and other related equipment.

2.5. Scope of policy

Given the above strategy, the policy shall include the following -

- 1) "Electric Vehicles (EVs)" means all automobiles using an electric motor that is driven by either batteries, ultra-capacitors, or fuel cells. This includes all 2-wheeler, 3-wheeler and 4-wheeler Strong Electric Vehicles (HEVs), Plug in Hybrid Electric Vehicles (PHEV), Battery Electric Vehicles (BEV), and Fuel Cell Electric Vehicle (FCEV).
- 2) "EV Components" means components of EV including Motor Controller, Electric Engine (motor) for EV, Regenerative Braking System, Drive System for EV/FCEV/SHEV, Batteries and Cells (Li-ion, hydrogen or other hi-tech cells) that can be used in EV/FCEV, Battery Management System (BMS), Electric Power Control Unit (EPCU), Battery Heating System, On-board Charger (OBC), Electric Traction Motors and controllers, EV Power Train Components, Components related to transmission mechanism, Traction battery pack, Low Voltage DC-DC Converter(LDC), Power inverter, Vehicle control unit (VCU), EV Charge Port, Fuel Cell Control Unit, Anode Recirculation Blower for FCEV, Hydrogen gas injector for Hydrogen Fuel cells, Humidifier/stack Bypass Valve, Stack-isolation and Control Valve for Hydrogen fuel cells.
- 3) "Battery" means all energy storage systems used for operating the defined EVs above. This includes Lithium-ion batteries, nickel metal hydride batteries, lead acid batteries, ultra-capacitors and even fuel cells (direct methanol, alkaline, phosphoric acid, molten carbonate, solid oxide and reversible fuel cells).
- 4) "Charging/Battery equipment" means any equipment that is exclusively used to charge the batteries of BEV/PHEV/SHEV. This equipment can be installed at existing fuel stations or separate charging or battery swapping stations.

Infrastructure and Industrial Development Department of Government of Uttar Pradesh shall be the "Nodal Department" for this Policy. The policy shall be applicable for the period of 5years from the date of notification, subject to any amendment made by the State Government from time to time.

With the notification of this policy, the UP Electric Vehicle Manufacturing and Mobility Policy 2019 notified vide IID6 Govt order No. 580/ 77-6-19-LC-02/ 18 dated 13th August 2019 shall lapse.

3. Promote creation of Charging Infrastructure

3.1. Initiatives

Experience in other cities across the globe indicates that the 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 public as well as private charging infrastructure. This includes provision of swapping facilities as well.

- 1) The State Government shall promote creation of **charging / swapping infrastructure in a grid of 3km X 3km** in cities and urban conglomerates as per Ministry of Housing & Urban Affairs, Government of India Guidelines on creation of Public Charging Infrastructure. **Development of Charging infrastructure shall be promoted every 25kms along Expressways/ Highways.**
- 2) The State Government shall **promote creation of charging / swapping facilities in public parking spaces, Metro stations, Bus depots/ Terminals, petrol pumps, Govt Buildings, Corporate Buildings, Educational/ Health Institutes, Shopping malls & other commercial places, Group Housing societies and RWAs, Gram Sabha land, etc.** The State Urban Development Department, Transport Department, Housing Department and Panchayati Raj Department shall facilitate in the identification of such locations and development of charging/ swapping facilities.
- 3) **State Government shall facilitate land to service providers** for setting up Charging facilities in the State.
 - a. **Land to Govt Entities for setting up Charging Stations** shall be provided on lease for 10years at revenue sharing model @Re 1 per kWh as per Ministry of Power Gol under the Revised Standards & Guidelines for creation of charging infrastructure dated 14.01.2022 through the prescribed MoU as amended from time to time. Lease period, Revenue sharing rate & other prescribed parameter shall be updated time to time as per MoP guidelines.
 - b. **Land to Private Entities for setting up Charging Stations** shall be provided on lease for 10years at similar revenue sharing model @Re 1 per kWh. Lease period, Revenue sharing rate & other prescribed parameter shall be updated time to time as per MoP guidelines. Selection of such entities shall be done through tender based on on the bidding parameter of minimum service charges, so that the consumers bear low cost of charging. Such Pvt Entities shall be required to follow MoP, MoHUA and any other guidelines as notified from time to time. Tender will be managed by respective Local Body/ Govt Agency providing land for creation of charging facility.
- 4) The **Urban Local Bodies shall take up parking policy reforms** in cities for developing public charging / swapping facilities in parking spaces, In the short term, local authorities may identify spaces for reservation in public parking for EV charging.
- 5) The State Government is coordinating with NITI Aayog and Asian Development Bank (ADB) in formulating a '**Comprehensive Electric Mobility Plan (CEMP)**' for Lucknow. This initiative shall be extended to all 17 Cities with Municipal Corporations, which may further be extended to other cities in the later phases with the help of Niti Aayog or any other institution.

- a. Through these plans the State Government shall identify strategic routes and locations through geo-spatial analysis and other specifications for development of charging facilities to plan transitioning of the transportation system.
 - b. Through these plans, Urban Local Bodies/ Other Govt Agencies will be able to identify locations and land parcels for creation of charging infrastructure
 - c. Under the CEMP initiative, a portal shall be developed as one stop platform providing all information related to the progress of EV in these cities including on locations of charging stations, EV density, available schemes, etc. In future, the portal may be integrated with PM Gati Shakti portal.
- 6) Uttar Pradesh Electricity Regulatory Commission (UPERC) has already notified **Special Tariff category for EV Charging**. The State Government shall regularly coordinate with UPERC for rationalising the tariff rate from time to time for EV charging in the State.
- 7) DISCOMs shall ensure **fast-track electricity connections** to EV Battery charging/ swapping service providers and implement the EV tariff established by SERCs. DISCOMs shall also ensure that EV battery charging / swapping facilities are connected and are operating properly, preventing improper use of EV connections, managing the distribution network, and undertaking grid upgrades based on growth in load including from EV charging. In this context, the guidelines issued by GoI/ Niti Ayog from time to time shall be followed.
- 8) State Government shall allow **'Open Access'** at charging/ swapping station or swapping kiosk, having contract cumulative demand of 1MW & above.
- 9) 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. EV batteries carry a risk of giving off toxic gases, if damaged during disposal. Therefore, following measures shall be taken by the State Government to prevent the pollution -
- a. **Battery Recycling:** The State Government shall promote setting up of 'Collection centres' for end-of-life batteries at dealerships by EV/Battery manufacturers in consultation with UP Pollution Control Board (UPPCB) for Battery recycling at these centres
 - b. **Battery Disposal :** The State Government shall promote 'Battery disposal facilities' at Swapping/ Charging Stations
- 10) The State Government shall establish a **'Working Group on Fast track development of Charging Infrastructure'** under Urban Development Department with representatives from Housing Deptt, Energy Deptt (DISCOMs), Chief Town & Country Planner (CTCP), Transport Deptt, Industry Deptt and other relevant Govt Agencies & Local Bodies. The Working Group shall ensure smooth implementation of the model bye-laws and regulate the strategy as well as implementation of development of charging / swapping facilities in the State.
- 11) Facilitation and Communication**
- a. Invest UP shall provide a single platform for providing all facilitation and ensure inter-departmental coordination for processing applications for incentives and necessary approvals/ NOC/ clearances. It shall also report issues and status to the

Working Group on Fast Track Development of Charging Infrastructure through Industry Department.

- b. Invest UP shall also coordinate with departments for regularly monitoring and updating status of Charging / Swapping Stations data and facilitate dashboarding of the information on Bureau of Energy Efficiency (BEE) portal for Charging facilities.

3.2. Key Definitions

- 1) **“Effective Date”** means date of notification of this policy
- 2) **“Effective Period”** means the 60 months period starting from the date of notification of this policy
- 3) **“Service units”** means any privately owned public charging station and/ or swapping station and/ or battery recycling service provider.
- 4) **“Eligible project”** means any service units (Charging/ swapping stations) as defined in this policy meeting the following criteria which shall be verified by relevant DISCOMs and Urban Local Body -
 - a) Charging Stations i.e. any Privately-owned, DISCOM-owned and Investor-owned charging dedicated public charging station (including fast/ slow) that is used for charging any public/ private use EV or EV fleet and can be installed at independent homes, group residential buildings, offices, public places or dedicated parking land which can be self-operated or CPO-managed (Charged Point Operator Managed), with fixed capital investment of more than equal to INR 25 lakh (excluding land cost). The charging stations shall adhere to the norms laid by Ministry of Power (MoP), Ministry of Housing & Urban Affairs (MoHUA) and Department of Heavy Industry (DHI) and Govt of UP as amended from time to time.
 - b) Swapping Stations i.e. service units providing battery swapping facility set up with Fixed Capital Investment of more than equal to INR 15 lakh (excluding land cost). The Swapping stations shall adhere to the guidelines and norms laid by Niti Aayog and/or Union Govt and and Govt of UP from time to time.
- 5) **“Fixed Capital Investment for service unit”** means investment made in building, civil works, charger, battery equipment, utilities, tools and other such assets (excluding land cost) as are required to provide battery charging/ swapping service, within eligible investment period. The cost of building and civil works shall not exceed more than 10% of fixed capital investment. This also includes building and equipment for setting up recycling facilities, battery collection centres and disposal facilities at the same premises of the charging/ swapping station.
- 6) **“Eligible Investment Period” (EIP)** means the period for completing investment. The period commencing from first date of investment (not in land) falling in the effective

period upto 5 years or till the date of commencement of commercial operations (admissible date), whichever is earlier shall be EIP for service units.

- 7) “**Eligible Fixed Capital Investment**” means the fixed Capital Investment as has been made by any project during the Eligible Investment Period of the policy.
- 8) “**Nodal Agency for Service Units**” means Invest UP

3.3. Fiscal incentives

The Policy shall strive to attract investments for setting up atleast 20 charging stations and 5 swapping stations per district during the policy period. With this intention, besides providing land on subsidized rates as per para 3.1(3) following incentives shall be provided:

Capital Subsidy to Service providers

- 1) Charging Stations shall be provided one time capital subsidy on eligible fixed capital investment for service providers at the rate of 20% subject to maximum INR 10 lakh per unit to 1st 2000 Charging Stations in the State
- 2) Swapping Stations shall be provided one time capital subsidy on eligible fixed capital investment for service providers at the rate of 20% upto max INR 5 lakh per unit to 1st 1000 Swap Stations in the State

NOTE: The incentive shall be provided only post commencement of commercial operations of applicant project (charging/ swapping station). Any individual investor/ enterprise/ company/ institution shall be provided the above subsidy for setting up maximum 100 charging/ swapping stations.

The First-cum-first-serve basis shall be determined by the projects which are being provided 'Sanction Letter' for incentives by the State Government under this policy.

3.4. Implementation framework

- 1) The applications for incentives by service providers shall be submitted to the Nodal Agency, i.e. Invest UP. The **Nodal Agency** shall administer the implementation of the scheme for service providers provided under the policy.
- 2) The Nodal Agency shall appoint a dedicated **Nodal Officer** for coordinating the review and examination of the application.
- 3) The Nodal Agency shall set up a **Policy Implementation Unit (PIU)** with adequately staffed outsourced professionals and consultants to support the Govt in managing the incentive applications and coordinating for NoC/ Clearances etc. headed by a designated Nodal Officer at the Nodal Agency. The Nodal Agency must also empanel Chartered Accountants/ Engineers and relevant technical support from UPPCL/ Housing Deptt/ Urban Development Deptt shall also be designated.
- 4) A **Scrutiny Committee** at CEO Invest UP shall be set up at the Nodal Agency. Relevant departments and agencies shall be invited to the committee for reviewing the application as per requirement.

- 5) The Nodal Agency will process and after necessary evaluation will put up the applications with clear recommendations through Addl Chief Secretary/ Principal Secretary, Infrastructure & Industrial Development Department, Government of Uttar Pradesh before the **Empowered Committee (EC)**.
- 6) An **Empowered Committee (EC) under the Chairmanship of Infrastructure & Industrial Development Commissioner (IIDC)** shall be constituted with following as members:
 - i. Additional Chief Secretary/ Principal Secretary/ Secretary, IIDC
 - ii. Additional Chief Secretary/ Principal Secretary/ Secretary, Housing
 - iii. Additional Chief Secretary/ Principal Secretary/ Secretary, Power (including representative from relevant DISCOM)
 - iv. Additional Chief Secretary/ Principal Secretary/ Secretary, Urban Development
 - v. Additional Chief Secretary/ Principal Secretary/ Secretary, MSMED
 - vi. Additional Chief Secretary/ Principal Secretary/ Secretary, Finance
 - vii. Additional Chief Secretary/ Principal Secretary/ Secretary, Law
 - viii. Additional Chief Secretary/ Principal Secretary/ Secretary, Environment
 - ix. Additional Chief Secretary/ Principal Secretary/ Secretary, Transport
 - x. Additional Chief Secretary/ Principal Secretary/ Secretary, Planning
 - xi. Chief Town & Country Planner (CTCP)
 - xii. Secretary, IIDC- Member Secretary/ Convener

Representatives of the applicants will be invited in the meetings of the committee; however, procedure of sanction will not be hindered on account of non-attendance of applicant.

- 7) The Empowered Committee (EC) shall approve the applications for **issuance the 'Sanction Letter'**. On commencement of commercial operations, the Scrutiny Committee set up at the **Nodal Agency shall approve and disburse the admissible incentives** through online single window portal.

3.5. Basic Terms & conditions

- 1) Projects availing a particular incentive under this policy will not be eligible to avail incentives under any other State Government policy. All incentives specified in this policy may be availed in addition to incentives available under any Government of India scheme/policy.
- 2) In case of any clarity required on interpretation of the policy, the same shall be done at the level of the Empowered Committee (EC) as defined in para 3.2(6).
- 3) Further, in case of any change required in the core principles, structure and overall framework of the policy, including targets and limits defined for incentives for charging service providers, shall be done on the recommendation of the High level Empowered EV Committee (HLEEV) under the chairmanship of Chief Secretary defined as per Para 5.4(6)(c) and approval of Hon'ble Chief Minister.
- 4) Detailed procedures, forms and other conditions shall be notified through a separate Government order.

4. Promote faster transition/ adoption of EV

4.1. Initiatives

Along side creating supporting infrastructure in the State for EVs, the State Government shall strive to promote faster transition of existing ICE based transportation system to EV by encouraging adoption of EVs.

- 1) The State Government is coordinating with NITI Aayog and Asian Development Bank (ADB) in formulating a '**Comprehensive Electric Mobility Plan (CEMP)**' for Lucknow. This initiative shall be extended to all 17 Cities with Municipal Corporations, which may further be extended to other cities in the later phases with the help of Niti Aayog or any other institution. These plans shall help the State Government in formulating EV adoption and transition strategy and provide the following -
 - a. Define targets for transition and adoption in all EV segments for the subject cities
 - b. Identify green routes in these cities & suitable peri urban areas for promoting EVAccordingly, the State Government shall endeavour to attain 100% transition of public transportation to EV in these cities by 2030
- 2) State Govt will **promote transition of public transportation** to EV in other urban and rural areas as well. For this, **Green routes** shall be identified in each district (other than 17 Cities with Municipal Corporations) by 2025 and ensure E-buses on each of these select routes
- 3) The State Government shall target 100% **transition of Govt vehicles** (for official use) to EV by 2030. For this, State Departments and their agencies shall be encouraged to procure EV without tender basis on nomination basis from Govt Entities such as Rajasthan Electronics Instruments Ltd (REIL), Energy of Efficiency Services Ltd (EESL) etc. Towards this, the State Government shall also rationalise the upper ceiling defined for purchasing vehicles for Govt use from time to time.
- 4) The State Government shall **encourage the State Govt Employees to purchase EV** through 'Vehicle Advances' provided to them.
- 5) The State Government shall **promote retro-fitted EVs** in the State with certified technology (ARAI/ ICAI or any other). Towards this, separate guidelines and its implementation shall be issued and managed by State Transport Department.
- 6) The State Government understands the importance of **awareness to promote faster adoption EVs** in the State. Therefore, the State Government shall use multiple drivers to spread awareness and collaborate with the Central Government for Go-Electric Campaign to create awareness amongst people on need for reducing emissions.

4.2. Key Definitions

- 1) "**Buyers**" mean buyers of Electric Vehicles (EVs) purchasing and registering any segment of Electric Vehicle meeting the same specifications of performance and efficiency as per Annexure-II of FAME-II scheme notification dated 28th March 2019

issued for FAME-II Scheme order dated 8th March 2019, F. No 1(1)/2019 AEI and any amendments thereafter in the State. Buyers will also include individual vehicle purchasers or aggregators (e.g., food delivery, e-commerce logistics providers, couriers) or fleet operators (including Leasing Companies, at Corporates/ Hotels/ other operators)

- 2) **“Dealers”** mean vendors of Electric Vehicles (EVs) registered in the State selling EVs meeting the same specifications of performance and efficiency as per as per Annexure-II of FAME-II scheme notification dated 28th March 2019 issued for FAME-II Scheme order dated 8th March 2019, F. No 1(1)/2019 AEI and any amendments thereafter in the State.
- 3) **“Nodal Agency for EV Adoption”** means State Transport Department or or any agency nominated by the State Transport Department

4.3. Fiscal Incentives

- 1) **Registration Fees & Road Tax exemption** to buyers -
 - a) At the rate of 100% on any EV purchased & registered in UP over a period of 3years from policy notification
 - b) At the rate of 100% on any EV manufactured, purchased & registered in UP in the 4th & 5th year of policy period
- 2) **Purchase Subsidy as early bird incentives** shall be provided to buyers (one time) through dealers over a period of 1 year from date of notification specifically done for this subsidy scheme at following rates in defined segments -
 - a) 2-Wheeler EV: @15% of ex-factory cost upto Rs 5000 per vehicle subject to maximum budget outlay of Rs 100 Cr to maximum of 2lac EVs
 - b) 3-Wheeler EV: @15% of ex-factory cost upto Rs 12000 per vehicle subject to maximum budget outlay of Rs 60 Cr to maximum of 50000 EVs
 - c) 4-Wheeler EV: @15% of ex-factory cost upto Rs 1 lakh per vehicle subject to maximum budget outlay of Rs 250 Cr to maximum of 25000 EVs
 - d) E-Buses (Non-Govt, i.e. School buses, ambulances, etc.): @15% of ex-factory cost upto Rs 20 lakh per vehicle subject to maximum budget outlay of Rs 80 Cr to maximum of 400 E-Buses
 - e) E-Goods Carriers: @10% of ex-factory cost upto Rs 1,00,000 per vehicle subject to maximum budget outlay of Rs 10 Cr to maximum of 1000 E-Goods Carriers

NOTE:

- i. Individual ‘buyers’ shall be allowed to avail the purchase subsidy only on purchase of single item of 2W or 3W or 4W or E-Buses or E-Goods Carrier.
- ii. Aggregator/ Fleet operator ‘buyers’ shall be allowed to avail the same purchase subsidy on purchase of maximum 10 items of 2W or 3W or 4W and 5 items of E-Bus or E-Goods Carriers
- iii. Purchase subsidy shall be allowed only one time to any buyer during the effective period of this scheme. The admissible ‘purchase subsidy’ shall be paid as

reimbursement through direct online transfer to the buyer after verification through the dealer.

- iv. In any case where buyer purchases EV without battery, only 50% of the admissible purchase subsidy shall be provided to the buyer

4.4. Implementation Framework

- 1) All adoption related incentives to buyers/ dealers shall be processed and disbursed through a single platform by the designated Nodal Agency for EV Adoption, i.e. Transport Department, GoUP.
- 2) Detailed implementation rules and relevant government orders shall be notified by the Transport Department, GoUP

4.5. Basic Terms & conditions

- 1) Buyers/ Dealers availing a particular incentive under this policy will not be eligible to avail incentives under any other State Government policy. All incentives specified in this policy may be availed in addition to incentives available under any Government of India scheme/policy.
- 2) In case of any clarity required on interpretation of the policy, shall be done on the recommendation of the Empowered Committee (EC) as defined in Para 3.4.(6)
- 3) Further, in case of any change required in the core principles, structure and overall framework of the policy, including targets and limits defined for incentives for adoption, shall be done on the recommendation of the High level Empowered EV Committee (HLEEVC) under the chairmanship of Chief Secretary defined as per Para 5.4(6)(c) and approval of Hon'ble Chief Minister.

5. Promote manufacturing

5.1. Initiatives

On the supply side, the State Government aims at attracting investments for indigenised manufacturing of EV, EV Battery, Charging equipments and other related components and equipments in the value chain for large scale job creation in the State.

- 1) **Promote EV Clusters:** The State Government through the policy aims at attracting big ticket private investments to develop EV clusters with global standard infrastructure. The cluster shall cater to EV & EV Battery and related component manufacturing. Such clusters shall have anchor effect in the region where there are developed. Uttar Pradesh has India's largest MSME base across the value chain in automobile manufacturing and battery manufacturing, thereby providing vast opportunities to the OEMs to set up anchor projects and reduce the cost of manufacturing EVs in the State. Common facilities for design, prototyping, and testing to all units in the same

cluster shall be promoted. Also, State Government shall ensure external infrastructure like roads, power, and water and drainage, waste management etc. for the industry in these parks.

- 2) **Higher initial impetus on battery manufacturing:** Unlocking the State's advantage in the battery manufacturing value chain, the State Government shall rigourously attract mega investments in EV Battery manufacturing at the initial stage. This will reduce the cost of manufacturing EV in UP and also create volume of job opportunities in the State. For this, higher subsidies shall be provided to premium investments in battery manufacturing.
- 3) **Tech Assistance :** Uttar Pradesh wants to be the hub not only for manufacturing of EV but also for R&D focusing on next generation of battery management systems, drivetrain components, battery chemistries, fuel cell systems and intelligent transportation systems. Therefore, the State Government shall encourage the OEMs to develop R&D and testing facilities for EV/ EV battery.
- 4) **Land Bank:** The State Government shall prepare a shelf of land bank including red-category land in consultation with Industrial Development Authorities and Development Authorities for the potential investors in EV industry in the State. State Government shall promote development of adequate basic infrastructure such as roads, power, water and drainage around these identified land parcels.
- 5) **Single Window:** The policy is aimed at creating conducive business friendly environment in the State by ensuring simplification of procedures, timely clearances benchmarked with the best and responsive facilitation services. Investors in EV industry shall be facilitated with time bound single window online clearances/ NoC/ Approvals through Nivesh Mitra.

5.2. Key definitions

- 1) **"Admissibility date"** means the date to be used for drawl of incentives under this policy. It is the date on which the project has commenced the commercial production; It is clarified that only such eligible projects which have come into commercial production after the effective date shall be eligible for benefits
- 2) **"Effective Date"** means date of notification of this policy
- 3) **"Effective Period"** means the 60 months period starting from the date of notification of this policy
- 4) **"Manufacturing units"** means any Electric Vehicle manufacturing units, EV component manufacturing units, Charging/ Battery equipment manufacturing units and Battery manufacturing units.
- 5) **"Eligible project"** means any manufacturing units as defined in this policy meeting the following criteria -
 - a. **Integrated EV Project** means any project manufacturing atleast any two of these: EV manufacturing and/or EV Battery and/or EV/ EV battery Component and/or Testing & R&D Facilities and having an eligible fixed capital investment of

more than equal to INR 3000 Crores. The project can be set up by a company or group of companies or consortium of companies.

- b. **Ultra-Mega Battery Project** i.e. any Battery 'manufacturing unit' as defined in this policy having minimum eligible Fixed Capital Investment of more than equal to INR 1500 Crores and minimum production capacity of 1 GWH.
- c. **Mega Project** -
 - i. **Mega EV project** i.e. any EV or EV component 'manufacturing unit' with a eligible fixed capital investment of more than equal to Rs 500 Crores
 - ii. **Mega EV Battery Project** i.e. any EV Battery or component 'manufacturing unit' with a eligible fixed capital investment of more than equal to Rs 300 Crores
- d. **Large Project** -
 - i. **Large EV Project** i.e. any EV or EV component 'manufacturing unit' with eligible fixed capital investment of more than the upper limit of investment for Medium enterprises (as per MSMED Act 2020 or as amended by Gol from time to time) but less than the limit defined for Mega Project in this policy, i.e. Rs 500 Crores
 - ii. **Large EV Battery Project** i.e. any EV Battery or component 'manufacturing unit' with eligible fixed capital investment of more than the upper limit of investment for Medium enterprises (as per MSMED Act 2020 or as amended by Gol from time to time) but less than the limit defined for Mega Project in this policy, i.e. Rs 300 Crores
- e. **MSME Projects** i.e. any 'manufacturing unit' with fixed capital investment in Plant & Machinery as per the classification of MSMED Act 2020 (or as amended by Gol from time to time).

6) **"Fixed Capital Investment for manufacturing unit"** means the investment made in land, building, plant and machinery, utilities, tools, infrastructure and equipment and other such assets as are required to manufacture the end product within eligible investment period, including the following costs -

| | | |
|---|----------|--|
| A | Land | The actual purchase price as per the registered document of the land shall be considered as the cost of land for the project (excluding Stamp duty & registration fees paid). In case, the land is allotted by U.P. State Industrial Development Corporation (UPSIDA) or any other State Govt Agency, the actual allotment price paid shall be considered as the cost of land (excluding Stamp duty & registration fees paid). A maximum of 10% of total "fixed capital investment" will be taken into account as the "Land" component of capital investment. |
| B | Building | Building means a new building constructed for the project, including administrative building. The cost of new buildings constructed for |

| | | |
|---|---------------------------|---|
| | | <p>installation of plant and machinery, research & development activities, in-house testing facilities, storage facilities, and other buildings related to the manufacturing process, shall be considered as per the actual expenditure incurred.</p> <p>A maximum of 10% of total "capital investment" will be taken into account as the "Building" component of capital investment.</p> |
| C | Other construction | Other construction means construction such as compound wall and gates, security cabins, internal roads, bore well, water tanks, internal pipeline network for water and gas, and other related constructions. |
| D | Plant & Machinery | <p>Plant and machinery means any new indigenous/imported plant and machinery, utilities, including cost of transportation, foundation, erection, installation and electrification. The electrification cost will include the cost of sub-station and transformer. Such other tools and equipment, which are helpful for production, shall also be included.</p> <p>Plant and Machinery may also include:</p> <ol style="list-style-type: none"> 1. Plant for generation of non-conventional energy. 2. Vehicles used for transportation only within the premises of the industrial unit, and material handling equipment used exclusively in transporting goods within such premises. 3. Plant for captive power generation for self use 4. Plant for pollution control measures 5. Plant for waste management (including Battery disposal/ recycling/ material recovery facility/ water treatment) 6. Testing facilities (including battery testing) |
| E | Infrastructure facilities | Such new roads, sewer lines, water drainage, power lines, infrastructure (including such other facilities essential for operation of unit), which link the enterprise's premises with the main infrastructure trunk lines. |

7) **"Eligible Investment Period"** (EIP) means the period for completing investment.

- a. **For MSME Projects** - The EIP shall be the period commencing from first date of investment falling in the effective period upto 3 years or till the date of commencement of commercial operations (admissible date), whichever is earlier
- b. **For Large Projects** - The EIP shall be the period commencing from first date of investment falling in the effective period upto 4 years or till the date of commencement of commercial operations (admissible date), whichever is earlier
- c. **For Mega Projects** - The EIP shall be the period commencing from first date of investment falling in the effective period upto 5 years or till the date of commencement of commercial operations (admissible date), whichever is earlier
- d. **For Ultra Mega Battery/ Integrated EV Project** - The EIP shall be the period commencing from first date of investment falling in the effective period upto 7

years or till the date of commencement of commercial operations (admissible date), whichever is earlier

Note:

- i. Such cases will also be covered under Capital Investment in which the Date of Commencement of Investment is within the period immediately preceding 3 years from the Effective Date (for all categories of projects) subject to the condition that commercial production in such cases commences after the Effective Date and at least 80% of the Capital Investment should have been made after the Effective Date. However, the investment made in the Land component of Capital Investment even prior to the period immediately preceding 3 years from the Effective Date will also be allowed for the purpose of calculating Capital Investment. The value of such investment in land shall be considered on the book value at the time of purchase of the land and any revaluation of the land done after that will not be considered.
 - ii. Phased investment: Projects making Phased Investment will be eligible to avail incentives under this Policy provided such applications are received prior to the date of commencement of commercial operations of the first phase. In such cases, the relevant incentives will be disbursed post attainment of the Threshold Investment and post commencement of commercial production. The unit will be eligible for relevant incremental incentive on the additional Eligible Capital Investment; however, the Eligible Investment Period will remain the same.
- 8) **“Eligible Fixed Capital Investment”** means the Capital Investment as has been made by any project in its Eligible Investment Period after the Effective Date of the policy. In case, the Capital Investment by any project has started prior to the Effective Date, at least 80% of such Capital Investment should be made after the Effective Date of the Policy and the same Capital Investment will be considered as the Eligible Capital Investment for determining admissible incentives. However, for deciding the Project, category of investment (MSME/ Large/ Mega/ Ultra Mega/ Intergrated Project), the Capital Investment in the Eligible Investment Period, as enumerated, will be considered.
- 9) **“Nodal Agency”** for manufacturing means Invest UP

5.3.Fiscal incentives

- 1) **Capital subsidy** shall be provided on Base Capital Subsidy multiplied by Gross Capacity Utilisation Multiple (GCM).
 - 1.1. The Base Capital Subsidy shall be provided on following rates -
 - a) 1st two Integrated EV Project and 1st two Ultra Mega Battery Project each as defined in the policy shall be provided capital subsidy at the rate of 30% of eligible fixed capital investment subject to max INR 1000 Cr per project to be provided over a period of 20years in equal annual instalments

- b) 1st five Mega EV Project and 1st five Mega Battery Project each as defined in the policy shall be provided capital subsidy at the rate of 20% of eligible fixed capital investment subject to max INR 500 Cr per project to be provided over a period of 10years in equal annual instalments
 - c) Large EV Project and Large Battery Project as defined in the policy shall be provided capital subsidy at the rate of 18% of eligible fixed capital investment subject to max INR 90 Cr per project to be provided over a period of 10years in equal annual instalments
 - d) MSME Projects as defined in the policy shall be provided capital subsidy at the rate of 10% of eligible fixed capital investment subject to max INR 5 Cr per project to be provided over a period of 2years in equal annual instalments
- 1.2. The Gross Capacity Utilisation Multiple (GCM) has been introduced in the policy to ensure that optimal utilisation of the installed capacity is done by the beneficiaries of this Policy. The GCM shall be considered as 1 for first year provided the capacity utilization for the unit is 40% of the installed capacity. For the subsequent years GCM shall be considered as 1, provided the peak capacity utilisation of that year is 75% or more of the installed capacity.
- a) Accordingly, the maximum GCM value shall be '1'
 - b) In case the peak capacity utilisation is less than 75%, the GCM shall be proportionately reduced as per the given formula -

$$\text{GCM} = \text{Minimum of } (75\%, \text{ Peak Capacity Utilisation of the considered year})/75\%$$
 - c) If the Peak Capacity Utilisation is less than or equal to 10% of installed capacity, the GCM will be 0
 - d) In case of Phased Investment, the GCM for the first year after each phase will be considered 1 for the additional investment done, if the capacity utilisation is at least 40% of the additional capacity installed in that phase.
 - e) In the subsequent years, the GCM will be 1 if the total capacity utilisation of the unit is 75% of total installed capacity and if below, the GCM will be proportionately reduced
 - f) The Capital Subsidy that is reduced due to a GCM of below 1 in a particular year will not be carried forward to subsequent years

Other calculation details shall be clarified in a separate Government order notified for implementation of the manufacturing incentives defined under this policy.

Note:

- i. The subsidy under all categories shall be subject to annual ceiling of INR 50 Cr.
- ii. If the total admissible subsidy could not be disbursed within the maximum period defined for each category here, due to the upper ceiling of INR 50 Cr per annum, the subsidy period will be extended further maximum upto 10 years additionally subject to the condition that annual ceiling will remain INR 50 Cr per annum during additional period also.

- 2) **Stamp Duty reimbursement** on purchase/ lease of land shall be provided post commencement of commercial production at following rates -
 - a) 100% to Integrated EV Project & Ultra Mega Battery project anywhere in UP
 - b) 100% in Poorvanchal & Bundelkhand region, 75% in Madhyanchal & Paschimanchal (except GHZ & GBN district) and 50% in GBN & GHZ district to Mega/ Large/ MSME projects as defined in the policy
- 3) **Other incentives -**
 - a) **Quality certification charges reimbursement** shall be provided one time at the rate of 50% of fees paid for obtaining certification upto max INR 10 lakhs per unit to Large and MSME EV/ Battery projects
 - b) **Patent registration fees reimbursement** shall be provided one time at the rate of 75% of cost/expenditure incurred upto maximum INR 50000 for acquiring domestic patent and upto INR 2 lakh for acquiring international patent to Large and MSME EV/ Battery projects
 - c) **Skill development incentive** as reimbursement of stipend shall be provided one time at the rate of INR 5,000 per employee per year to a maximum of first 50 employees to all defined manufacturing projects

NOTE:

- 1) All incentives shall be provided only post commencement of commercial production; Sum of all fiscal incentives shall not exceed 100% of FCI for manufacturing projects.
- 2) The First-cum-first-serve basis shall be determined by the projects which are being provided 'Letter of Comfort' for incentives by the State Government under this policy.

5.4. Implementation framework

- 1) The applications for incentives by manufacturers shall be submitted to the Nodal Agency, i.e. Invest UP. The Nodal Agency shall administer the implementation of the scheme for manufacturers provided under the policy.
- 2) The Nodal Agency shall appoint a dedicated Nodal Officer for coordinating the review and examination of the application.
- 3) The Nodal Agency shall set up a Policy Implementation Unit (PIU) with adequately staffed with outsourced professionals and consultants to support the Govt in managing the Applications and Single Window operations headed by a designated Nodal Officer at the Nodal Agency. The Nodal Agency must also empanel Chartered Accountants/ Engineers.
- 4) Process for MSME applications -
 - a) The MSME applications shall be sent to Dy. Comissioner Industries, District Industries & Enterprise Promotion Centre of the relevant district where the project

is being proposed for review and verification. The Nodal Agency shall only monitor the status and progress of MSME applications.

- b) The MSME applications shall be process and scrutinize the concerned Dy. Commissioner, Industries, District Industries & Enterprise Promotion Centre with the help of officer/officials of concerned District Industries & Enterprise Promotion Centre and shall recommend through the concerned Joint Commissioner Industries (JCI) to the Sanctioning Committee.
- c) A Sanctioning Committee under the Chairmanship of concerned Divisional Commissioner shall be constituted with following as members:
 - i. ADM (F&R) (of concerned district)
 - ii. Dy. Director/AIG/DIG, Stamps
 - iii. Dy. Commissioner, Industries, District Industries & Enterprise Promotion Centre (of concerned district)
 - iv. Regional Officer, UPPCB
 - v. Representatives of the departments from whom the benefits have been requested
 - vi. JCI-Convener

Representatives of the applicants will be invited in the meetings of the committee; however procedure of sanction will not be hindered on account of non-attendance of applicant.

- d) Upon sanction, a formal 'Sanction Letter' will be issued in the prescribed format with respect to the benefits by concerned JCI. For disbursement, the proposal shall be put up before Sanctioning Committee through JCI (Convener) and thereafter disbursement of various benefits shall be done by the Dy. Commissioner, Industries, District Industries & Enterprise Promotion Centre in the manner prescribed by Industrial Development Department, Govt. of U.P. through online incentive management single window system.

5) Process for Large projects -

- a) A Scrutiny Committee shall be set up with CEO Invest UP level. Relevant departments and agencies shall be invited to the committee for reviewing the application as per requirement.
- b) The Nodal Agency will process and after necessary evaluation will put up the applications with clear recommendations through Addl Chief Secretary, IIDD Government of Uttar Pradesh before the Empowered Committee (EC) as defined in Para 3.4.(6) of this policy.
- c) After the recommendations of the Empowered Committee, the proposals for issuing the 'Letter of Comfort' as well as the disbursal of the benefits will be presented for final approval to the Hon'ble Industry Minister, Government of Uttar Pradesh. The Nodal Agency shall disburse the sanctioned benefits, in the manner prescribed by Industrial Development Department, Govt. of U.P. through online single window incentive management system.

6) Process for Mega/ Ultra Mega projects and Integrated project-

- a) A Scrutiny Committee at Infrastructure & Industrial Development Commissioner (IIDC), Government of Uttar Pradesh shall be set up with CEO Invest UP as Member & Convenor. Relevant departments and agencies shall be invited to the committee for reviewing the application as per requirement.
- b) The Nodal Agency will process and after necessary evaluation will put up the applications with clear recommendations before the High Level Empowered EV Committee (HLEEVC).
- c) A High Level Empowered EV Committee (HLEEVC) under the Chairmanship of Hon'ble Chief Secretary shall be constituted with following as members:
 - i. Infrastructure & Industrial Development Commissioner (IIDC)
 - ii. Additional Chief Secretary/ Principal Secretary, IIDC
 - iii. Additional Chief Secretary/ Principal Secretary, Power
 - iv. Additional Chief Secretary/ Principal Secretary, Stamp & Registration
 - v. Additional Chief Secretary/ Principal Secretary, MSMED
 - vi. Additional Chief Secretary/ Principal Secretary, Finance Deptt
 - vii. Additional Chief Secretary/ Principal Secretary, Law Deptt
 - viii. Additional Chief Secretary/ Principal Secretary, Transport
 - ix. Additional Chief Secretary/ Principal Secretary, Environment
 - x. Additional Chief Secretary/ Principal Secretary/ Secretary, Planning
 - xi. Secretary, IIDC- Member Secretary/ Convener

Representatives of the applicants will be invited in the meetings of the committee; however, procedure of sanction will not be hindered on account of non-attendance of applicant.

- d) After the recommendations of the High Level Empowered EV Committee (HLEEVC), the proposals for issuing the 'Letter of Comfort' as well as the disbursement of the benefits will be presented for final approval to the Hon'ble Cabinet, Government of Uttar Pradesh. The Nodal Agency shall disburse the sanctioned benefits, in the manner prescribed by Industrial Development Department, Govt. of U.P through online incentive management single window system.

7) Besides the above, the High Level Empowered EV Committee (HLEEVC) shall be responsible for recommending the following -

- a) Monitor implementation of provisions (fiscal/ non fiscal)
- b) Review and supervise the progress of this policy
- c) Support designated Nodal Agencies as & when required
- d) Coordinate with various Govt agencies & relevant State Deptts as & when required for implementation of policy
- e) Convene review & consultative meetings with relevant stakeholders from time to time
- f) Deliberate agenda for issuing Government orders/ clarifications/ notifications/ amendments as & when required for implementing this policy from time to time
- g) Coordinate for setting up EV Centre of Excellence

5.5. Basic Terms & conditions

- 1) Projects availing a particular incentive under this policy will not be eligible to avail incentives under any other State Government policy. All incentives specified in this policy may be availed in addition to incentives available under any Government of India scheme/policy.
- 2) In case of any clarity required on interpretation of the policy, the same shall be done at the level of the Empowered Committee (EC) as defined in para 3.2(6).
- 3) Further, in case of any change required in the core principles, structure and overall framework of the policy, including targets and limits defined for incentives for charging service providers, shall be done on the recommendation of the High level Empowered EV Committee (HLEEVC) under the chairmanship of Chief Secretary defined as per Para 5.4(6)(c) and approval of Hon'ble Chief Minister.
- 4) Detailed procedures, forms and other conditions shall be notified through a separate Government order.

6. Ecosystem Support

The State Government shall promote establishment of Centres of Excellence (CoEs) in the State. Government organizations / PSUs/ Pvt companies shall be encouraged to set up Centres of Excellence (CoE) in the field of EV/ Battery / Charging to facilitate R&D, testing, technology acquisition and other facilities to support the EV ecosystem, including non-fossil fuel based mobility solutions. Such Centres shall focus on the design & use of EVs, improving the usage and efficiency of EVs and charging equipment.

Five such CoEs shall be incentivized with a 50% grant of project cost up to INR 10 crores each. This grant shall be released over a period of 5 years. On the recommendation of Invest UP or Transport Department or any other State Department/ Agency, the sanction and disbursement of the incentives to such CoEs shall be reviewed and recommended by the High level Empowered EV Committee (HLEEVC) on the approval of Hon'ble Chief Minister.
