MADHYA PRADESH

ELECTRIC VEHICLE POLICY 2025

Urban Development & Housing Department
Government of Madhya Pradesh

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CHIEF MINISTER
MADHYA PRADESH

Sr. No.95/CMPP/25
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Message

Electric Vehicles (EVs) represent the future of transportation, and Madhya Pradesh is poised to lead this transformation for a sustainable and prosperous future. In recognition of the global mandate to battle climate change and the Government of India's ambitious EV targets under the leadership of the Honourable Prime Minister Shri Narendra Modi, driving the State's transport sector towards low-emission alternatives is a priority. EVs produce zero emissions during vehicle operation and are accompanied by benefits such as low operational costs. With the State's citizen-centric mandate to provide affordable and clean transport solutions, the Madhya Pradesh Electric Vehicle Policy 2025 seeks to support stakeholders across the EV ecosystem to participate and undertake measures to ensure the mainstream adoption of Electric Vehicles.

Further, to promote the State's EV manufacturing capabilities, incentives have been provided to spur innovation, achieve economies of scale, and generate employment opportunities for our youth. Emphasis has also been placed on skill development and training to support workforce transition.

The Urban Development and Housing Department is committed to facilitating smooth implementation by engaging with local bodies, industries, and citizens. In this regard, the Madhya Pradesh Electric Vehicle Promotion Board (MP-EVPB) will be constituted as a dedicated entity to streamline issues concerning mobility in Madhya Pradesh. This body will be responsible for overseeing policy implementation, reviewing project progress, ensuring interdepartmental coordination, and addressing cross-sectoral issues. Together, we are ready to make Madhya Pradesh a model state for clean mobility and set an example for the nation. Let us work collectively to make this vision a reality and ensure a sustainable and prosperous future for our cities and communities.

(Dr. Mohan Yadav)

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MESSAGE

The **Madhya Pradesh Electric Vehicle Policy 2025** marks a transformative chapter in the state's commitment to sustainable urban development. The policy focuses on building robust charging infrastructure, incentivizing EV adoption across public and private sectors, and promoting local manufacturing to create jobs and economic opportunities. It also seeks to align with broader renewable energy targets to ensure that the EV ecosystem is powered sustainably.

As the nodal department for the EV policy, the Urban Development and Housing Department recognizes the critical role that electric mobility will play in addressing urban challenges such as pollution, traffic congestion, and rising transportation costs. As a measure to catalyse the adoption of EVs, regions within the EV model cities will be demarcated as green zones permitting the exclusive use of electric vehicles. This policy is designed to create a cleaner, smarter, and more inclusive transportation ecosystem, improving the quality of life for all citizens.

The Urban Development and Housing Department, as the nodal department for the EV policy, has demonstrated proactive efforts to promote sustainable urban mobility. The development of the "EV Tarang" portal serves as a one-stop resource for all information related to EVs in Madhya Pradesh. The portal offers comprehensive information on incentives available under the policy, tools for comparing EVs with traditional internal combustion engine (ICE) counterparts, and guidance on availing incentives.

Five cities—Bhopal, Indore, Gwalior, Jabalpur, and Ujjain—will be developed as "Model EV Cities," setting benchmarks for infrastructure and innovation in the EV ecosystem. With this comprehensive approach, we aim to become a leader in electrified mobility whilst improving air quality for our citizens.

(Kailash Vijayvargiya)

Minister of Urban
Development & Housing

Government of Madhya Pradesh
Vallabh Bhawan, Bhopal-462004

MESSAGE

India, the fastest growing large economy in the world, has embarked upon a journey to become Atmanirbhar and Viksit Bharat. Madhya Pradesh, one of the fastest growing States, has become the preferred destination for investment. The State offers "infinite possibilities" powered by abundant resources, state of the art infrastructure, an integrated holistic approach and forward-thinking leadership. These coupled with central location, excellent industrial labour relations, all assimilating culture position Madhya Pradesh as a key driver of comprehensive economic growth.

The State has formulated 18 new policies after thorough collaborative consultation with the stakeholders. While these policies provide financial incentives at par with the best provided by any other State, yet the focus is to provide seamless investment climate, exemplary Ease of Doing Business and reduction of compliance burden. State has already put in place mechanisms to streamline approvals, with faceless interface and time-bound clearances. Madhya Pradesh initiated the concept of the Public Service Delivery Guarantee Act and is committed to ensure that all approvals are notified under this Act. Providing plug and play infrastructure for industries is another important corner stone of the policies.

Madhya Pradesh Electric Vehicle Policy, 2025 is set to transform EV ecosystem in the state. It provides, on one hand, higher financial incentives for adoption of Electric vehicles with Road Tax and Registration fee exemption, on the other, direct and indirect incentives to hasten the deployment of charging and swapping infrastructure. The policy seeks to position Madhya Pradesh as a highly attractive destination for establishing EV and EV component manufacturing facilities. Additionally, to equip the workforce with the skills necessary for the EV industry, the policy has provisions for introducing EV and EV component related courses in engineering colleges and ITIs. The policy aims to establish Bhopal, Indore, Gwalior, Jabalpur and Ujjain as "EV Model Cities".

Hallmark of the Madhya Pradesh has been consistent, stable but yet nimble policy frame work coupled with pro-active and transparent governance for sustained growth. Opportunity like never before beckons all prospective investors to come and create lasting partnership for their own prosperity and growth of Madhya Pradesh. We welcome you to come and join the growth story of Viksit Madhya Pradesh.

(Anurag Jain)
Chief Secretary
Madhya

Government of Madhya Pradesh
Urban Development & Housing Department
Vallabh Bhawan, Bhopal-462004

MESSAGE

India is making significant progress toward sustainable mobility with the ambitious goal of ensuring that electric vehicles (EVs) account for 30% of new vehicle sales by 2030. This target plays a crucial role in the country's broader commitment to achieving net-zero emissions by 2070. In alignment with this national vision, Madhya Pradesh introduced its first Electric Vehicle Policy in 2019, focusing on promoting the adoption of Battery Electric Vehicles (BEVs). The policy laid out strategic measures, including consumer incentives and infrastructure development, aimed at creating a strong and sustainable EV ecosystem.

Recognizing the technological advancements and learnings from the previous policy phase, the state has enhanced its commitments through the Madhya Pradesh Electric Vehicle Policy 2025. This updated policy strives to position electric vehicles as the primary choice for transportation within the state.

The **Madhya Pradesh Electric Vehicle Policy 2025** is built on key focus areas aimed at accelerating EV adoption and fostering a sustainable ecosystem. A major priority is the development of a robust and accessible EV charging infrastructure that caters to all, including differently-abled individuals, ensuring seamless accessibility and convenience. The policy envisions positioning Madhya Pradesh as the premier destination for EV infrastructure development and the establishment of related manufacturing industries, driving investment and innovation in the sector. In the spirit of fostering circular economy principles, the policy strongly encourages the exploration of multi-life applications for EV batteries, which recognizes their potential value even when their capacity has deteriorated in comparison to their initial rating.

Additionally, significant emphasis is placed on bolstering skill development initiatives and expanding job prospects within the EV sector, equipping the workforce with the necessary expertise to support the industry's growth while creating new employment opportunities. I firmly believe that by effectively implementing this policy and accelerating research and development efforts, Madhya Pradesh can play a pivotal role in helping India achieve its net-zero emissions target by 2070 and position itself as a national leader in this space.

(Sanjay Kumar Shukla)
Principal Secretary
Urban Development & Housing Department
Madhya Pradesh

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FOREWORD

In 2013, India embarked on its journey towards electric mobility by establishing the National Electric Mobility Mission Plan (NEMMP). The primary objectives of this initiative were to bolster national energy security, offer cost-effective and eco-friendly transportation options and empower the Indian automotive industry to attain a position of global manufacturing excellence. Over the years, the Central Government in conjunction with key ministries such as the Ministry of Power (MoP), Ministry of Road Transport and Highways (MoRTH), Ministry of Heavy Industries (MoHI) and the Ministry of Housing and Urban Affairs (MoHUA), have launched various policy initiatives to support the EV penetration in the country. The PM E-Drive scheme operational from October 2024 stands as India's primary policy to advance E-Mobility in the country. The scheme has a total financial outlay of INR 10,900 crores. Prior visionary efforts by the Central Government in tandem with State Government Electric Vehicle Policies have enabled the penetration of over 53 lakh EVs in the country, with a CAGR of 62.8 percent from FY 2018-19 to FY 2023-24.

Madhya Pradesh developed its State EV policy in 2019. The Urban Development and Housing Department was designated as the nodal department tasked with the implementation of this policy which sought to accelerate the deployment of EVs in the State. The outcome of this policy initiative has shown a remarkable CAGR of 88.6 percent from FY 2018-19 to FY 2023-24, resulting in a cumulative registration of more than 1.48 Lakh EVs within the state. However, over the last few years, due to technological advancements, changes in consumer preferences and environmental considerations there is a need to update the existing EV policy, requiring adjustments to incentives to consumers and manufacturers, inclusion of new EV segments, infrastructure development and regulations. Madhya Pradesh recognizes this need to embolden the existing EV policy with additional levers to drive the EV adoption.

In this regard, the Government of Madhya Pradesh is introducing the revamped Madhya Pradesh Electric Vehicle Policy 2025 in order to capitalise on opportunities in this growing sector and encourage timely investments. The policy outlines a comprehensive framework for nurturing the EV industry in the state. Special attention to boosting local manufacturing in the EV ecosystem has been reinforced as per Industrial Promotion Policy of the state. In addition to monetary benefits, the policy delineates several non-monetary benefits for demand creation as well as plugging the gaps in the supply chain by delving into specifics for each of the vehicle segments aiming to make Madhya Pradesh as a model EV state.

TERMINOLOGIES

Advanced Battery represents the new generation batteries such as Lithium polymer, Lithium Iron phosphate, Lithium Cobalt Oxide, Lithium Titanate, Lithium Nickel Manganese Cobalt, Lithium Manganese Oxide, Metal Hydride, Zinc Air, Sodium Air, Nickel Zinc, Lithium Air and other similar chemistry under development or under use.

Battery Swapping Station: A station where any electric vehicle can get its discharged battery or partially charged battery replaced by a charged battery.

Battery Swapping Operator: Entities that operationalize and manage a station where any EV with a discharged battery or partially charged battery can avail service to detach and interchange with another battery that has been electrically recharged and is readily available at the premises for the purpose of replacement.

Battery Refurbisher: An entity engaged in the refurbishment process, which includes restoring batteries with a low state of health to near their original capacity through various methods, including chemical treatments and physical repairs.

Battery Recycler is an entity that specializes in recycling used batteries to recover high-purity components, ensuring the process adheres to environmental regulations and safety standards.

Battery Electric Vehicle (BEV) refers to automobiles with only electric motor and advanced batteries (to power the engine) with similar or more energy density than that of a Lithium-Ion battery.

Charging/Battery Swapping Equipment: Equipment that is exclusively used to charge the battery or swap the battery inside a BEV.

Charging Stations:

Small Charging Station: A facility equipped with multiple Electric Vehicle Supply Equipment (EVSE) offering varying capacities and supporting both AC and DC charging capabilities, with a total capacity not exceeding 112 kW (classified as Low Tension). It is specifically designed to charge electric two-wheelers and electric three-wheelers, and is connected to an electricity supply with a capacity of less than 112 kW, or is linked to a Low Tension line as per the regulations of the Madhya Pradesh Electricity Regulatory Commission.

Medium Charging Station: A facility equipped with multiple Electric Vehicle Supply Equipment (EVSE) offering varying capacities and supporting both AC and DC charging capabilities, with a total capacity not exceeding 112 kW (classified as Low Tension). It is specifically designed to charge electric two-wheelers, electric three-wheelers, and, as a mandatory requirement, electric four-wheelers. The station is connected to an electricity supply with a capacity of less than 112 kW, or is linked

to a Low Tension line as per the regulations of the Madhya Pradesh Electricity Regulatory Commission.

Large Charging Station: A facility equipped with multiple Electric Vehicle Supply Equipment (EVSE) offering varying capacities and supporting both AC and DC charging capabilities, with a total capacity exceeding 112 kW (connected to a High Tension (HT) line). It is mandatorily designed to charge light commercial vehicles, trucks, or buses, in addition to any other vehicle segments. The station is connected to an electricity supply with a capacity greater than 112 kW, in accordance with the regulations of the Madhya Pradesh Electricity Regulatory Commission.

Charge Point Operator: Entity that operates a network of chargers for providing services such as electric vehicle charging, customer support, network solution (standalone or in partnership with a Network Service Provider)

EV Charger: An EV charger, also called Electric Vehicle Supply Equipment (EVSE) is an element in EV infrastructure that supplies electric energy for recharging the electric vehicles.

Fuel Cell Electric Vehicle: Fuel Cell Electric Vehicle (FCEV) refers to the vehicle which uses a fuel cell in combination with a battery or super-capacitor, to power its on-board electric motor. Fuel cell in vehicles generate electricity to power the motor, by using hydrogen as fuel.

Light Commercial Vehicle (LCV): These are defined as goods carriers with a Gross Vehicle Weight (GVW) of up to 3,500 kilograms and are categorized as N1 type of vehicle by Ministry of Road Transport and Highways (MoRTH).

Plug-in Hybrid Electric Vehicles (PHEV): includes range extended electric vehicle, a strong hybrid electric vehicle which has a provision for off Vehicle charging of rechargeable energy storage system

Public Charging Station means a device or station that supplies power to charge the batteries of an electric vehicle outside the home premises.

Registered Vehicle Scrapping Facility (RVSF): Facilities that are equipped to conduct scrapping of vehicles in an eco-friendly manner as per MoRTH guidelines.

Series Hybrid Electric Vehicle: Any vehicle which allows power to be delivered to the driven wheels solely by a rechargeable energy storage system powered electric motor, but which also incorporates the use of a combustion engine to provide power to the rechargeable energy storage system or electric motor.

Series Parallel Hybrid Electric Vehicle: a parallel hybrid electric vehicle which additionally incorporates a system for the combustion engine to provide power to the rechargeable energy storage system or electric motor.

Strong Hybrid Electric Vehicles (SHEV): a hybrid electric vehicle which has a 'stop-start' arrangement, 'electric regenerative braking system' and a 'motor drive' where motor alone is capable to propel the vehicle from a stationary condition.

ABBREVIATIONS

ARAI	**Automotive Research Association of India**
ASMC	**Automotive Suppliers Manufacturing Centers**
BEV	**Battery Electric Vehicles**
BSO	**Battery Swapping Operators**
CI	**Charging Infrastructure**
CIRT	**Central Institute of Road Transport**
DL	**Driving License**
EV	**Electric Vehicle**
ECS	**Equivalent Car Spaces**
EO	**Energy Operators**
FAME	**Faster Adoption and manufacture of (Hybrid &) Electric Vehicles**
FCEV	**Fuel Cell Electric Vehicle**
GoMP	**Government of Madhya Pradesh**
GOI	**Government of India**
ICAT	**International Centre for Automotive Technology**
ICE	**Internal Combustion Engines**
ISBT	**Inter State Bus Terminals**
MP-EVPB	**Madhya Pradesh Electric Vehicle Promotion Board**
MOHUA	**Ministry of Housing and Urban Affairs**
MPERC	**Madhya Pradesh Electricity Regulatory Commission**
MPPCB	**Madhya Pradesh Pollution Control Board**
MPPMCL	**MP Power Management Company Limited**
NUTP	**National Urban Transport Policy**
OEM	**Original Equipment Manufacturers**
RWA	**Residents Welfare Associations**
STU	**State Government Transportation Units**
SC	**Skill Centers**
UDHD	**Urban Development & Housing Department**

1. BACKGROUND

The transportation and automotive industries in the global economy are experiencing a swift transition towards EVs. It is estimated that the global EV sector is bound to expand at a CAGR of 15.9% between 2023 and 2035 and it's expected to be valued at USD 561.3 billion in terms of revenue.

The Government of India (GOI) has been actively promoting several initiatives that are envisioned to harness the potential of the EV industry with an overall aim of achieving sales of 70% for commercial vehicles, 30% for private vehicles, 40% for buses and 80% for two and three-wheelers by 2030. The Indian EV industry is projected to grow at a CAGR of 49% between 2022 and 2030, with 10 million annual sales by 2030. The EV industry is also projected to create around 50 million direct and indirect jobs by 2030.

Madhya Pradesh is actively striving to boost the adoption of EVs, aligning with the GoI's broader goals. It continues to grow as a sought-after place for investment in India due to its innovative mechanisms as well as forward-thinking initiatives. It is rapidly driving the Ease of Doing Business (EoDB) and Ease of Living (EoL) initiatives and proactively limiting the regulatory burden for its industries. Madhya Pradesh possesses an enormous scope and potential to position itself as the EV manufacturing hub of India. This revamped EV policy is a timely measure toward realising this potential.

2. VISION

To promote sustainable electric mobility and bring about a material improvement in Madhya Pradesh air quality by bringing down emissions from transport sector.

3. OBJECTIVES

(i) To attain a future where Electric Vehicles are the preferred mode of transportation for everyone.

(ii) To develop robust and accessible EV charging infrastructure for all including differently-abled people.

(iii) To foster collaboration between government entities, private sector, research institutions and civil society organisations.

(iv) To establish Madhya Pradesh as the premier destination for the establishment of EV infrastructure and related manufacturing industries.

(v) To bolster skill development initiatives and expand job prospects within the EV sector in Madhya Pradesh.

4. POLICY PERIOD

The policy shall remain active for a duration of five years from the date of notification (or) until replaced by an updated/revised policy, as issued by the nodal department of the Madhya Pradesh Government.

5. SCOPE OF POLICY

(i) This policy applies to Battery Electric Vehicles (BEVs), Fuel Cell Electric Vehicles (FCEVs). Any reference to Electric Vehicles (EVs) will henceforth apply only to BEVs and FCEVs.

(ii) The policy will be accompanied by comprehensive operational guidelines to ensure its effective implementation.

(iii) The policy provides both direct and indirect incentives that will stimulate robust demand for EVs within the state.

(iv) The policy provides support mechanism for fleet operators to transition their commercial vehicles, to EVs, as this can have a significant impact on reducing emissions.

(v) The policy prioritizes the swift adoption of EVs in the heavy-duty segment, such as buses, trucks and tractors, as these vehicles are major contributors to emissions within the road transport sector.

(vi) Direct and indirect incentives are extended to bolster the deployment of charging and swapping infrastructure throughout the state.

(vii) An integrated online portal called ‘EV Tarang’ is introduced, serving as a one-stop resource for all matters related to EVs in Madhya Pradesh. This portal will offer comprehensive information on incentives available under the policy, tools for comparing EVs with traditional internal combustion engine (ICE) counterparts and guidance on availing incentives.

(viii) The policy seeks to position Madhya Pradesh as a highly attractive destination for establishing EV and EV component manufacturing facilities, through contemporary Industrial Promotion Policy.

(ix) The policy aims to create new employment opportunities by promoting EV manufacturing, charging infrastructure development and the use of EVs in both public and private transportation. Additionally, it includes plans for introducing EV and EV component-related courses in ITIs and engineering colleges to equip the workforce with the skills necessary for the EV industry.

(x) This policy will be accompanied by the launch of a public awareness campaign to educate public about the benefits of EVs, how to use charging infrastructure and the environmental advantages to drive consumer adoption and dispelling myths about EVs.

(xi) The policy covers only EVs and does not apply to any kind of hybrid vehicles.

6. NODAL ORGANISATION

(i) Madhya Pradesh Urban Development & Housing Department, Government of Madhya Pradesh will be the nodal department for the implementation of Madhya Pradesh Electric Vehicle Policy 2025 or as decided by the state government.

(ii) The MP Power Management Company Limited Government of Madhya Pradesh will be the state nodal agency for EV charging infrastructure.

(iii) The Government of Madhya Pradesh will setup a Madhya Pradesh Electric Vehicle Promotion Board (MP-EVPB) consisting of stakeholders from all concerned departments to enhance collaboration and comprehensive implementation of the new policy.

7. POLICY TARGETS

(i) The policy aims to designate Bhopal, Indore, Jabalpur, Gwalior and Ujjain as model EV cities implementing detailed plans for electrifying their intra-city public bus fleets, executing designated pilot initiatives and ensuring effective execution of all other specified provisions within the policy.

(ii) Electric two-wheeler target:

(a) Achieving 40% of all new registrations by the end of the policy period.

(b) Achieving 100% of all new registrations in the commercial fleet by the end of the policy period.

(iii) Electric three-wheeler target:

(a) Achieving 80% of all new registrations by the end of the policy period in both passenger and freight segments.

(iv) Electric four-wheeler target:

(a) Achieving 15% of all new registrations by the end of the policy period.

(v) Electric Bus target:

(a) Achieving 40% of all new registrations by the end of the policy period.

(vi) 80% of all forms of State government vehicles, including vehicles under Government Corporations, Boards and Government Ambulances, etc. will be procured in the form of electric vehicles by end of the policy period, provided-

(a) They fall under the 2-Wheeler, 3-Wheeler, or 4-Wheeler categories.

(b) They are commercially available EV equivalents in the market.

8. EXPECTED OUTCOMES

(i) Promote the development of reliable, affordable and efficient EVs that offer world-class performance and competitive pricing through government incentives and market development.

(ii) Decrease the transportation sector's reliance on imported fossil fuels.

(iii) Mitigate air pollution within the state by transitioning to EVs, reducing tailpipe emissions and emphasizing electricity generation from renewable sources.

(iv) Establish a globally competitive EV manufacturing ecosystem.

(v) Support job creation in this sun-rise sector.

(vi) Create an environment conducive to battery recycling and refurbishing for reuse.

(vii) Encourage EV manufacturers, research institutions and Academia to pioneer cutting-edge research and development in the field.

9. LEGISLATIVE AND REGULATORY CONTEXT

(i) LAWS, RULES AND REGULATIONS (CENTRAL)

(a) The Motor Vehicles Act, 1988

(b) National Building Code, 2005

(c) Ministry of Road Transport & Highways (MORTH) Guidelines / Circulars

(d) Charging Infrastructure for Electric Vehicles – revised consolidated guidelines and standards (Ministry of Power - Amended April 2023)

(ii) LAWS, RULES AND REGULATIONS (STATE)

(a) Madhya Pradesh Municipal Corporation Act, 1956

(b) Madhya Pradesh Municipal Council Act, 1961

(c) Madhya Pradesh Bhumi Vikas Adhiniyam, 2012

(d) Madhya Pradesh Electric Vehicle (EV) Policy 2019

(e) Madhya Pradesh Industrial Promotion Policy 2014 (Amended 2018)

(iii) OPERATIONAL CONTROLS/ GUIDELINES

(a) Madhya Pradesh Electric Vehicle (EV) Policy 2025 and all applicable guidelines, circulars and any other regulations issued by Government of India (GoI) and Government of Madhya Pradesh (GoMP).

(iv) REVISION OF TRANSPORT REGULATIONS FOR EVs

(a) All regulations below are applicable only for FCEVs (Fuel Cell Electric Vehicle) and BEVs (Battery Electric Vehicle) using advanced battery technologies with energy/power density similar or more than that of a Lithium-ion battery.

(b) The transport department will grant permit exemptions to electric commercial public transport vehicles.

(c) Electric Autos/rickshaws will be allowed only in certain areas or outside major cities to avoid congestion.

(d) Corporates will be allowed to own and operate electric vehicles for feeder transport of their employees.

(e) Registration will be allowed for 2-wheelers, 3-wheelers and 4-wheelers retrofitted with an electric motor and an electric powertrain using advanced battery technologies and certified by ARAI/ICAT or other MoRTH approved agencies.

(f) Transport department shall facilitate the online registration of EVs.

10. STRATEGY

The GoMP wants to achieve its vision and targets by emphasising on:

(i) Electric Vehicle Type Incentive Structure

(ii) Manufacturing of EVs and its Components

(iii) Charging Infrastructure (CI)

(iv) Recycling and Refurbishing Ecosystem – Battery and EVs

(v) Research & Development

11. ELECTRIC VEHICLE TYPE INCENTIVE STRUCTURE

This section discusses the policy framework and incentives on the purchase of the categories of electric vehicles listed below:

(i) Two-wheelers

(ii) Three-wheelers

(iii) Cars

(iv) Light commercial vehicles (LCV)

(v) Buses

(vi) Trucks and Tractors

(vii) E-ambulance

All the electric vehicles that will be used in public transport services inter-city and intra city limits (Buses, shared rickshaws etc.) will operate under the rules and regulations constituted by the respective Urban Local Bodies, SPV and concerned regulatory authority where they operate. Moreover, this policy endeavours to initiate pilot projects for emerging vehicle categories, specifically electric trucks and tractors, which carry significant importance for both air quality improvement and energy security. The insights and knowledge gained from these pilot initiatives will inform the development of comprehensive provisions for these two segments during the third year of the policy period. Tailored provisions to promote retrofitting of EVs have also been included.

All the incentives outlined in this policy will be granted in addition to any potential incentives offered by the central government at the time of vehicle purchase. These incentives can be accessed through the MP EV Tarang portal.

Vehicle Segment	Regulatory incentive	Retrofitting Incentive
e-2W	100% motor vehicle tax and registration fee exemption till 1st year of policy implementation	INR 5,000 / vehicle till 1st yr. of policy implementation
e-3W	100% motor vehicle tax and registration fee exemption till 1st year of policy implementation	INR 10,000 / vehicle till 1st yr. of policy implementation
e-car	100% motor vehicle tax and registration fee exemption on e-car with ex-factory price up to INR 20 Lakh, till 1st year of policy implementation	INR 25,000 / vehicle till 1st yr. of policy implementation
e-LCV	100% motor vehicle tax and registration fee exemption till 1st year of policy implementation	N/A
E-Buses (Non Govt., i.e. School buses, private bus operators, etc.)	• 100% motor vehicle tax and registration fee exemption till 2nd year of policy implementation •Permits exempted by Transport Department	N/A
E-Buses (Govt. Buses including Mini, Midi, Standard and Standard AC Buses)	•100% motor vehicle tax and registration fee exemption till 2nd year of policy implementation •Permits exempted by Transport Dept.	N/A

Vehicle Segment	Regulatory incentive	Retrofitting Incentive
E-Truck	100% motor vehicle tax and registration fee exemption till 2nd year of policy implementation	N/A
E-Tractor	100% motor vehicle tax and registration fee exemption till 2nd year of policy implementation	N/A
E-Ambulance	100% motor vehicle tax and registration fee exemption till 2nd year of policy implementation	N/A

Note: Above incentives are not applicable to any type of hybrid vehicles.

11.1. ELECTRIC TWO-WHEELERS

The incentives listed below will be available for electric two-wheelers:

11.1.1. INCENTIVES

(i) Regulatory Incentive:

(a) 100% motor vehicle tax & registration fee exemption for all vehicles, till 1st year of policy implementation.

11.1.2. PARAMETERS

(i) The incentives will be available for two-wheelers which fulfils the PM E-drive scheme criteria or vehicles whose specifications are approved by ARAI/ICAT or other MoRTH approved agencies.

(ii) The incentives will be applicable to the vehicle that have an "Advanced Battery" as defined by the PM E-drive scheme of the GoI.

11.2 ELECTRIC THREE-WHEELERS

The incentives listed below will be available for electric three wheelers falling under L5-N and L5-M categories only:

11.2.1. INCENTIVES

(i) Regulatory Incentives:

(a) 100% motor vehicle tax exemption & registration fee exemption for all vehicle, till 1st year of policy implementation.

11.2.2 PARAMETERS

(i) The purchaser must have a driver's license.

(ii) The purchaser must procure Electric three-wheelers which have been approved by either ARAI/ICAT or other MoRTH approved agencies.

(iii) The incentives will apply to both L5 - M and N category electric three-wheelers.

11.3. ELECTRIC CAR

In India, while a significant portion of the population primarily relies on two-wheelers for transportation, the use of cars is steadily increasing each year. This shift is notably driven by the rising income levels and aspirations of the Indian populace as well as the proliferation of ride-hailing platforms for public transportation. Additionally, the adoption of electric cars at the national level is rapidly growing, with the total number of electric cars sold in FY 2023-24 surpassing that of FY 2022-23 by 1.4 times. Through this policy, the state aims to further bolster this momentum, expediting the transition to electric cars for both individual consumers and fleet operators, making them a compelling and sustainable choice.

11.3.1. INCENTIVES

(i) Regulatory Incentive:

(a) 100% motor vehicle tax exemption & registration fee exemption for vehicle with ex-factory cost up to INR 20 Lakh, till 1st year of policy implementation.

(b) Every state government department is mandated to transition their current vehicle fleet to EVs. The specific annual progression for this shift will be disclosed by the nodal department subsequent to the release of this policy.

(ii) Parking Mandate:

(i) Mandatory Provisions for EV Parking:

I. New RWA housing societies will designate 20% of open parking spaces for visitors exclusively for EVs. ICE vehicles will not be allowed to park in these spaces, even if EV spots are vacant.
II. Public road-side parking spaces: 25% of parking space to be reserved for EVs by the end of the policy period
III. Education institutions and Commercial Complexes: 25% of parking space to be reserved for EVs by the end of the policy period for existing and new establishments
IV. Government Offices: 25% of parking space to be reserved for EVs by the end of the policy period for existing and new establishments
V. Detailed guidelines for this initiative will be issued by the nodal department, which will include a mandatory provision for reserving a certain percentage of these parking spaces for women and differently-abled people.

11.3.2. PARAMETERS

(i) Electric cars will include L7 quadricycles and M category electric vehicles to ensure broader adoption of electric mobility across different vehicle types.
(ii) The incentives will be available for electric cars whose specifications are approved by ARAI/ICAT or other MoRTH approved agencies.
(iii) The incentives will be applicable to the vehicle that have an "Advanced Battery" as defined by the PM E-Drive scheme framework of the GoI.
(iv) Above incentives for e-Car include only Advanced Battery EVs & Fuel Cell EVs.

11.4 LIGHT COMMERCIAL VEHICLES

Light Commercial Vehicles (LCVs) are defined as goods carriers with a Gross Vehicle Weight (GVW) of up to 3,500 kilograms and are categorized as N1 type of vehicle by Ministry of Road Transport and Highways (MoRTH). They play a crucial role in Madhya Pradesh's transportation landscape. These vehicles are integral to urban logistics, last-mile deliveries and connecting rural markets to larger supply chains. Their extensive use particularly in high-traffic urban areas, makes them a significant contributor to vehicular emissions and urban air quality challenges.

Transitioning LCVs to electric variants offers immense benefits, including reduced greenhouse gas emissions and lower operational costs for businesses reliant on these vehicles. Electrifying this segment could also improve urban air quality and help the state meet its environmental goals.

11.4.1. INCENTIVES

(i) Regulatory Incentive:

(a) 100% motor vehicle tax exemption & registration fee exemption for all e-LCV, till 1st year of policy implementation.

11.5 BUSES

11.5.1. INTRA-CITY BUSES

(i) Buses play a substantial part in improving a city's overall environment. Buses do this by providing a viable alternative to the private vehicles thus reducing the number of vehicles on road and subsequently tail pipe emissions. Buses play a vital role in promoting socio-economic equity by providing individuals from all backgrounds with access to opportunities such as jobs, education, healthcare and recreation.

(ii) Electric buses present a direct pathway to shift towards cleaner, more environmentally friendly bus transportation while decreasing our reliance on fossil fuels. Furthermore, electric buses come with advantages such as reduced operational expenses, decreased downtime, improved earnings per kilometre, enhanced energy efficiency and a higher level of service quality, as evident from experiences at both state and national levels.

(iii) Public Transport SPVs are instructed to achieve 40% share in electric bus fleet sales by the end of the policy period. The specific year-on-year trajectory toward this objective will be outlined in detailed operational guidelines to be issued subsequent to this policy.

(iv) All the E-buses governed by SPV while being issued permits shall be granted priority timings (departure and arrival) at the bus stands/depot and will be allocated particular bay/priority spots at the bus stands/depot.

11.5.2. INTER-CITY BUSES

(i) Inter-city transport in Madhya Pradesh has seen immense growth in the past decades. With ever increasing road network inter-city transport is expected to reach unprecedented levels in the coming decade. This growth in patronage has attracted many private operators to run inter-city operations successfully. As a result, inter-city public transport is flourishing in the state. To capitalise on this trend electric buses can be run on well-known routes connecting major cities in the state, Indore, Bhopal, Jabalpur, Gwalior and Ujjain, etc. These cities have an extensive network of transport amongst themselves and are major contributors to citizen exchange.

(ii) Public Transport SPVs are instructed to achieve 40% share in electric bus fleet sales by the end of the policy period. The specific year-on-year trajectory toward this objective will be outlined in detailed operational guidelines to be issued subsequent to this policy.

(iii) All the E-buses governed by SPV while being issued permits shall be granted priority timings (departure and arrival) at the bus stands/depot and will be allocated particular bay/priority spots at the bus stands/depot.

(iv) Panchayat and Rural Development Department, GoMP, will support in planning of charging infrastructure requirements along the operating inter-city bus routes which cater to the enroute rural areas.

11.5.3. INCENTIVES

(i) 100% motor vehicle tax exemption & registration fee exemption for all vehicles, till 2nd yr. of policy implementation.

(ii) 100% waiver of Permit Fee for all vehicles sold within the policy period. However, the regular contemporary procedure of receiving permit will have to be necessarily followed.

11.6 ELECTRIC TRUCKS AND ELECTRIC TRACTORS

In India, the road transport sector is accountable for a substantial 90% of all transport emissions, notably with heavy and medium-duty vehicles contributing to 43%, despite representing a mere 2% of the country's total vehicle population. Introducing zero-emission trucks (ZETs), including battery- electric, fuel-cell and hydrogen ICE trucks, is a critical

solution to combat these emissions. With the growing availability of these trucks within the Indian landscape, this presents an opportune moment to introduce essential incentives to promote their widespread adoption.

Similarly, tractors consume 8% of India's annual oil consumption and constitute 60% of the total agricultural fuel usage. Notably, India has been the world's leading tractor manufacturer since 2013, producing around 1 million tractors in 2023-24. India is also a significant exporter of tractors, with approximately 100,000 units exported in 2021. To sustain India's momentum in the tractor sector amid changing dynamics, it is imperative to provide incentives to tractors, akin to previous segments.

11.6.1. INCENTIVES

(i) 100% motor vehicle tax exemption & registration fee exemption for all vehicles, till 2nd yr. of policy implementation.

11.7 E-AMBULANCE

The health sector in India has been progressively experiencing a burden on its healthcare infrastructure. With the country undergoing rapid urbanization amidst a population boom, the emergency response systems have come under significant challenges in the form of rising operational costs. The growing concerns surrounding Greenhouse Gas (GHG) emissions and declining air quality have posited electric vehicles as sustainable alternatives accompanied by low-running costs. Thus, there is a need to integrate sustainable transport solutions in the health sector.

The PM E-DRIVE scheme, in recognition of this key vehicle segment has allocated dedicated funds towards e-ambulance deployment. In coherence with the national framework, Madhya Pradesh proposes the following incentives to catalyse e-ambulance adoption:-

11.7.1. INCENTIVES

(i) 100% motor vehicle tax exemption & registration fee exemption for all vehicles, till 2nd year of policy implementation.

11.8 RETROFITTING OF I.C.E.

Retrofitting vehicles serves as a practical and cost-effective solution in the transition toward sustainable mobility. By converting existing ICE vehicles into EVs, retrofitting extends the

lifespan of existing vehicles, reducing waste and the environmental impact of manufacturing new ones. It also lowers dependence on fossil fuels, contributing to energy security and sustainability. Most importantly, it significantly reduces air pollution, leading to improved air quality and public health benefits.

The State Government will support the adoption of retrofitted EVs using certified technology (ARAI/ICAT or other MoRTH approved agencies). Incentives will be provided for converting existing ICE vehicles into EVs subject to approval from the relevant certification agencies of the Government of India. Incentives will be provided segment-wise as follows:

(i) e-2W: INR 5,000 / vehicle, till 1st yr. of policy implementation.
(ii) e-3W: INR 10,000 / vehicle, till 1st yr. of policy implementation.
(iii) e-4W: INR 25,000 / vehicle, till 1st yr. of policy implementation.

11.9 ADDITIONAL INCENTIVES TO INCREASE PENETRATION

(i) All incentives will be available only if the EV is purchased and registered in Madhya Pradesh.
(ii) Green Number Plate Provision: All EVs registered in MP shall be issued a Green Number Plate in accordance with the GOI guideline-
  (a) Personal-use EVs will be issued green number plate with white lettering
  (b) Commercial-use EVs will be issued green number plate with yellow lettering
(iii) Green Zones/ E-mobility Zones
(iv) Pilot regions within the EV model cities will be established for the exclusive use of electric vehicles.
(v) E-mobility zones will be created in the following spaces:
  (a) Tourist villages/Spots including places of religious and archaeological significance.
  (b) Technology hubs
  (c) Special Economic Zones/ Business Districts
(vi) Department of Tourism, GoMP, will support the nodal department in designating green zones near the tourist spots and assessing the electrified public transport requirement on the basis of floating population in the identified zones.

12. CHARGING INFRASTRUCTURE

The presence of charging infrastructure is crucial for the swift adoption of EVs. India has witnessed substantial expansion in the number of public charging stations in recent years. Currently, there are over 25,000 operational public charging stations in India. This policy strives to sustain and enhance this progress by fostering a conducive environment for the expansion of both private and public charging infrastructures in Madhya Pradesh.

Setting up of Public Charging Stations (PCS) shall be a de-licensed activity and any individual/entity is free to set up public charging stations, provided that, such stations meet the technical as well as performance standards and protocols laid down below as well as norms/standards/specifications laid down by Ministry of Power, Central Electricity Authority, Govt. of MP from time to time.

The Distribution Licensee shall provide the electricity connection as per provisions of the MP Electricity Supply Code 2021 notified by MP Electricity Regulatory Commission and as amended from time to time to any entity/CPO seeking to set up a Public EV Charging Station/Battery Swapping Station.

12.1. TYPES OF CHARGING STATIONS

STATION TYPE	VEHICLE CATEGORY	LOCATION	TYPE OF CONNECTION
Small Charging Stations	2W & 3W	City	Low Tension (LT)*
Medium Charging Stations	2W, 3W, Cars & e-LCV	City & Highways	Low Tension (LT)
Large Charging Stations	2W, 3W, Cars, e-LCV & Heavy-Duty Vehicles	City & Highways	High Tension (HT)**
*According to MPERC regulation, consumers with a connected load not exceeding 150 HP (112 KW) will be supplied power in LT category. **According to MPERC regulation, consumers having installation with a connected load exceeding 150 HP (112 KW) will be given in HT category.			

The EV Tarang portal shall serve as a comprehensive platform for streamlining the deployment of charging stations, encompassing application submission, approval processes and status tracking.

12.2. MINIMUM REQUIREMENTS FOR PUBLIC CHARGING STATION

(i) CPOs have the flexibility to select the combination of charging stations and standards based on their evaluation and preferences.

(ii) CPOs shall share charging station data with DISCOM and should maintain appropriate protocols as prescribed by DISCOM for this purpose. MPPMCL and UDHD shall have access to this database.

(iii) Appropriate public amenities like cafeteria, public toilets and outdoor media devices etc. shall be allowed on public charging stations.

(iv) The layout of public charging stations should ensure accessibility for all individuals, including those who are differently abled. The nodal agency shall be responsible for monitoring the accessibility of these stations. Incentives under this policy will only be disbursed to CPOs upon the nodal agency's confirmation that the accessibility requirements have been fully met.

12.3 PRIVATE CHARGING POINTS (PCP)

(i) Madhya Pradesh will revise its current building bye-laws to align with the Model Building Bye Laws of 2016 for Electric Vehicle Charging Infrastructure as issued by the Ministry of Housing and Urban Affairs, Government of India. This revision will ensure that all newly constructed buildings are equipped to support electric vehicle charging stations, making them "EV ready."

(ii) The building premises shall also enable additional power load, equivalent to the power required for all charging points to be operated simultaneously, with a safety factor of 1.25.

(iii) All New /Renovated residential building owners shall be encouraged to install Private Charging Points (PCPs) within their premises.

(iv) All existing RWAs shall process the No Objection Certificates (NOC) within 7 working days of application to facilitate charging infrastructure.

(v) Nodal agency may establish a workplace charging policy to enhance the accessibility of charging infrastructure for employees, thereby fostering greater adoption of electric vehicles.

12.4 FINANCIAL INCENTIVES FOR PUBLIC CHARGING STATIONS

The below-mentioned incentives are over and above PM E-Drive incentives-

CHARGING STATION TYPE	VEHICLE CATEGORY
Small Charging Stations	On Chargers: Capital Subsidy of **30%** of the value of the charging equipment/machinery for **first 500 charging stations** up to a Maximum subsidy of **INR 1,50,000.**
Medium Charging Stations	On Chargers: Capital Subsidy of **30%** of the value of the charging equipment/machinery for **first 300 stations** up to a Maximum subsidy of **INR 3,00,000**.
Large Charging Stations	On Chargers: Capital Subsidy of **30%** of the value of the charging equipment/machinery for **first 200 stations** up to a Maximum subsidy of **INR 10,00,000.**
Battery Swapping Station	One-time capital subsidy on eligible fixed capital investment for service providers at the rate of **30%** for **first 300 Swap Stations** in the State up to a maximum of **INR 5,00,000**.

12.5 PUBLIC CHARGING STATIONS

The following steps will be undertaken to establish a public charging and battery-swapping station throughout Madhya Pradesh:

(i) Charge Point Operators (CPOs), battery swapping operators (BSO) or a combination of both, will be invited to bid to set up charging stations along with battery-swapping facilities at each of the identified location.

(ii) State Government shall facilitate land to service providers for setting up Charging/ Battery swapping facilities (as per a future plan that establishes a rational cap on such facilities).

(iii) A comprehensive charging infrastructure land bank database containing detailed information on available spaces suitable for the deployment of charging/battery swapping infrastructure shall be compiled by the Nodal agency.

(a) Land parcels will be sourced from Municipal Corporations, as well as from government departments like the Revenue Department, Public Works Department, etc., along with lands held by Inter-State Bus Terminals (ISBTs).

(b) A template for collection of details pertaining to the land such as location (latitude, longitude) and size, shall be shared with the concerned departments and agencies by the nodal agency to secure the relevant information.

(iv) The nodal agency will gather demand for charging stations via the MP EV Tarang Portal and share the data with CPOs to generate interest and address the gap between demand and supply.

(v) Private entities wishing to establish charging/swapping stations on government-owned land will participate in a competitive tendering process organized by the nodal agency.

(vi) Each public charging station may have cafeteria, use and pay public toilets and outdoor media devices for advertisements etc. to enhance the financial viability of the project.

(vii) Private individuals and companies will be encouraged to locate or acquire private land for establishing EV infrastructure by simplifying the process of setting up charging facilities.

(viii) Charging stations along with battery swapping facility may be carved out from existing public parking zones, bus depots and terminals and locations such that they offer easy entry and exit. Charging stations will also be set up at various bus depots and citizens can also use the charging stations by paying applicable tariff.

(ix) Residents seeking the installation of public charging stations in their areas are encouraged to notify the nodal agency through the MP EV Tarang portal. This proactive initiative will accelerate the expansion of charging infrastructure in their communities and demonstrate demand to CPOs/BSOs.

(x) Government-owned and operated charging stations will prioritize the operation and maintenance of charging stations to Self-Help Groups (SHGs), Area Level Federations (ALF), Cluster Level Federations (CLF) and City Livelihood Centres (CLC), provided they have received the necessary training from national or state skilling centres.

12.6 QUALITY AND STANDARDS

The state will follow the charging specifications as per the guidelines issued by Ministry of Power, GOI.

12.7 DATABASE OF PUBLIC EV CHARGING STATIONS

(i) UDHD shall create and maintain an online database of all the Public Charging Stations through DISCOM. Appropriate protocols shall be notified by DISCOM for this purpose which shall be mandatorily complied by the CPOs/BSOs.

(ii) UDHD may leverage the database developed by the GOI and work towards enhancing its robustness for the state.

(iii) Operators will have to provide data to this public database. The database can be used free of charge by in-vehicle navigation systems and charging apps and maps.

(iv) Payment infrastructure and information sharing CPO/BSOs will be expected to accept payments by multiple modes (e.g., cash, cards, mobile wallets, UPI); payments through the common mobility card payment system will also need to be offered as an option for payments.

13. OTHER INITIATIVES FOR DEVELOPMENT OF CHARGING INFRASTRUCTURE

(i) Existing and new government buildings or offices must install charging stations, ensuring that at least 10% of all parking spots are equipped with EV chargers.

(ii) Inter-State Bus Terminals (ISBT), bus terminals and bus stops will have charging stations.

(iii) Municipal Corporation's Public parking spaces will be mandated to have charging stations.

(iv) Government buildings will set a roadmap to setup charging or swapping stations in all of its parking spaces.

(v) Charging infrastructure developers will be encouraged to establish at least one charging station every 20 km along highways and other major roads. Additionally, a fast-charging station for long-range/heavy-duty EVs should be set up every 100 km on highways/roads, with one station on each side. These highways could traverse major

tourist destinations within the state, where establishing a robust charging infrastructure would facilitate the creation of sustainable tourist circuits, enabling visitors to explore the state's rich heritage and natural beauty.

(vi) Charging infrastructure developers will be encouraged to deploy at least one charging station in every 1 km x 1 km grid across the state.

(vii) All petrol pumps are encouraged to have at least one EV charging point by the end of the policy period. Further details will be provided in the operating guidelines.

(viii) Existing buildings, including malls and other commercial properties, will be incentivized to install charging and battery-swapping stations.

(ix) All new permits for commercial complexes, housing societies and residential townships with a built-up area of 2,000 sq.mt and above will mandatorily have charging stations. Additionally, at least 10% of all parking spots within these premises will be equipped with charging stations.

(x) Conduct pilot programs around V2G in each EV model city:

(a) 1 pilot shall be conducted in each of the model EV cities.

(b) Charging infrastructure subsidy provided to CPOs as outlined in the policy, will be granted to the agency empanelled to implement the pilot project in each model EV city.

(c) Resulting data from the pilot projects will be shared on the MP EV portal for research and analysis by other stakeholders.

14. MANUFACTURING

In order to encourage the production of EVs and their components within Madhya Pradesh, Government of Madhya Pradesh (GoMP) will offer incentives to EV manufacturing industries in the state outlined under the Madhya Pradesh Industrial Promotion Policy 2025.

15. RECYCLING ECOSYSTEM – BATTERY & EVs

(i) EV batteries typically need to be replaced once they have degraded to operating at 70-80% of their capacities. EVs are therefore going to outlive the batteries powering them, with a vehicle probably requiring about two batteries in a 15-year life span.

(ii) Batteries that have reached their end of life will need to be either reused or recycled. Lack of adequate reuse or recycling will have a high environmental cost. Not only do

EV batteries carry a risk of giving off toxic gases if damaged during disposal, but core materials such as lithium and cobalt are finite and very expensive.

(iii) Government of Madhya Pradesh will encourage participation of Registered Vehicle Scrap Facility (RVSF) and Automated Testing Station (ATS) operators in alignment with the Ministry of Road Transport and Highways (MoRTH) policy of Voluntary Vehicle-Fleet Modernization Program (V-VMP).

(iv) EVs should be disposed of through vehicle scrap facility registered with the MP Pollution Control Board (MPPCB) for recycling as per the rules notified under the Environment (Protection) Act, 1986.

(v) The Madhya Pradesh Electric Vehicle (EV) Policy 2025 will encourage the reuse and recycling of EV batteries that have reached the end of their life and setting up of recycling businesses in collaboration with battery and EV manufacturers that focus on 'Urban Mining' of rare materials within the battery for reuse by battery manufacturers.

15.1. REUSE OF EV BATTERIES

(i) This policy strongly encourages battery refurbishers to explore multi-life applications for EV batteries, recognizing their potential value even when their capacity has deteriorated in comparison to their initial rating. These batteries can still be effectively used in various applications, provided they undergo thorough testing for health and safety.

(ii) The Nodal department will also work with stakeholders to develop battery refurbishing guidelines, offering clear direction for this crucial initiative.

(iii) All incentives as applicable to EV and component manufacturers will be provided to refurbishers exploring multi-life solutions under this policy.

15.2. END-OF-LIFE BATTERY AND EV RECYCLING

(i) EV batteries that cannot be refurbished for re-use, either because of poor condition of the battery or lack of demand for reuse, will be sent to recycling facilities. At these recycling facilities, high value battery materials (e.g., Nickel, Cobalt, Lithium) will be recovered and then sold to battery manufacturers.

(ii) All incentives as applicable to EV and charging infrastructure manufacturers will be provided to battery recyclers under this policy.

(iii) End-of-life battery and EV recycling shall be governed by Battery Waste Management Rules, 2022 released by the Ministry of Environment and Forests and amendment. Nodal department to coordinate on the following tasks-

(a) Maintaining an online registry of approved collectors, refurbishers and recyclers of used or waste batteries in association with the MPPCB.

(b) Disseminating information to consumers regarding proper guidelines for the disposal of used or waste batteries.

(c) Providing directives to public waste management authorities for the proper allocation of collected waste or used batteries to the designated entities, including battery producers, refurbishers and recyclers, as specified by the MPPCB.

16. RESEARCH & INNOVATION ORIENTED INDUSTRIAL DEVELOPMENT

(i) GoMP encourages the promotion of research and innovation in the field of EVs. Madhya Pradesh aims to establish itself as a prominent centre for not only EV manufacturing but also for pioneering research and development in areas such as advanced battery management systems, drivetrain components, battery chemistries, fuel cell systems and intelligent transportation systems. To facilitate this, the GoMP will promote collaboration among various stakeholders such as academic institutions, OEMs, renewable energy developers, EV component manufacturers, etc.

(ii) Industry partners will collaborate with academic and research institutions in Madhya Pradesh for the establishment of a Centre of Excellence (CoE). In support of this initiative, a one-time grant of maximum of INR 2 crores will be allocated for the establishment and procurement of essential research and testing equipment.

(iii) The nodal department shall undertake steps to increase the number of incubation centres for EV start-ups, which provide incubation services such as office space, common facilities and mentoring support.

16.1. TESTING AND QUALITY CONTROL LABS

(i) In coordination with National automotive testing and R&D Infrastructure (NATRiP), GoMP will strive to set-up quality testing centre for EVs.

(ii) These facilities would be accessible to all manufacturers in the sector.

16.2. SKILL DEVELOPMENT INITIATIVES

(i) Nodal department will initiate a comprehensive mapping effort to ascertain the demand for skilled personnel and identify the specific EV-related skill sets essential to industry partners.

(ii) Academic and technical institutes will be directed to adapt their curricula to incorporate EV- related courses and provide practical training for the acquisition of the essential skills required for EV and component manufacturing.

(a) This will be applicable across the existing 53 polytechnic colleges and 271 Industrial Training Institutes (ITIs) affiliated to the Directorate of Skill Development, Madhya Pradesh and employment exchange centres. Any new technical institutes (Government) formed shall also adhere to this revised curriculum.

(b) Private technical institutes will be encouraged to incorporate EV-related courses as approved by the Directorate of Skill Development.

(iii) In light of the transition to EVs and its potential impact on small to medium automobile repair shops, following provision will be undertaken:

(a) ITIs and engineering institutions will be directed to offer free hands-on training to service professionals for EV repair.

(b) Each institute is mandated to organize a minimum of two training sessions annually, each with no fewer than 50 participants, for the entire duration of this policy.

(c) The course content, structure and duration will be collaboratively developed with the Automotive Skill Development Council (ASDC) and industry partners.

(d) Each institution will be required to submit a report to the nodal department annually, summarizing the key highlights of their training program and the valuable insights gained from it.

17. CREATING JOBS – VOCATIONAL TRAINING

The growing adoption of EVs has the potential to generate a significant number of new employment opportunities. For instance, roles ranging from BMS designers to charging station operators and more will be in demand. Madhya Pradesh can position itself as a

centre for offering training programs that cater to jobs within the EV ecosystem. To achieve this, the following policy actions will be implemented to prepare individuals for careers in the EV industry:

(i) In collaboration with industry partners, vocational courses will be designed to train EV workforce. These courses will be delivered through the Skill Centres (SCs) set up through PPP (public-private partnerships) with OEMs by the GoMP.

  (a) In accordance with the 'Mukhya Mantri Seekho Kamao Yojna' instituted by the State Government, each student enrolled in all skill development and re-skilling courses related to EV's and affiliated with the Board of Technical Education and State Council for Vocational Training, will receive a prescribed stipend amount, as per the scheme.

(ii) Private Sector Partners will be allowed to conduct their own captive staff training at the skill centres (SCs).

(iii) GoMP will conduct regular recruitment 'fairs' at the SCs for private sector recruiters who would like to hire trained personnel.

18. PUBLIC AWARENESS

(i) The government notices that communication to create awareness amongst people is very crucial to further the growth of electric vehicles. In this regard, MP EV Tarang, a one-stop portal, will be developed for information related to EV ecosystem in the State in the first year of the release of this policy.

(ii) Consumer awareness strategy will be released within one year of notification of the policy for catalysing EV adoption in the State.

(iii) Test rides in collaboration with various vehicle manufacturers, green days in the capital region and other model EV cities will be promoted to take the new technology to the common man.

19. POLICY IMPLEMENTATION

(i) Madhya Pradesh Urban Development & Housing Department, Government of Madhya Pradesh, will be the nodal department for the implementation of Madhya

Pradesh Electric Vehicle Policy 2025. The policy shall be valid for a period of 5 years from the date of notification or until replaced by a revised policy.

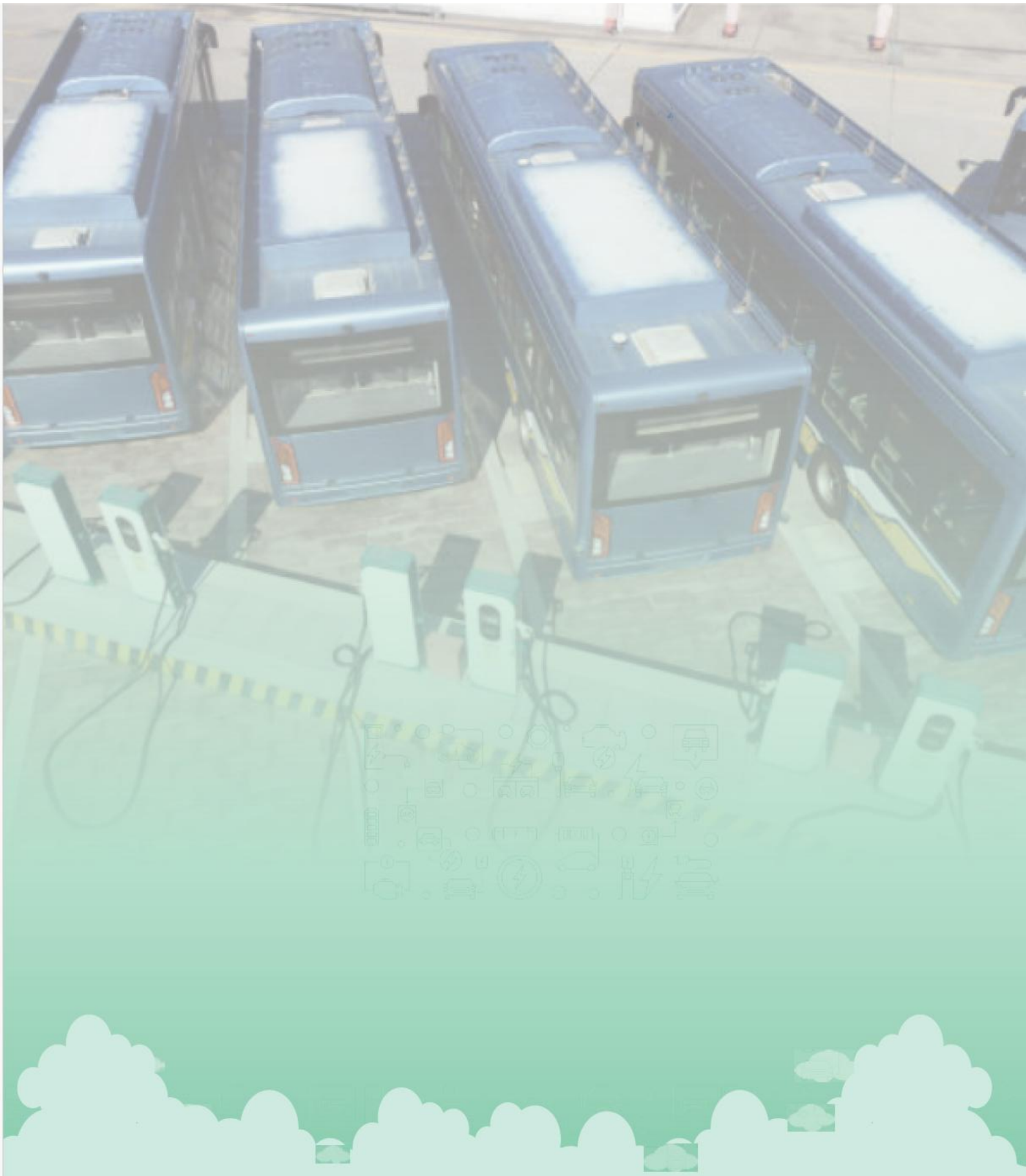
(ii) The Madhya Pradesh Electric Vehicle Promotion Board will be constituted as a dedicated entity towards streamlining issues concerning mobility in Madhya Pradesh. The members of MP-EVPB and their responsibilities will be decided by the State Government.

(iii) The MP-EVPB will be responsible for overseeing policy implementation, reviewing project progress, ensuring interdepartmental coordination and addressing cross-sectoral issues.

(iv) MP-EVPB will provide mandatory clearance on matters related to traffic, transportation and infrastructure while meeting biannually or as needed for urgent discussions.

20. OPERATING GUIDELINES

(i) Operating Guidelines for this policy will be issued separately



Urban Development & Housing Department

Government of Madhya Pradesh