

THE
MIZORAM ELECTRIC VEHICLE POLICY
2024

TRANSPORT DEPARTMENT
GOVERNMENT OF MIZORAM

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INTRODUCTION

Increasing pollution levels due to steep rise of conventional internal combustion engine (ICE) vehicles in the State is a major concern for the Transport Department, Government of Mizoram. As on 1st July 2024, there are 316385 nos. of Internal Combustion Engine (ICE) vehicles registered in the state of Mizoram and 477 nos. of Electric Vehicles which accounts for 0.15 % of the total vehicles registered in the state. The burden of Internal Combustion Engine (ICE) vehicles is huge for the country. There is a need to reduce dependency on a fossil-fuel based economy. As per a study by World Health Organization (WHO), India is home to 14 out of 20 most polluted cities in the world. The gradual shift to EVs is essential towards an energy secure future and a clean environment. It will also contribute towards the Sustainable Development Goals (SDG) on Climate Action. The Government is committed to provide requisite impetus towards adoption of at least 10% EVs in 25 years in Mizoram, by providing incentives to a limited number of early electric vehicles adopters. Thus, Government of Mizoram aims at facilitating adoption of about 56250 EVs during the Policy Period, which will save about 4050000 lakh kilolitres of fuel, resulting in reduction of about 1350000Kgs of CO₂ per day, which will lead to reduction of more than 388800 lakh metric tons of CO₂ per year. In view of the above, the Government of Mizoram is committed to do its part by contributing towards clean and green environment and an energy secure India. Towards achieving this objective, requisite thrust will be provided for increased and faster adoption of Electric Vehicles for a clean and green environment in the State through the Mizoram Electric Vehicle Policy 2024.

1. SHORT TITLE, EXTENT AND COMMENCEMENT

- (i) The Policy may be called the “Mizoram Electric Vehicle Policy 2024”
- (ii) The Policy shall come into effect from the date of its notification in the official Gazette.
- (iii) It shall extend to the whole State of Mizoram.

2. POLICY PERIOD

The Mizoram Electric Vehicle Policy 2024 will remain in operation and valid for a period of 5 years i.e 2024-2029.

3. ELECTRIC VEHICLES IN THE WORLD AND INDIA

(i) Electric mobility is expanding at a rapid pace. In 2018, the global electric car fleet exceeded 5.1 million, up 2 million from the previous year and almost doubling the number of new electric car sales.

The People's Republic of China remains the world's largest electric car market, followed by Europe and the United States. Norway is the global leader in terms of electric car market share. Electric Vehicles contribute towards reducing the local concentration of pollutants in cities.

(ii) As per the NITI Aayog's 'Zero Emission Vehicles (ZEVs): Towards a Policy Framework' document, accelerating the availability of necessary electricity network infrastructure as well as domestically produced technologically superior EVs, chargers and components will bring down costs and increase the options available for transportation electrification in India. This could bring total cost of ownership (TCO) of EVs at par with ICEs by as early as 2025. Therefore, policy support is being extended by the Government of India to address the strategic importance of the battery technology value chain.

(iii) In 2013, the Government of India launched the National Electric Mobility Mission Plan 2020. Under this mission plan, the scheme for Faster Adoption and Manufacturing of (Hybrid) Electric Vehicles in India (FAME India) was launched in March, 2015 for two years as Phase-I, which was subsequently extended up to 31 March, 2019.

(iv) The Government of India in its Automotive Mission Plan 2016 had laid down a vision of "Safe, Comfortable and Efficient mobility" with the aim on environmental protection and affordability. After reviewing of FAME India Phase-I, the Government of India came up with FAME India Phase-II (FAME II), which will be for a period of three years from 1 April 2019 composing of verticals such as Demand Incentives, Establishment of Network of Charging Stations and Administration of the Scheme.

(v) **FAME II** aims to boost electric mobility and increase the number of electric vehicles in commercial fleets with an outlay of Rs 10,000 crore (Rs 100 billion) for three years till 2022 which is further extended for two years after 31st March, 2022. The Government of India offers incentives for electric buses, three-wheelers and four wheelers to be used for commercial purposes. Plug-in hybrid vehicles and vehicles with a sizeable lithium-ion battery and electric motor will also be included in the scheme. Fiscal support is being offered based on the size of the battery in FAME II. (FAME - Faster Adoption and Manufacturing of Hybrid & Electric Vehicles in India)

4. VEHICLE POPULATION IN MIZORAM

Sustained economic development and expanding road networks have led to rapid increase in the number of motorized vehicles in Mizoram. Therefore, it is imperative to accelerate early adoption of EVs in the State of Mizoram by providing adequate impetus and support for adoption of Battery EVs and setting up of related charging infrastructures.

As on 1st July 2024, there are 316385 nos. of vehicles with Internal Combustion Engine (ICE) and 477 nos. of Electric Vehicles registered in the state.

5. DEFINITIONS

(i) 'Governor' means the Governor of Mizoram

(ii) 'Government' means the Government of Mizoram, unless specified otherwise

(iii) 'State' means the State of Mizoram

(iv) 'Policy' means the Mizoram Electric Vehicle Policy, 2024

(v) 'DTO' means the District Transport Officer

(vi) 'ICE' means Internal Combustion Engine

(vii) Electric Vehicle (EV) or Battery Electric Vehicle (BEV) means a vehicle which is powered exclusively by an electric motor; whose traction energy is supplied exclusively by traction battery installed in the vehicle; and has an 'Electric Regenerative Braking System'. This includes all types of Hybrid electric vehicles as defined by Department of Heavy Industries.

(viii) 'Electric Regenerative Braking System' means an integrated vehicle braking system which provides for the conversion of vehicle kinetic energy into electrical energy during braking.

(ix) 'Advanced Battery' means the new generation batteries as defined and notified by Department of Heavy Industries, including for FAME-II.

(x) Engine 'Stop-Start' arrangement means a system by which the engine is started or stopped in a hybrid electric vehicle by vehicle control unit at operating conditions depending upon traction power required for the propulsion of the vehicle.

(xi) Off Vehicle Charging (OVC) means the Rechargeable Energy Storage System (ReESS) in the vehicle has a provision for external charging.

(xii) Hybrid Electric Vehicle (HEV) means a vehicle that, for the purpose of mechanical propulsion draws energy from consumable fuel and Rechargeable Energy Storage System (ReESS)

(xiii) Strong Hybrid Electric Vehicle (SHEV) means a 'Hybrid Electric Vehicle (HEV)', which has an engine 'Stop-Start' arrangement, 'Electric Regenerative Braking System' and a 'Motor Drive' (motor alone is capable to propel/drive the vehicle from a stationary condition).

(xiv) Plug-in HEV (PHEV)/ Range Extended Electric Vehicle (REEV) means A 'Strong Hybrid Electric Vehicle (SHEV)' which has a provision for 'Off Vehicle Charging' (OVC) of 'Rechargeable Energy Storage System (ReESS)'.

(xv) 'Industrial Parks' means Industrial Estates or Industrial Areas or Export Promotion Industrial Park or Industrial Growth Centre.

6. OBJECTIVES OF MIZORAM ELECTRIC VEHICLE POLICY 2024

(i) To facilitate adoption of at least 5% EVs in the State by 2029.

(ii) To support the setting up of robust infrastructure for EVs including adequate power supply, network of charging points with favourable power tariff and adequate service centres.

(iii) To promote innovation in EVs for automotive and shared mobility by providing the requisite ecosystem and infrastructure.

(iv) To create an enabling environment to provide charging infrastructure for EVs in the State.

(v) To create a pool of skilled workforce for the EVs industry in collaboration with technical institutions available in the State, encourage entrepreneurship and create new jobs in the EVs industry.

(vi) To mandate adoption of EVs in the Government and its Boards, Corporations, Government undertakings, Development Authorities, Municipalities in a phased manner as decided by the Gov't from time to time.

(vii) To replace the Passenger Buses with battery electric vehicles in a phased manner as decided by the Gov't from time to time.

(viii) To provide a clean and green environment at tourist spots.

(ix) To facilitate in creating an ecosystem for recycling and reuse batteries and disposal of rejected batteries in an environment friendly manner to avoid environmental pollution.

(x) To align with the latest guidelines, standards and rules governing Battery EVs in India issued, inter alia by the Ministry of Road Transport & Highways (MoRTH), Ministry of Environment, Forest and Climate Change, Ministry of Power, Ministry of New and Renewable Energy (MNRE) and the National Institution for Transforming India (NITI) Aayog.

7. ADOPTION SUPPORT AND INCENTIVES

7.1 Support for Charging Stations

(i) Availability of charging stations is key for adoption of EVs. To further facilitate in the setting up of EVs charging stations, the Government will encourage investments in setting up both slow and fast charging networks in Government buildings and other public places through active participation of public and private players.

(ii) In order to boost EVs charging station ecosystem, the Government will undertake appropriate steps including identification of land and encouraging private investments at key locations.

(iii) The State will facilitate setting up charging stations at several key locations such as Mizoram State Transport depots, Inter State Bus Terminus, Deputy Commissioner's offices, Secretariat, State Central Library, Urban Affairs Department's parking lots, other State Government facilities, and commercial buildings such as hotels, shopping malls, cinema halls and apartments. Charging Station will be identified by the State Government.

(iv) The State will endeavour to provide attractive electricity tariff including fixed demand charges for the EVCS.

v) The State will facilitate to provide priority electricity connections to Electric Vehicle Charging Stations. Electricity connections shall be completed approx. 15 days from the date of receipt of application.

(vi) The State Government will endeavour to provide Government land, wherever available, free of cost, to any Government agency (both State and Central) including Public Sector Undertakings (PSUs) or any private agency on Public Private Partnership (PPP) basis, for the first five years in order to make the EVCS economically viable. Thereafter, the EVCS may be operated on a revenue sharing basis.

7.2 Support for Start-ups

The skilling and mentoring support shall be provided to EV related start - ups for encouraging the EV eco-system in the State.

7.3 Reserving areas exclusively for EVs in Tourism sector

The Government through the Tourism Department, shall endeavour to identify certain tourist spots where tourists shall avail transport services in an environmental-friendly manner by exclusively using EVs. The details of such tourist spots and the modality for operation including charging infrastructure support shall be worked out by the Department of Tourism along with relevant stakeholders.

7.4 EVs at Industrial estates, Export Promotion Parks and Technology Park

The Government will promote plying of EVs in Industrial estates, Export Promotion Parks and Technology Park. And also in Airport Terminals and Amusement Parks, wherever the location supports. Support will be extended for setting up of EV Charging Stations (EVCS) at such locations as per requirement.

7.5 Other Benefits

(i) Priority registration will be provided to EVs over ICE vehicles by the respective DTO's in the State.

(ii) In case the Government decides to implement Odd-Even system for plying of vehicles in order to curb pollution, the EVs shall be exempted from such arrangement.

(iii) In order to support the EV ecosystem, the Government will undertake appropriate steps to reserve parking slots for EVs at key locations.

8. RECYCLING SUPPORT

(i) The Government will encourage the re-use of EV batteries that have reached the end of life by facilitating in the setting up of recycling units in collaboration with battery and EV manufacturers that focus on "Urban Mining" of rare materials within the battery for re-use by battery manufacturers.

(ii) Charging Station operators will be encouraged to operate as end-of-life battery recycling agencies where Electric Vehicle owners can deposit their vehicle batteries that have reached their end of life.

(iii) The Government will facilitate in inviting battery recycling business to establish their presence in the State.

(iv) Appropriate protocols and investment subsidies for setting up such units shall be notified by the Government in consultation with stakeholders. Original Equipment Manufacturers (OEMs) shall also be held responsible for recycling of old batteries and their components.

9. CAPACITY BUILDING

(i) The State shall facilitate in introducing short-term (viz. 4-6 months) courses, related to Electric Vehicles (EV), EV Charging Stations, and other EV system related

courses in collaboration with academia including Polytechnics & Engineering Colleges.

(ii) These courses shall be designed and reviewed in consultation with EV Industry and shall include short internship module at partnering Original Equipment Manufacturers (OEMs).

(iii) The Government shall endeavour to focus on skill development in light and precision assemblies, electrical powertrains and mechatronics which shall contribute towards improving the entrepreneurship ecosystem in the State. The skilling will provide man-power pool to cater to Service centres, Retrofitting and Recycling of used Batteries.

(iv) The State will consider a certification mechanism for the relevant courses through appropriate agencies.

10. NODAL AGENCY

(i) The Directorate of Transport will be the Nodal Agency for implementation of the provisions of this Policy.

(ii) Detailed scheme along with operational guidelines shall be put in place by the Nodal Agency for administering the programmes under this Policy and the same shall be reviewed periodically.

(iii) The Nodal Agency may notify separate Registration and Road tax, post the policy period for the electric vehicles.

(iv) The Nodal Agency shall disburse the incentives / subsidies, if any under this Policy on the basis of the recommendation of State Level Committee.

11. STATE LEVEL COMMITTEE

(i) State Level Committee shall be constituted under the Secretary, Transport Department and consisting of representative from the State Finance Department, State Planning Department, State Directorate of Commerce & Industries, Power and Electricity Department, Tourism Department, Employment and Skill Development Department, Directorate of Science & Technology, Mizoram, and Mizoram Pollution Control Board.

The scope of work of the Committee should also include-

a). Monitoring the implementation of the policy within the stipulated time, ensure the release of necessary Gov't notification /Orders / Amendments on time.

b). To ensure inter-departmental coordination for smooth implementation of the policy.

c). To review the latest and emerging EV best practices.

d). To consult industry experts for the adoption of best EV practices in the state, etc.

(ii) The purchase incentives, if any for electric vehicles allowed by the State Level Committee shall be channelled through the registered Dealers of Electric Vehicles.

12. OTHER TERMS AND CONDITIONS

(i) The incentives under the Policy will be applicable only to electric vehicles which conform to the latest notification, including for FAME-II, by the Department of Heavy Industries, Ministry of Heavy Industries and Public Enterprises, Government of India. The registered Dealers of EVs shall ensure conformity to the latest scheme and technology specifications of the Government of India, for the EVs eligible for incentives under this Policy.

(ii) The incentives in this Policy are subject to review from time to time by the Nodal Agency with the approval of the State Level Committee.

(iii) The incentives provided under this Policy shall be fungible with the approval of the State Level Committee.

(iv) NoEVs registered in Mizoram, having benefitted under this Policy, shall be issued No-Objection Certificate (NOC) for transfer to another State / UT until the expiry of 5 years from the date of registration of a new electric vehicle. However, in exceptional cases, if an EV is required to be shifted out of Mizoram, then the matter will be referred to and decided by the State Level Committee.

(v) All electric vehicles registered in Mizoram shall be issued a green number plate in accordance with the latest notification of the Ministry of Road Transport and Highways, Government of India.

(vi) Doubts relating to interpretation of any term or dispute relating to the operation of any provision under this policy shall have to be referred to the Nodal Agency for clarification/resolution and the decision of the Nodal Agency in this regard shall be final and binding on all concerned.

(vii) No right or claim for any incentive under this Policy shall be deemed to have been conferred merely on the ground of provision in this policy. Implementation of various provisions covering the incentives, concessions etc. will be subject to the issue of detailed scheme/guidelines/statutory notifications wherever necessary in respect of each item by the concerned Nodal Agency / Administrative Department.

(viii) If the Government is satisfied that the incentive has been obtained by misrepresentation as to an essential fact or furnishing of false information, the Nodal Agency / Administrative Department Government may ask the concerned beneficiary(s) to refund the grant of incentive after giving an opportunity to the beneficiary(s) of being heard.

(ix) The incentives offered under this Policy shall be in addition to the demand incentives available in the FAME India Phase-II or latest scheme of the Government of India.

(x) No incentives shall be permissible for person who is already having more than two vehicles (ICE Vehicle) under his possession.

(xi) The Government reserves the right to settle any confusion or dispute about the meaning, intent or purpose arising out from any part of this Policy in public interest. The interpretation given by the Government shall be final and binding in all aspects.

13. RESEARCH & DEVELOPMENT

(i). State Government, if necessary, may partner with premier Technical Institutes for establishing Centers of Excellence for conducting market-focused research on Battery Technologies, Battery Management, Motors and Controllers.

(ii). State Government, if necessary, may offer financial support to Start-ups for research and innovation in EV & Battery Technologies