

**GOVERNMENT OF ASSAM**  
**INDUSTRIES, COMMERCE & PUBLIC ENTERPRISE DEPARTMENT**  
**JANATA BHAWAN, BLOCK-'C', 2<sup>nd</sup> FLOOR**  
**DISPUR :: GUWAHATI-6.**

**ORDERS BY THE GOVERNOR OF ASSAM**  
**NOTIFICATION**

Dated Dispur the 29<sup>th</sup> January, 2022

**No.MI.45/2021/198** :-The Governor of Assam is pleased to approve the “ *Operational Guidelines*” for the “*Electric Vehicle Policy of Assam, 2021*” with immediate effect.

Sd/-

(Dr. K.K. Dwivedi, I.A.S)

Principal Secretary to the Govt. of Assam,  
Industries, Commerce & PE Department.

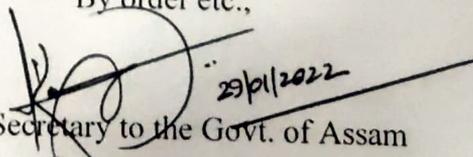
Memo No.MI.45/2021/198 -A

Dated Dispur, the 29<sup>th</sup> January, 2022

Copy to:

1. The Commissioner, Industries and Commerce, Udyog Bhawan, Bamunimaidam, Guwahati -781021 for favour of kind information.
2. The Commissioner of Transport, Paribahan Bhawan, Jawahar Nagar, Khanapara, Guwahati – 781028 for favour of kind information.
3. The Managing Director, Assam Power Distribution Company Limited, Bijulee Bhawan, Paltan Bazar, Guwahati – 781001 for favour of kind information.
4. The Managing Director, AIDC Ltd., R.G. Baruah Road, Guwahati-781024 for favour of kind information.
5. The Managing Director, AIIDC Ltd., Industrial Estate, Guwahati-781021 for favour of kind information.
6. The Managing Director, ASIDC Ltd., Bamunimaidan, Guwahati-781021 for favour of kind information.
7. The Director, Assam Government Press, Bamunimaidan, Guwahati-781021 with a request to publish the notification in the next issue of Assam Gazette.
8. The P.S. to the Minister, Industries, Commerce & PE Department for kind appraisal of Hon'ble Minister.
9. The P.S. to the Principal Secretary to the Govt. of Assam, Industries, Commerce & PE Department for kind appraisal of Principal Secretary.
10. Office Copy

By order etc.,

  
Joint Secretary to the Govt. of Assam  
Industries, Commerce & PE Department.



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**GOVERNMENT OF ASSAM**

**OPERATIONAL GUIDELINES  
FOR  
ELECTRIC VEHICLE POLICY OF  
ASSAM, 2021**

**INDUSTRIES, COMMERCE AND PUBLIC ENTERPRISES  
DEPARTMENT**

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Under the Operational Guidelines of Electric Vehicle Policy of Assam, 2021

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## Operational Guidelines of Electric Vehicle Policy of Assam, 2021

### 1. Introduction:

The Electric Vehicle Policy of Assam, 2021 has been notified to promote adoption of Electric vehicles and to create robust infrastructure for electric vehicles including network of charging points with a view to encourage the manufacturers to invest in the sector. These guidelines have been framed under the provisions of Clause-15 of Electric Vehicle Policy of Assam, 2021 with the objective of specifying the procedures to be observed for availing incentives, sanction and disbursement and also for recovery of incentives if drawn irregularly or fraudulently. The period of validity and effective date of these guidelines shall be effective from 04.09.2021 and shall remain in force till the time Government deemed to be fit and proper.

### 2. Incentives under the Policy:

The Policy is to be implemented through the following verticals:

- (i) Incentives for early adoption of Electric Vehicles
- (ii) Incentives for Charging Infrastructure
- (iii) Incentives for Manufacturing of Electric Vehicle and their components.

### 3. Eligibility Criteria for availing the incentives:

#### 3.1. For Early Adoption of Electric Vehicles:

- (i) As per Clause 8.2 of the policy, the following categories of Vehicles will be eligible for Incentives:

| Sl.No. | Type of Vehicle   | Segments                                | Segment wise targets | Total Incentive (INR) |
|--------|-------------------|---|----------------------|-----------------------|
| i.     | 2-wheelers (e-2W) | e-scooter and e-motor cycle             | 1,00,000             | 20,000                |
| ii.    | 3-wheelers (e-3W) | e-auto, e-rickshaw and e-goods carriage | 75,000               | 50,000                |
| iii.   | 4-wheelers (e-4W) | light motor vehicle                     | 25,000               | 1,50,000              |

- (ii) The vehicles should be registered within the State of Assam.
- (iii) To claim incentives under the Policy, an individual is entitled to procure only one electric vehicle from any of the categories as listed at 3.1(i) above.
- (iv) Vehicles which comply with the FAME India Phase-II eligibility criteria, will be considered under this Policy.
- (v) All vehicles approved and eligible for incentives under the Government of India's FAME-II scheme under the vehicle categories in **Table 1** will automatically be eligible for demand incentives under this policy. (<https://fame2.heavyindustry.gov.in/ModelUnderFame.aspx>)
- (vi) Incentives under this policy shall be available to individuals only. Company, Corporation, Partnership Firm, Proprietorship Firm will not be eligible for any incentive. Any manufacturing unit set up by the Government or Public Sector

Undertakings shall also not be eligible for any incentives under the Policy.

- (vii) Any payment made in cash for any transaction shall be treated as ineligible for calculating and considering the incentives.

### **3.1.1. Institutional Mechanism:**

The application for disbursement of the incentives under this policy will be received through a portal to be notified by the Government. The eligible individual will need to register on the portal with all supporting documents of eligibility. The claim will have to be filed on the Portal, in the prescribed application form, uploading all the supporting documents.

Offline application as prescribed in **Annexure A** may be received in the Commissionerate of Transport (CT) till portal for online application is not made functional.

### **3.1.2. Procedure for Claiming Incentives for Early Adoption of Electric Vehicles:**

- (i) The individuals will be required to register themselves with **Industries, Commerce and Public Enterprises Department EV Portal** to be developed by the **Commissionerate of Industries and Commerce (C-I&C)**. The following documents shall be required for the purpose of registration/considering eligibility of their EVs for incentive under this Policy:
- PAN Card
  - Aadhaar Card
  - Registration Certificate of the EV
  - Purchase/Money Receipt/Cash Memo, etc.
- (ii) Application will be received online along with required documents.
- (iii) **Commissionerate of Transport (CT)** will verify the applications and recommend for release of incentives.
- (iv) Commissioner of Industries and Commerce as the Member Secretary will place the recommended applications in the meeting of State Level Committee (SLC) which will further approve the same if found to be in order and eligible.
- (v) After approval of SLC, the incentives will be directly be released in the bank account of the beneficiary.
- (vi) **Procedure for claiming exemption of registration charges:** On production of details of payment of Electric Vehicle in Assam by the resident of Assam, District Transport Officers (DTO) will allow free registration of the vehicle. The dealers will be allowed to register the Electric Vehicle without registration fee if any resident of Assam procures the Vehicle
- (vii) Housing and Urban Affairs Department will issue directives to the Deputy Commissioners and other authorities to allow 100% Waiver on parking charges on Electric Vehicles for 5 years.

### **3.2. For Charging Infrastructure:**

- (i) Any individual/entity willing to set-up public charging stations shall have to comply with the provisions as laid down notified by Ministry of Power, Government of India from time to time.
- (ii) The land proposed to be setting up of charging station shall be in the name of

the individual/entity either in the form of ownership as well as leased out to him. There should not be any litigation pending against the land and the land shall be free from all the disputes.

- (iii) Existing Petrol Pumps, Housing and Residential Societies, Malls, Parking Spaces, Offices, Colleges and University or other Public Spaces will be eligible for establishment of charging infrastructure and claiming incentives under the Policy.

**3.2.2. Procedure for Claiming Incentives for Charging Infrastructure:**

- (i) For charging infrastructure, the incentives relating to **Clause 9.2** of the Electric Vehicle Policy of Assam, 2021 shall be disbursed as per the operating guidelines of Industrial and Investment Policy of Assam, 2019.
- (ii) Eligibility Certificate (EC) for claiming incentives under **Clause 9.2** of the Electric Vehicle Policy of Assam, 2021 shall be issued as per the operating guidelines of Industrial and Investment Policy of Assam, 2019.
- (iii) For charging infrastructure, the incentives relating to **Clause 9.6** of the Electric Vehicle Policy of Assam, 2021, the user will make full payment on the first bill. Assam Power Distribution Company Limited (APDCL) will make provisions in that only 10% of the total energy consumed should be billed and sent to the user for payment.
- (iv) The entrepreneurs shall submit copy of last electricity bill and payment receipt issued by APDCL on full payment of the first bill as mentioned in **Clause 3.2.2 (iii)**

**3.3. For Manufacturing of Electric Vehicle and their components:**

- (i) The intending manufacturing units shall be governed by the all-existing statutory norms and compliance thereof.
- (ii) The manufacturing units of Electric Vehicle will have to employ minimum of 80% people of Assam in the Managerial Cadre and minimum 90% people of Assam in Non-Managerial Cadre. The Employment Certificate shall be obtained from the competent authority at the same time the unit should follow the existing Labour Laws as regard to the employment and wages in the unit.
- (iii) **List of of Eligible and Ineligible components/items in respect of computing the value of Plant and Machinery:**

| Sl. No. | Eligible Components  | Sl. No. | Ineligible Components   |
|---------|--|---------|---|
| i.      | Cost of Industrial Plant & Machinery including taxes and duties                                | i.      | Loading and unloading charges   |
| ii.     | Cost of productive equipment's such as tools, jigs, dyes and moulds including taxes and duties | ii.     | Miscellaneous fixed assets such as DG Sets, handling equipments, electrical components other than Electrical components |

|      |  |      |  |
|------|--|------|--|
|      |  |      | necessary for plant operation on the plant side from where meter is installed up to the point where finished goods is to be produced/dispatched (i.e. H.T. motors, L.T. motors, Switch boards, Panels, Capacitors, Relay, Circuit Breakers, Panel Boards, Switchgears. |
| iii. | Freight charges paid for bringing Plant & Machinery and equipment from suppliers premises to the location of the unit  | iii. | Commissioning cost   |
| iv.  | Transit insurance premium paid   | iv.  | Captive Power Plants   |
| v.   | Erection and installation charges to be restricted to the cost indicated in the Appraisal Note of the Financial Institution which provided loan to the unit. | v.   | Storage equipments   |
| vi.  | Laboratory testing equipments to be restricted to the cost indicated in the Appraisal Note of the Financial Institution which provided loan to the unit.     | vi.  | Weigh bridge   |
| vii. | Mining equipments to be restricted to the cost indicated in the Appraisal Note of the Financial Institution which provided loan to the unit                  |      |  |

**(iv) List of of Eligible and Ineligible components/items in respect of computing the value of Factory Shed/Institutional Building:**

| Sl. No. | Eligible Components   | Sl. No. | Ineligible Components       |
|---------|---|---------|-----------------------------|
| i.      | Factory shed/institutional building (in case of Service Sector) {eligible investment to be restricted to prevalent APWD (B) Schedule of rates}. | i.      | Boundary wall & gate        |
| ii.     | Raw material & Finished products godown attached to main factory  | ii.     | Approach road/internal road |

|      |   |       |  |
|------|---|-------|--|
|      | shed//institutional building {eligible investment to be restricted to prevalent APWD (B) Schedule of rates}.  |       |  |
| iii. | Essential civil construction works like machine/equipment foundation {eligible investment to be restricted to prevalent APWD (B) Schedule of rates} | iii.  | Land development   |
|      |   | iv.   | Office building/Space utilized for office  |
|      |   | v.    | Raw material/finished product godown situated at a different location other than Factory shed/Institutional Building |
|      |   | vi.   | Any residential building/rest house/guest house  |
|      |   | vii.  | Canteen  |
|      |   | viii. | Labour rest room and quarters forworkers   |
|      |   | ix.   | Security/guard room or enclosure   |
|      |   | x.    | Construction of weigh bridge   |
|      |   | xi.   | Consultancy fee, taxes etc.  |

### 3.3.1. Procedure for Manufacturing of Electric Vehicle and their Components :

- (i) The relevant Clause of the incentives for manufacturing of Electric Vehicle and their components is given at **Clause 10** of the Industrial and Investment Policy of Assam, 2019.
- (ii) For Manufacturing of Electric Vehicle and their Components, the incentives relating to **Clause 10.3** and **10.4** of the Electric Vehicle Policy of Assam, 2021 shall be disbursed as per the operating guidelines of Industrial and Investment Policy of Assam, 2019 and North East Industrial Development Scheme, 2017.
- (iii) Eligibility Certificate (EC) for claiming incentives under **Clause 10.3** and **10.4** of the Electric Vehicle Policy of Assam, 2021 shall be issued as per the operating guidelines of Industrial and Investment Policy of Assam, 2019.

### 4. State level Committee:

A State Level Committee (SLC) will be constituted with the following members to monitor implementation of the Policy and develop procedures and modalities as required:

|    |   |   |          |
|----|---|---|----------|
| 1. | Sr. Most Secretary to the Government of Assam, Industries, Commerce and Public Enterprises Department | : | Chairman |
|----|---|---|----------|

|    |   |   |                  |
|----|---|---|------------------|
| 2. | Secretary to the Government of Assam, Finance Department                | : | Member           |
| 3. | Secretary to the Government of Assam, Science and Technology Department | : | Member           |
| 4. | Commissioner of Transport, Assam  | : | Member           |
| 5. | Managing Director, APDCL  | : | Member           |
| 6. | Director of Employment & Craftsmen Training, Assam                      | : | Member           |
| 7. | Member Secretary, Pollution Control Board                               | : | Member           |
| 8. | Commissioner of Industries and Commerce, Assam                          |   | Member Secretary |

**Application for Early Adoption of EVs**

**A. Information about Beneficiary:**

| <b>Sl. no</b> | <b>Particulars</b>   | <b>Details</b> |
|---------------|--|----------------|
| 1             | Name of the beneficiary  |                |
| 2             | Address of the beneficiary   |                |
| 3             | Aadhaar Card No. (for individuals)   |                |
| 5             | Mobile Number  |                |
| 6             | Email ID   |                |
| 8.            | Bank Details<br>a. Account Holder Name:<br>b. Name of Bank:<br>c. Name of Branch.<br>d. Account No:<br>e. IFSC Code:<br>f. MICR Code |                |

**B. Information about Vehicle:**

| <b>Sl.no.</b> | <b>Particulars</b>        | <b>Details</b> |
|---------------|---------------------------|----------------|
| 1             | Manufacturer Name         |                |
| 2             | Dealer Name and Address   |                |
| 3             | EV Model Code             |                |
| 4             | Vehicle Model and Variant |                |
| 5             | Battery Size in KWH       |                |
| 6             | Registration Number       |                |
| 7             | Dealer Invoice No.        |                |

|    |  |                    |                                |                           |
|----|--|--------------------|--------------------------------|---------------------------|
| 8  | Dealer Invoice Amount  |                    |                                |                           |
| 9  | Purchase incentive as per policy   |                    |                                |                           |
| 10 | Total incentive amount   |                    |                                |                           |
| 11 | Chassis No., Vehicle Registration Number (RC) and unique battery number(s) | <i>Chassis No.</i> | <i>Vehicle RegistrationNo.</i> | <i>Unique Battery No.</i> |
|    |  |                    |                                |                           |
|    |  |                    |                                |                           |
|    |  |                    |                                |                           |

**Declaration by the beneficiary**

I/We declare that the information provided here-in-above are correct and true to the best of our knowledge. I/We undertake to abide by all the terms and conditions of the Policy as well as the guidelines to be issued by Industries, Commerce and Public Enterprises Department from time to time with respect to the Policy.

(Signatures of authorized Signatory)

Name:



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No.12/2/2018-EV (Comp No. 244347)

Government of India

Ministry of Power

Shram Shakti Bhawan, Rafi Marg,  
New Delhi, the 14<sup>th</sup> January, 2022

To,

1. The Secretaries of all the Ministries/ Departments of Government of India
2. The Chief Secretaries of the States/UTs

**Subject: Charging Infrastructure for Electric Vehicles (EV) – the revised consolidated Guidelines & Standards-reg**

Sir/ Madam,

The "Charging Infrastructure for Electric Vehicles - Guidelines and Standards" were issued by the Ministry of Power on 14.12.2018 which were subsequently revised on 01.10.2019 and an Amendment thereof was issued on 08.06.2020. After careful consideration of progress made and suggestions received from various stakeholders, it has been decided to amend the guidelines to accelerate the E-Mobility transition in the country. In supersession of all previous guidelines in this regard, the revised consolidated guidelines are as follows:

**Objectives**

- a) To enable faster adoption of electric vehicles in India by ensuring safe, reliable, accessible and affordable Charging Infrastructure and eco-system.
- b) To provide for affordable tariff chargeable from Charging Station Operators/Owners and Electric Vehicle (EV) owners.
- c) To generate employment/income opportunities for small entrepreneurs.
- d) To proactively support creation of EV Charging Infrastructure.
- e) To encourage preparedness of Electrical Distribution System to adopt EV Charging Infrastructure.
- f) To promote energy security and reduction of emission intensity of the country by promotion of entire EV ecosystem

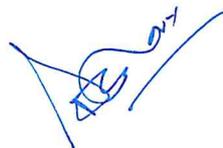
**Definitions:**

- i. **Electric Vehicle Supply Equipment (EVSE)** shall mean an element in Electric Vehicle Charging Infrastructure (EVCI) that supplies electrical energy for recharging the battery of electric vehicles.
- ii. **Public Charging Station (PCS)** shall mean an EV charging station where any electric vehicle can get its battery recharged.

- iii. **Battery Charging Station (BCS)** shall mean a station where the discharged or partially discharged electric batteries for electric vehicles are electrically recharged.
- iv. **Captive Charging Station (CCS)** shall mean an electric vehicle charging station exclusively for the electric vehicles owned or under the control of the owner of the charging station e.g., Government Departments, Corporate houses, Bus Depots, charging stations owned by the fleet owners etc. and shall not be used for commercial purpose of charging other vehicles on paid for basis.
- v. **Battery Swapping Station (BSS)** shall mean a station where any electric vehicle can get its discharged battery or partially charged battery replaced by a charged battery.

**Guidelines:**

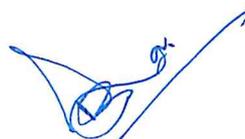
- 1. Owners may charge their Electric Vehicles at their residence/offices using their existing electricity connections.
- 2. Any individual/entity is free to set up public charging stations provided that, such stations meet the technical, safety as well as performance standards and protocols laid down below as well as norms/ standards/ specifications laid down by Ministry of Power, Bureau of Energy Efficiency (BEE) and Central Electricity Authority (CEA) from time to time.
- 2.1 Public Charging Station (PCS), may apply for electricity connection and the Distribution Company licensee shall release connection for EV Public charging station (PCS) in accordance with the timelines stated in section 4 sub. (11) of the Electricity (Rights of Consumers) Rules 2020. Accordingly, timelines for providing the connectivity for the PCS are as under:
  - i. Post submission of application complete in all respect, the connection for a Public Charging Station shall be provided within time period not exceeding seven days in metro cities, fifteen days in other municipal areas and thirty days in rural areas, within which the distribution licensees shall provide new connection or modify an existing connection. Appropriate Commission may specify a time limit for providing such connection to a Public Charging Station which may be less than the aforementioned specified time limit.
  - ii. Provided that where such supply requires extension of distribution mains, or commissioning of new sub-stations, the distribution licensee shall supply the electricity to such premises immediately after such extension or commissioning or within such period as may be specified by the Appropriate Commission.
- 2.2 Any Public Charging Station/ Chain of Charging Stations may obtain electricity from any generation company through open access. Open Access shall be provided for this purpose within 15 days of receipt of the application complete in all respect. They will be required to pay the applicable surcharge – equal to the current level of cross subsidy (not more than 20 percent, as per the Tariff Policy Guidelines), transmission charges and wheeling charges. No other surcharge or charges shall be levied except mentioned in this provision.
- 3. **Public Charging Infrastructure (PCI)- Requirements:**
- 3.1 Every Public Charging Station (PCS) will comply with the following: -



- i. An exclusive transformer with all related substation equipment including safety appliance, if required by Supply Code as approved by Appropriate Electricity Regulatory Commission.
  - ii. Appropriate civil works
  - iii. Appropriate cabling & electrical works ensuring safety
  - iv. Adequate space for Charging and entry/exit of vehicles.
  - v. Appropriate Fire protection equipment and facilities.
  - vi. Public Charging Station shall have, any one or more chargers or any combination of chargers from the table given in ANNEXURE II & ANNEXURE III in one or more electric kiosk/boards.
  - vii. Charging Station for(two/three wheelers) e- vehicles shall be free to install any charger other than those specified above subject to compliance of technical & safety standards as laid down by CEA.
  - viii. Tie up with at least one online Network Service Providers (NSPs) to enable advance remote/online booking of charging slots by EV owners. Such online information to EV owners should also include information regarding location, types and numbers of chargers installed/available, service charges for EV charging, etc.
  - ix. Share charging station data with the appropriate State Nodal Agency (SNA) and adhere to protocols as prescribed by Central Nodal Agency (CNA) i.e., Bureau of Energy Efficiency (BEE) for this purpose. The CNA and SNA shall have access to this database.
  - x. Public Charging Stations for EVs shall comply with the provisions of Central Electricity Authority (Technical Standards for Connectivity of the Distributed Generation Resources) Amendment Regulations, 2019 and Central Electricity Authority (Measures relating to Safety and Electric Supply) (Amendment) Regulations, 2019.
- 3.2 Electric Vehicle Supply Equipment (EVSE) should have been type tested by an agency/lab accredited by National Accreditation Board for Testing and Calibration Laboratories (NABL) from time to time.
- 3.3 The above minimum infrastructure requirements do not apply to Private Charging Points meant for self-use of individual EV owners (non-commercial basis).
- 3.4 Captive charging infrastructure for 100% internal use for a company's own/leased fleet for its own use will not be required to install chargers as per para 3.1 and to have Network Service Provider (NSP) tie ups.
- 3.5 Public Charging Station may also be installed by Housing societies, Malls, Office Complexes, Restaurants, Hotels, etc. with a provision to allow charging of visitor's vehicles which are permitted to come in its premises.

#### **4. Public Charging Infrastructure (PCI) for long range EVs and/or heavy duty EVs:**

- 4.1 Fast Charging Stations (FCS) i.e. Public charging stations for long range EVs and/or heavy duty EVs (like trucks, buses etc) will have the following :
- i. At least two chargers of minimum 100 kW (200- 750 V or higher) each of different specification (CCS /CHAdeMO Chargers for above capacity or BIS



Standards for eBus Charging Station (Level-4: 250 to 500 kW) as provided under ANNEXURE III (6)) with single connector gun each.

- ii. Appropriate Liquid Cooled Cables for high speed charging facility as above [4.1(i)], for onboard charging of Fluid Cooled Batteries (currently available in some long range EVs), if required.
- 4.2 Such Fast Charging Stations (FCS) which are meant for 100% in house/captive utilisation, for example buses of a company, would be free to decide the charging specifications as per requirement for its in- house company EVs.

## **5. Location of Public Charging Stations:**

- 5.1 In case of Public Charging Stations, the following requirements are laid down with regard to density/distance between two charging points:
- i. At least one Charging Station shall be available in a grid of 3 Km X 3 Km. Further, one Charging Station shall be set up at every 25 Km on both sides of highways/roads.
  - ii. For long range EVs and/or heavy duty EVs like buses/trucks etc., there shall be at least one Fast Charging Station with Charging Infrastructure Specifications as per para 4.1 above at every 100 Kms, one on each side of the highways/road located preferably within/alongside the Public Charging Stations as per ANNEXURE II or BIS Standards for Power Level 1 to 5 as per ANNEXURE III. Within cities, such charging facilities for heavy duty EVs may be located within Transport Nagars, bus depots.
- 5.2 Additional PCS/FCS can be installed even if there exists a PCS/FCS in the required grid or distance.
- 5.3 The above density/distance requirements shall be used by the concerned state/UT Governments/their Agencies for the twin purposes of arrangement of land in any manner for public charging stations as well as for priority in installation of distribution network including transformers/feeders etc. This shall be done in all cases including where no central/state subsidy is provided.
- 5.4 The appropriate Governments (Central/State/UTs) may also give priority to existing retail outlets (ROs) of Oil Marketing Companies (OMCs) for installation of Public EV Charging Stations (in compliance with safety norms) to meet the requirements as laid above. Further, within such ROs, Company Owned and Company Operated (COCO) ROs may be given higher preference.

## **6. Database of Public EV Charging Stations:**

- 6.1. Bureau of Energy Efficiency (BEE) shall create and maintain a national online database of all the Public Charging Stations in consultation with State Nodal Agencies (SNAs). Bureau of Energy Efficiency shall create a Web-Portal/Software/Mobile Application for the database of Public Charging Stations throughout the country. A common format for information in this regard shall be prepared by Bureau of Energy Efficiency (BEE) and State Nodal Agencies (SNAs) shall be directed to keep the details as per such format and update the same on the Web-Portal/Software/Mobile Application developed by BEE on weekly basis.



- 7. Tariff for supply of electricity to EV Public Charging Stations:**
- 7.1 The tariff for supply of electricity to Public EV Charging Stations shall be a single part tariff and shall not exceed the “Average Cost of Supply” till 31<sup>st</sup> March, 2025. The same tariff shall be applicable for Battery Charging Station (BCS).
- 7.2 The tariff applicable for domestic consumption shall be applicable for domestic charging.
- 7.3 The separate metering arrangement shall be made for PCS so that consumption may be recorded and billed as per applicable tariff for EV charging stations.
- 7.4 DISCOMs may leverage on funding from the Revamped Distribution Sector Scheme (RDSS) under ‘Part A – Distribution Infrastructure’ for the general upstream network augmentation necessitated due to the upcoming charging infrastructure in various areas. The cost of such works carried out by the DISCOMs with the financial assistance from Government of India under the Revamped Scheme shall not be charged from the consumers for Public Charging Stations for EVs.
- 8. Service charges at PCS:**
- 8.1 Charging of EVs is a service as already clarified by Ministry of Power vide letter No. 23/08/2018-R&R dated 13.04.2018.
- 8.2 As electricity is being provided at concessional rates and also considering the fact that subsidy is being provided by the Central/State Governments in many cases for setting up Public Charging Stations, the State Government shall fix the ceiling of Service Charges to be charged by such PCS/FCS.
- 9. Provision of land at promotional rates for Public Charging Stations (PCS):**
- 9.1 In initial years the penetration of Electric Vehicles on road is increasing gradually. Consequently, the utilization rate for the Public Charging Stations is very low. High cost of rent for land and chargers coupled with no definite visibility of revenues makes the overall investment proposition for setting up a public Charging Station challenging in present scenario.
- 9.2 Accordingly, it is provided that the land available with the Government/Public entities shall be provided for installation of Public Charging Stations to a Government/Public entity on a revenue sharing basis for installation of Public Charging Station at a fixed rate of ₹1/kWh (used for charging) to be paid to the Land-Owning Agency from such PCS business payable on quarterly basis. A model revenue sharing agreement is placed at **Annexure –IV**. Such revenue sharing agreement may be initially entered by parties for a period of 10 years. The Revenue Sharing Model may also be adopted by the public Land-owning agency for providing the land to a private entity for installation of Public Charging Stations on bidding basis with floor price of ₹1/kWh.
- 9.3 Furthermore, based on available charging technologies and their evolution, type of vehicles, the types of chargers, indicating number of charging points required for setting up adequate PCS within the local urban areas including the building premises of all building types and with the long term vision of implementing 'electric mobility' during the next 30 years, amendments have been made in the relevant sections (Chapter 10) of the Model Building Bye-laws, 2016 and the Urban and Regional Development Plans Formulation and Implementation Guidelines (URDPFI – 2014)



by the Ministry of Housing and Urban Affairs (MoHUA). A copy of these amendments is enclosed at ANNEXURE V. These may be implemented fully to provide adequate space for setting up charging stations.

## **10. Priority for Rollout of EV Public Charging Infrastructure:**

After extensive consultations with State Governments and different Department/Agencies of Central Government, phasing as follows are laid down as national priority for rollout of EV Public Charging Infrastructure:

### **10.1 Phase I (1-3 Years):**

All Mega Cities with population of 4 million plus as per census 2011, all existing expressways connected to these Mega Cities & important Highways connected with each of these Mega Cities may be taken up for coverage. A list of these Mega Cities and existing connected expressways is attached at ANNEXURE I.

### **10.2 Phase II (3-5 Years):**

Big cities like State Capitals, UT headquarters may also be covered for distributed and demonstrative effect. Further, important Highways connected with each of these Mega Cities may be taken up for coverage.

10.3 The above priorities for phasing of rollout may be kept in mind by all concerned, including, different agencies of Central/State Governments while framing of further policies/guidelines for Public Charging Infrastructure of EVs, including for declaring further incentives/subsidies for such infrastructure and for such other purposes.

## **11. Implementation Mechanism for Rollout:**

11.1 Bureau of Energy Efficiency (BEE) shall be the Central Nodal Agency for rollout of EV Public Charging Infrastructure All relevant agencies including Central Electricity Authority (CEA) shall provide necessary support to Central Nodal Agency.

11.2 Every State Government shall nominate a Nodal Agency for that State for setting up charging infrastructure. The State DISCOM shall generally be the Nodal Agency for such purposes. However, State Government shall be free to select a Central/State Public Sector Undertaking (PSU) including Urban Local Bodies (ULBs), Urban/Area Development Authorities etc. as its Nodal Agency.

## **12. Selection of Implementation Agency for Rollout:**

12.1 The Central Nodal Agency shall finalize the cities and expressways/highways to be finally taken up from the priority as given at para 10 above, in consultation with the respective State Governments.

12.2 An Implementation Agency may be selected by the respective State Nodal Agency and shall be entrusted with responsibility of installation, operation and maintenance of PCS/FCS for designated period as per parameters laid down in this policy and as entrusted by the concerned Nodal Agency. The Implementation Agency maybe an Aggregator as mutually decided between Central and State Nodal Agencies. However, they may also decide to choose different PCS providers for bundled packages or for individual locations as mutually decided. Further, whenever bundled packages are carved for bidding, such packages may include at least one



identified expressway/highway or part thereof to prepare a cohesive regional package; the selected identified cities may be divided into one or more parts as necessary for such purposes.

13. These Guidelines and Standards shall supersede the Revised “Charging Infrastructure for Electric Vehicles – Guidelines and Standards” issued by Ministry of Power on 1st October, 2019 and subsequent amendments dated 08.06.2020.

This issues with the approval of Hon’ble Minister of Power, New & Renewable Energy.



**(S. Majumdar)**

**Under Secretary to the Govt. of India**

**Tel: 23356938**

**Email: suman.m@nic.in**

**Copy to:**

1. Prime Minister’s Office/Cabinet Secretariat
2. CEO, NITI Aayog
3. The Secretaries of the CERC/State Commissions/JERCs
4. Chairperson, CEA
5. DG, BEE



**(S. Majumdar)**

**Under Secretary to the Govt. of India**

**Tel: 23356938**

**Email: suman.m@gov.in**

**I. List of 4 million plus cities (as per census 2011)**

|          |                  |
|----------|------------------|
| <b>1</b> | <b>Mumbai</b>    |
| <b>2</b> | <b>Delhi</b>     |
| <b>3</b> | <b>Bangalore</b> |
| <b>4</b> | <b>Hyderabad</b> |
| <b>5</b> | <b>Ahmedabad</b> |
| <b>6</b> | <b>Chennai</b>   |
| <b>7</b> | <b>Kolkata</b>   |
| <b>8</b> | <b>Surat</b>     |
| <b>9</b> | <b>Pune</b>      |

**II. List of corridors**

|           |  |
|-----------|--|
| <b>1</b>  | <b>Mumbai-Pune Expressway</b>                |
| <b>2</b>  | <b>Ahmedabad-Vadodara Expressway</b>         |
| <b>3</b>  | <b>Delhi-Agra Yamuna Expressway</b>          |
| <b>4</b>  | <b>Delhi-Jaipur</b>                          |
| <b>5</b>  | <b>Bengaluru-Mysore</b>                      |
| <b>6</b>  | <b>Bengaluru-Chennai</b>                     |
| <b>7</b>  | <b>Surat-Mumbai Expressway</b>               |
| <b>8</b>  | <b>Agra - Lucknow Expressway</b>             |
| <b>9</b>  | <b>Eastern Peripheral Expressway</b>         |
| <b>10</b> | <b>Delhi-Agra NH2 Expressway</b>             |
| <b>11</b> | <b>Hyderabad ORR expressway</b>              |
| <b>12</b> | <b>5 connected highways to each megacity</b> |

**\*\*\*\*\***

**ANNEXURE II****Electric Vehicle Chargers as provided under Para 3.1 (vi) of the Guidelines**

| <b>Charger Type</b>       | <b>S. No.</b> | <b>Charger Connectors*</b>                | <b>Rated Output Voltage(V)</b> | <b>No. of No. of Connector guns (CG)</b> | <b>Charging vehicle type(W=wheeler)</b> |
|---------------------------|---------------|---|--------------------------------|--|---|
| <b>Fast</b>               | 1             | Combined Charging System(CCS) (min 50 kW) | 200-750or higher               | 1 CG                                     | 4W                                      |
|                           | 2             | CHArgedeMOve (CHAdMO) (min 50 kW)         | 200-500or higher               | 1 CG                                     | 4W                                      |
|                           | 3             | Type-2 AC (min 22 kW)                     | 380- 415                       | 1 CG                                     | 4W, 3W, 2W                              |
| <b>Slow/<br/>Moderate</b> | 4             | Bharat DC-001 (15 kW)                     | 48                             | 1 CG                                     | 4W, 3W, 2W                              |
|                           | 5.            | Bharat DC-001 (15 kW)                     | 72 or higher                   | 1 CG                                     | 4W                                      |
|                           | 6.            | Bharat AC-001 (10 kW)                     | 230                            | 3 CG of 3.3 kW each                      | 4W, 3W, 2W                              |

**\*\*\*\*\***

**Indian Standards EV Charging notified by BIS of 01.11.2021****1. Light EV AC Charge Point**

| Power Level 1 | Charging Device | EV-EVSE Communication | Charge Point Plug/ Socket | Vehicle Inlet/ Connector |
|---------------|-----------------|-----------------------|---------------------------|--------------------------|
| Up to 7 kW    | IS-17017-22-1   | Bluetooth Low Energy  | IS-60309                  | As per EV manufacturer   |

**2. Light EV DC Charge Point**

| Power Level 1 | Charging Device   | EV-EVSE Communication | Charge Point Plug/ Socket         | Vehicle Inlet/ Connector |
|---------------|-------------------|-----------------------|-----------------------------------|--------------------------|
| Up to 7 kW    | IS-17017-25 [CAN] |                       | Combined Socket under development | IS-17017-2-6             |

**3. Parkbay AC Charge Point**

| Power Level-2                | Device/ Protocol | EV-EVSE Communications            | Infrastructure Socket | Vehicle Connector |
|------------------------------|------------------|-----------------------------------|-----------------------|-------------------|
| Normal Power<br>~11kW/ 22 kW | IS-17017-1       | IS-15118 [PLC] for Smart Charging | IS-17017-2-2          | IS-17017-2-2      |

**4. Parkbay DC Charge Point**

| Power Level-2                | Device/ Protocol | EV-EVSE Communications              | Infrastructure Socket | Vehicle Connector |
|------------------------------|------------------|-------------------------------------|-----------------------|-------------------|
| Normal Power<br>~11kW/ 22 kW | IS-17017-23      | IS-17017-24 [CAN]<br>IS-15118 [PLC] | IS-17017-22-2         | IS-17017-2-3      |

**5. DC Charging Protocol**

| Power Level 3      | Charging Device | EV-EVSE Communication            | Connector    |
|--------------------|-----------------|----------------------------------|--------------|
| DC 50 kW to 250 kW | IS-17017-23     | IS-17017-24 [CAN] IS-15118 [PLC] | IS-17017-2-3 |

**6. eBus Charging Station (Level-4: 250 to 500 kW)**

| Power Level 4                         | Charging Device | EV-EVSE Communication | Connector    |
|---------------------------------------|-----------------|-----------------------|--------------|
| DC High Power (250 kW --> 500 kW)     |                 |                       |              |
| Dual Gun Charging Station             | IS-17017-23-2   | IS-15118 [PLC]        | IS-17017-2-3 |
| Automated Pantograph Charging Station | IS-17017-3-1    |                       | IS-17017-3-2 |

\*\*\*\*\*

**Model Revenue Sharing Agreement between Land-Owning Agency (LOA) and Charge Point Operator (CPO) for deployment of Public EV Charging Stations**

This agreement is entered into this ..... day of ..... <YYYY> at ....., India.

**BETWEEN**

M/s. <Insert Name of Land Owning Agency> which expression shall unless repugnant to the context or meaning thereof, include successors and assigns of the **FIRST PART**.

**AND**

M/s. <Name of CPO> a Company registered under the 1956 Act, having its registered Office at <CPO registered address> (hereinafter referred to as “<CPO>” which expression shall mean and include its successor(s), administrator(s) and assigns) of the **SECOND PART**.

<LAND OWNING AGENCY> and <CPO> are hereinafter individually referred to as the “Party” and collectively as the “Parties”.

**WHEREAS:**

- A. <Details of <LAND OWNING AGENCY> (Name & Address)>.
- B. <Details of CPO (Name & Address)>.
- C. <CPO> intends to establish, setup and operate Charging Point(s) (*defined herein below*) for charging of electric vehicles at identified sites operated by <<LAND OWNING AGENCY> Name> and <LAND OWNING AGENCY> intends to grant permission to <CPO NAME> to set up Public EV Charging Stations at selected sites in ..... (hereinafter referred as “**Public Charging Station Locations/ SOL**”) and manage the same at <LAND OWNING AGENCY> sites on mutually agreed terms and conditions outlined in this Agreement.
- D. In consideration of the above, this Agreement sets out the intent of the Parties in relation to the said proposal.

**NOW THEREFORE**, in consideration of the mutual covenants, terms, conditions and understandings set forth in this Agreement, the Parties hereby agree as follows:

## 1. Definitions

The following capitalized terms wherever used in this AGREEMENT shall have the meanings given hereunder:

“**Public EV Charging Stations(s)**” means a device or station that supplies power to charge the batteries of an electric vehicle;

“**CPO**” mean Charger Point Operator.

“**AC**” shall mean Alternating Current Charging;

“**DC**” shall mean Direct Current Charging;

“**GST**” shall mean Goods and Services Tax;

“**Installation Work**” means the construction and installation of the Public Charging stations and upstream supply, (if required) System and the operation and maintenance thereof, all performed by or for <CPO NAME> at the identified site.

“**KW**” shall mean rating of public EV Charger;

“**Operating Cost**” shall include direct electricity energy charge payment through payment gateway service provider appointed by <CPO NAME>, salary of supervisor or equivalent level person designated for managing the backend system, salary for semi-skilled/ skilled workers appointed by <CPO NAME> for maintenance of chargers, annual maintenance cost of chargers, telecommunication cost, IT System cost and customer support;

“**Projects/ Charging Locations** shall have a meaning ascribed in above Recital C hereof;

“**SOL**” means sites owned and/or operated by <LAND OWNING AGENCY>.

“**Term**” shall mean 10 years with Annual Maintenance Cost (AMC) starting from the earlier of: (a) six months from the Effective Date, or (b) the date of installation of the last Charging Point at the identified SOL in terms of this Agreement.

Effective Date: DD/MM/YYYY

“**System**” includes the Charging Points, assemblies, converters, switches, wiring devices and wiring, and all other material/civil works comprising the Installation Work.

## 2. Proposal

- a. M/s CPO Name has proposed to establish and operate up to ..... no. of Public Electric vehicle Charging Point(s) at SOL owned and/or operated by Land owning agency. For Setting up of such Public EV charging stations by M/s CPO, Land owning agency would provide the required space of about ..... Sq. Ft within the premises of the identified locations subject to feasibility in order to develop the required infrastructure for charging of electric vehicles.

- b. The Parties are keen to develop partnership for the Projects/ Public EV Charging Locations at <Location Address> and may discuss further expansion at other locations, at the sole discretion of M/s <CPO Name>.
- c. The Parties shall jointly select the identified locations based on availability of space and feasibility of operation of the Public Charging Stations without affecting regular operation of the identified locations.
- d. M/s <CPO NAME> agrees to establish, setup and operate ..... nos. of charging points at each public charging station. The Charging Station shall have chargers in accordance with Guidelines notified by the Ministry of Power. The charging infrastructure so installed shall comply with the government/ministry of power guidelines and regulations for performance, safety & quality from time to time.
- e. M/s <CPO NAME> agrees to invest in setting up and operating the public charging stations including separate power connection, transformer and meter, if required, at its own cost, and shall upgrade and refurbish the Public Charging Stations, in line with the technology advancements and business needs, from time to time. The cost of electricity including surcharge, duty, contingency for power purchase adjustment charges, etc. and all operating and maintenance expenses related to Charging Points shall be borne by M/s <CPO NAME>.
- f. The Parties agree that the Public Charging Stations may be operated through a cloud-based solution technology developed and owned by M/s <CPO NAME> and manpower deployed at the identified locations by M/s <CPO name>
- g. The Parties agree that all applicable statutory approvals/ permissions from the respective authorities for the Public Charging Stations shall be procured and obtained by M/s <CPO NAME>. <LAND OWNING AGENCY> shall provide all assistance to M/s <CPO NAME> to enable M/s <CPO NAME> to obtain the consents, clearances and permits, and the governmental approvals in a timely manner in connection with the Project. Further, <Land owning agency> agrees to assist in obtaining separate power connection or enhancing the power supply at each location, if required by M/s <CPO NAME> in connection with the Project.
- h. M/s <CPO NAME> shall arrange deployment of qualified and suitable manpower and required necessary tools, logistics, spares & consumables during installation, commissioning and O&M of Public EV charging stations at SOL. <LAND OWNING AGENCY> hereby grants to M/s <CPO NAME> a right, co-terminus with the term to ingress and egress the location and access to electrical panels and conduits to interconnect or disconnect the System with the SOL electrical wiring.
- i. Safety is of paramount importance and M/s <CPO NAME> shall take all safety precautions in connection with the setting up and operation of the Public Charging Stations to ensure safety to the user. <LAND OWNING AGENCY> agrees to ensure to provide safe and secure environment to install and operate the System. In the event of any damage to the land-owning agency facilities, property due to any fault in the M/s <CPO NAME>'s equipment, M/s <CPO NAME> will be liable to make good the losses to SOL for the same. <LAND OWNING AGENCY> shall be responsible for the loss incurred by M/s <CPO NAME> limited to Public Charging Stations and established infrastructure due to gross negligence or willful default on the part of <LAND OWNING AGENCY> or their agents/ employees.

- j. <LAND OWNING AGENCY> agrees and confirms that the Public Charging Locations (including the unfettered access to the identified space for the respective <LAND OWNING AGENCY>) shall be free from encumbrances or hindrances, and if during the installation and operation period, the same is identified by M/s <CPO NAME>, then <LAND OWNING AGENCY> shall remove the encumbrance or hindrance or provide suitable space for the System within the same location at the cost and expense of <LAND OWNING AGENCY> with immediate effect.
- k. The Parties agree to jointly undertake the planning, design, setting-up and implementing the Projects/ Public Charging Stations at the respective <LAND OWNING AGENCY>. The Parties, *inter-alia*, agree to ensure; (a) Planning and designing the charging infrastructure in relation to the Projects; (b) Investment in the Projects by M/s <CPO NAME>; (c) Operating and maintaining the Projects by <CPO Name>; and (d) Managing the Projects using cloud-based solution system software.
- l. <LAND OWNING AGENCY> shall not directly or indirectly cause, create, incur, assume, or suffer to exist any lien on or with respect to the System or any interest therein. The Project and the System shall remain the property of M/s <CPO NAME> and shall not attach to or be deemed a part of, or fixture to the <LAND OWNING AGENCY>. Neither <LAND OWNING AGENCY> nor its lessees or tenants or any other Person shall have any right, benefit, or interest in the Project.
- m. <LAND OWNING AGENCY> shall provide sufficient space at the provided location for the temporary storage and staging of tools, materials, equipment and facilities reasonably necessary during the Installation Work, or Project removal, and access for rigging and material handling.
- n. Wherever separate power connection to Public EV Charging Stations is not mandated/ not provided, <LAND OWNING AGENCY> shall provide required power to M/s <CPO NAME> for the maintenance and operation of its System at the rate <LAND OWNING AGENCY> is paying to the distribution utility at the relevant SOL and M/s <CPO NAME> shall reimburse the same to <LAND OWNING AGENCY> on actuals. In case, requires additional transformer or any expenses for providing the power, the same shall be incurred by M/s <CPO NAME>. In the event of the Govt. announcing a policy for subsidized power charges for EV charging stations, then M/s <CPO NAME> shall make necessary arrangements including separate meter and approvals as required at their own cost to avail the lower tariff.
- o. Any other activities considered necessary for setting up Public Charging Stations for electric vehicles at provided locations or other suitable locations on mutually agreed covenants/commercials arrangements, which are not specifically set out herein, but which may be identified at a later date, shall be included by mutual discussion and consent of Parties.
- p. The number of identified locations considered for Public EV Charging Stations would not be a binding number and could be amended seeing the potential, increase in business volume, less vehicle turnaround etc., if any.
- q. The number of Public EV Charging Stations in a cluster would be tentative and could increase / decrease subject to joint agreement between <LAND OWNING AGENCY> and M/s. <CPO NAME>. The addition or deletion of EV Charging Stations could be subsequently conveyed to each other in writing.

r. Branding: <LAND OWNING AGENCY> and M/s. <CPO NAME> shall do joint branding of the venture so as to create positive long-term association, market penetration, to create synergies based on unique strengths of each parties/brand, gain market share and increase revenue and also to boost the reputation of the parties in this project.

### **3. Payment of License Fee, Revenue Share and Billing Cycle raising of invoices, release of payments, security deposit etc.**

(a) M/s. <CPO NAME> to pay <LAND OWNING AGENCY> Rs. xxx/kWh which shall be ₹ 1.0 / kWh in case of such CPO being a Government/Public Entity or at discovered price through bidding with floor price of ₹ 1 / kWh in case CPO being a private entity of billed units(kWh) from charging business starting from 1<sup>st</sup> year, of billed units from charging business to <LAND OWNING AGENCY> within .... days after end of Quarter.

(b) For the purpose of revenue sharing, M/s <CPO NAME> shall furnish the complete details of accounting of the billed units to <LAND OWNING AGENCY> for transparency and shall be governed by confidentiality under this Agreement.

M/s <CPO NAME> shall promptly pay the bill on monthly basis within 10 days of demand for electrical energy consumed for charging electric vehicles at the said locations as per actual minimum charges /as per actual. The charges should be paid to the <LAND OWNING AGENCY> till such time a separate meter is obtained in the name of <CPO NAME>. After obtaining a separate meter in the name of <CPO NAME>, the electricity charges shall be directly paid by <CPO NAME> based on the electrical energy consumed for charging EVs at each SOL. Dispute resolution mechanism of electricity bills, if any, to be taken up with relevant Discom with support from land owning agency.

### **4. Payment of Taxes**

M/s <CPO NAME> shall pay all the statutory levies and taxes imposed by the Government or any other authorities present or future on the operation of EV charging stations. Further, M/s <CPO NAME> shall also pay to <LAND OWNING AGENCY> increase in the taxes and/or any levies on the land area used specifically for Public EV charging station, by any local authority including Municipal corporation/municipality/gram panchayat or any other statutory authority or by the government except property tax. <LAND OWNING AGENCY> shall pay property tax.

### **5. Insurance**

M/s <CPO NAME> shall at all times and from time to time at its own cost and expense take out adequate and proper insurance during the continuance of this agreement from a well reputed insurance company against all risks including third party risk to persons and properties, fire and explosion risk and riot risks etc. covering operation of the Public Charging stations installed at SOL.

### **6. Standard Indemnification**

Each party (indemnifying party) agrees to indemnify, defend and hold the other party (indemnified party) harmless from and against:

- a. Any third party claim (including intellectual property infringement claim), liability, obligation, loss, damage, deficiency, assessment, judgement, cost or expense (including, without limitation to costs and expenses incurred in preparing and defending against or prosecuting any third party litigation, claim, action, suit proceeding or demand) of any kind or character, arising out of or in any manner solely attributable to any failure of the indemnifying Party to perform its obligations described hereunder, gross negligence or wilful misconduct in the fulfilment of its obligations hereunder or for infringing the intellectual property rights of any third party.
- b. Any claim, liability, obligation, loss, damage, deficiency, assessment, judgement, cost or expense (including, without limitation to costs and expenses incurred in preparing and defending against or prosecuting any third party litigation, claim, action, suit proceeding or demand) of any kind or character arising from claims or sanctions or penalties imposed by any regulatory authority for failure by a Party or any of its respective officers, directors, employees, servants, sub-contractors or agents to comply with any applicable laws, rules and regulations.
- c. Any claim, liability, obligation, loss, damage, deficiency, assessment, judgement, cost or expense (including, without limitation to costs and expenses incurred in preparing and defending against or prosecuting any third party litigation, claim, action, suit proceeding or demand) of any kind or character with respect to any damage to or loss of property of a third party arising out of acts or omissions by a Party or any of its respective officers, directors, employees, servants, sub-contractors, or agents in the performance of its obligations under this agreement.

## **7. Term & Termination**

7.1 This Agreement shall come into force from the Effective Date of this agreement and remain in force during the 'Term' as defined under Definitions above. The agreement shall be further extended for a period as decided and agreed mutually in writing by the Parties. The Agreement may be terminated / exited by the Parties prior to the scheduled validity period due to any one of the following reasons:

- a. Any misrepresentation, breach or violation of the terms of this Agreement by either of the Parties;
- b. If <LAND OWNING AGENCY> fails to provide the Charging Locations for locating the Charging Points at the identified SOL or M/s <CPO NAME> failing to install the charging Points at the identified SOL within a reasonable time as agreed mutually; and
- c. With mutual consent of both the parties without assigning any reason.

7.2 Upon such early termination, M/s <CPO NAME> shall have the right to dismantle all the System, equipment and Charging Points and take control in its custody, the Charging Points, System and equipment. <LAND OWNING AGENCY> shall have no right to claim and recover any of the Charging Points and the System from any

Charging Locations at the identified locations and the equipment/ infrastructure establishment by M/s <CPO NAME>.

## **8. Representations and Warranties**

**Each Party represents and warrants to the other Parties that:**

- (a) it has power to execute, deliver and perform its obligations under the Agreement and all necessary corporate and other actions have been taken to authorise such execution, delivery and performance;
- (b) it has all requisite power and authority, and does not require the consent of any third party to enter into this AGREEMENT and grant the rights provided herein;
- (c) it is in compliance with all applicable laws and regulations, as may be applicable to it.
- (d) the execution, delivery and performance of its obligations under the Agreement does not and will not: (i) contravene any applicable law, or any judgment or decree of any court having jurisdiction over it; or (ii) conflict with or result in any breach or default under any agreement, instrument, regulation, license or authorisation binding upon it or any of its assets.
- (e) violate the memorandum and articles of association, by-laws or other applicable organisational documents thereof; and
- (f) there is no litigation pending or, to the best of such Party's knowledge, threatened to which it is a party that presently affects or which would have a material adverse effect on the financial condition or prospects or business of such Party in the fulfilment of its obligations under this AGREEMENT.

## **9. Confidentiality**

9.1. During the subsistence of this Agreement and after termination or expiration of this Agreement for any reason whatsoever, the Party receiving any information and/or document which are marked as Confidential (hereinafter referred to as the "Confidential Information") shall:

- a. Keep the confidential Information confidential;
- b. Do not disclose the Confidential Information to any other person without the prior written consent of the Party disclosing such information (hereinafter referred to as the "**Disclosing Party**") except to its employees, agents, shareholders, investors, partners and advisors on a strictly need-to-know basis, and upon such person executing a non-disclosure undertaking in respect of the Confidential Information in a format reasonably satisfactory to the Disclosing Party;

- c. Do not use the Confidential Information for any purpose other than the performance of its obligations under this Agreement; Without the prior written consent of the Disclosing Party, not to make a public announcement or any other disclosure of the Confidential Information except as required by any legal stipulation applicable to it. In case of such disclosure required by legal stipulation, a Party which is required to make such disclosure shall, as soon as practicable after it is made aware of the requirement to make such disclosure, inform the Disclosing Party of the need to disclose such Confidential Information, the content thereof and the legal stipulation which requires disclosure of such Confidential Information.

9.2. The obligations contained in the relevant clauses above shall not apply to any Confidential Information which:

- a. is at the date of this Agreement or at any time after the date of this Agreement comes into the public domain other than through breach of this Agreement by such Party; can be shown by the Party receiving the information to the reasonable satisfaction of the Disclosing Party that the same was known to such Party prior to the disclosure;
- b. subsequently comes lawfully into the possession of the Party receiving such information from a person other than the Disclosing Party; or
- c. such information which any Party is required to disclose by law, by a court of competent jurisdiction or by another appropriate regulatory body, provided that the Party required to disclose shall use reasonable endeavors to consult with the Disclosing Party and take into consideration is reasonable requests in relation to such disclosure.

## 10. Notice

**All communication, demand and notices required to be sent under this Agreement shall be sent or delivered to the receiving Party at the address set forth herein, or at such other address as the Parties may from time to time designate in writing:**

**M/s <CPO NAME>:**

**Address :-**

.....  
.....  
.....  
.....

**Fax No.:**

**Email id :-**

**LOA:**

**Address:**

**Email id:-**

**Any Notice, demand or other communication shall be sent by registered post / hand delivery.**

## 11. Intellectual Property Rights

Intellectual Property Rights owned by each respective Party shall remain the property of such Party and nothing in this AGREEMENT shall be taken to represent an assignment, license or grant of other rights in or under such Intellectual Property Rights to the other Party. All right, title and interest to all Intellectual Property of each Party as of the Effective Date of this AGREEMENT, including that which is or may become protectable by patent, copyright, trademark, trade secret or similar law, shall remain exclusively with that Party.

## 12. Governing Law and Jurisdiction

This AGREEMENT shall be governed by and construed in accordance with the laws of India. Courts at <City, State>, India shall have exclusive jurisdiction in respect of matters arising out of or in relation to this AGREEMENT.

## 13. Dispute Settlement

The Parties hereby agree that they shall work together to resolve any disputes that may arise under, in relation to or in connection with this Agreement (referred to in this clause as a “**Dispute**”). In the event such Dispute is not resolved amicably within 60 (sixty) days of the date of receipt of notice issued by disputing party with respect to same by the non- disputing party then in such case all Dispute shall be settled by binding arbitration pursuant to the Arbitration and Conciliation Act, 1996, as amended (“**Arbitration Act**”), in following manner:

If any dispute or difference of any kind whatsoever shall arise between the Parties in connection with or arising out of this agreement, such dispute or difference shall be resolved through arbitration as per the procedure mentioned herein below:

- a. The dispute or difference shall be referred to a sole arbitrator.
- b. The arbitration shall be through High Court Mediation and Arbitration Centre at High Court of Judicature at <city name> for the state of <state name>.
- c. The rules of the above mentioned Institutional Arbitration Forum shall be applicable to the arbitral proceedings.
- d. The Indian Arbitration & Conciliation Act 1996 and Arbitration and Conciliation (amendment) Act 2015 or any statutory modification or re-enactment thereof and the rules made there under for the time being in force shall apply to the arbitration proceedings under the clause.
- e. The seat of arbitration shall be at <city name>, <state name>, India.
- f. The proceedings shall be conducted in English language.
- g. The cost of the proceedings shall be equally borne by the parties, unless otherwise directed by the sole arbitrator.
- h. The following shall not be referred to arbitration:  
Disputes having financial claims less than Rs. 5 Lakhs.

**Notwithstanding anything contained herein above (except 'h') upon arising of dispute the parties may agree to refer the same to arbitration of mutually acceptable sole arbitrator.**

#### **14. Limitation of Liability**

Notwithstanding anything in this AGREEMENT to the contrary and to the extent permitted by applicable law, in no event shall either Party, its officers, directors, or employees be liable for any form of incidental, consequential, indirect, special or punitive damages of any kind, or for loss of revenue or profits, loss of business, loss of information or data, or other financial loss, whether such damages arise in contract, tort or otherwise, irrespective of fault, negligence or strict liability or whether such Party has been advised in advance of the possibility of such damages. A Party will not be in breach of the AGREEMENT or be liable to the other Parties if it fails to perform or delays the performance of an obligation as a result of an event beyond its reasonable control, including, legislation, regulation, order or other act of any Government or Governmental agency.

#### **15. Waiver**

Failure of a Party to require performance of any provision of this Agreement shall not affect such Party's right to full performance thereof at any time thereafter, and any waiver by a Party of a breach of any provision hereof shall not constitute a waiver of a similar breach in the future or of any other breach. No waiver shall be effective unless in writing and duly executed by the concerned Party.

#### **16. Assignment**

Except as provided in this Agreement, none of the Parties shall be entitled to assign their rights and obligations under the Agreement to a third party without the prior written consent of the other Party, except to its affiliate companies

#### **17. Amendment**

No modification or amendment to this Agreement and no waiver of any of the terms or conditions hereof shall be valid or binding unless made in writing and duly executed by the Parties.

#### **18. Severability**

If any provision of this Agreement is held to be invalid, illegal or unenforceable, such provision will be struck from the Agreement and the remaining provisions of this Agreement shall remain in full force and effect. Further, the Parties shall endeavour to replace such provision with a valid, legally enforceable provision that reflects the original intent of the Parties.

#### **19. Entire Agreement**

This Agreement supersedes all prior discussions and agreements (whether oral or written, including all correspondence) if any, between the Parties with respect to the

subject matter of this Agreement, and this Agreement contains the sole and entire understanding and agreement between the Parties hereto with respect to the subject matter contained herein.

## **20. Force Majeure**

Neither Party shall be held responsible for non-fulfillment of their respective obligations under this AGREEMENT due to the exigency of one or more of the force majeure events which are beyond the reasonable control of the Party concerned such as but not limited to acts of God, wars, floods, earthquakes, lawful strikes not confined to the premises of the Party, lockouts beyond the control of the Party claiming force majeure, epidemics, riots, civil commotions etc. provided on the occurrence and cessation of any such event, the Party affected thereby shall give a notice in writing to the other Party within one (1) month of such occurrence or cessation. If the force majeure conditions continue beyond six (6) months, the Parties shall jointly decide about the future course of action.

## **21. Survival**

Those Clauses that by its nature should survive expiration or termination of this Agreement shall remain in effect after the expiration or termination of this Agreement. It specifically clarified that the provisions of Clauses 9 (*Representations and Warranties*), Clause 10 (*Confidentiality*), Clause 12 (*Intellectual Property Rights*), Clause 13 (*Governing Law and Jurisdiction*) and Clause 14 (*Dispute Settlement*) shall survive expiration or termination of this Agreement.

## **22. Counterparts**

This Agreement may be signed in counterparts, each of which shall be deemed to be an original, and all of which together shall constitute the same instrument.

## **23. Miscellaneous**

- a. It is agreed and understood by the Parties that this Agreement is a legally binding contract and under no circumstances shall stand terminated, except in terms of Clause 3 of this Agreement.
- b. This Agreement is on a principal-to-principal basis between the Parties hereto. Nothing contained in this Agreement shall be construed or deemed to create any association, partnership or joint venture or employer-employee relationship or principal-agent relationship in any manner whatsoever between the Parties.
- c. The Parties shall not use each other's name and/or trademark/logo or publicize or release any information about this Agreement or its contents or market, publish, advertise in any manner any information without prior written consent of the other Party.

## **24. Rules of Interpretation**

- a. Irrelevance of Gender and Plurality. The definitions in this Agreement shall apply equally to both the singular and plural forms of the terms defined. Whenever the context may require, any pronoun shall include the corresponding masculine, feminine and neuter forms.
- b. Internal References. All references herein to Clauses and Annexure shall be deemed to be references to Clauses of and Annexure to, this Agreement unless the context shall otherwise require. All Annexure attached hereto shall be deemed incorporated herein as if set forth in full herein. The terms “clause(s)” and “sub-clause(s)” shall be used herein interchangeably. The words “hereof,” “herein” and “hereunder” and words of similar import when used in this Agreement shall refer to this Agreement as a whole and not to any particular provision of this Agreement. The words “include”, “includes”, and “including” shall be deemed to be followed by the words “without limitation”.
- c. Default Rules. Unless expressly contradicted or otherwise qualified, (i) all references to a Person also refer to that Person’s successors and permitted assigns, including permitted transferees, and (ii) all references to and definitions of any agreement, instrument or statute herein or in any agreement or instrument referred to herein mean such agreement, instrument or statute, including the Articles, as from time to time may be amended, modified, supplemented or restated, including (in the case of agreements or instruments) by waiver or consent and (in the case of statutes) by succession of comparable successor statutes and references to all attachments thereto and instruments incorporated therein.
- d. Drafting. The Parties have participated jointly in the negotiation and drafting of this Agreement; accordingly, in the event an ambiguity or a question of intent or interpretation arises, this Agreement shall be construed as if drafted jointly by the Parties, and no presumption or burden of proof shall arise favoring or disfavoring any Party by virtue of the authorship of any provisions of this Agreement.
- e. Clause Heading: The clause heading contained in this Agreement are for the convenience of the Parties and shall not affect the meaning or interpretation of this Agreement.

## **25. GENERAL PROVISIONS**

- a. If any provision of this AGREEMENT is held to be invalid or unenforceable to any extent, the remaining provisions of this AGREEMENT shall not be affected thereby and each remaining provision of this AGREEMENT shall be valid and enforceable to the fullest extent permitted by law. Any invalid or unenforceable provision of this AGREEMENT shall be replaced with a provision which is valid and enforceable and reflects, to the maximum extent possible, the original intent of the unenforceable provision.

- b. Each Party will be solely responsible for its own acts and omissions (and the acts and omissions of its employees and other agents) and neither Party will have the authority nor will purport to act for, or legally binding, the other Party in any transactions with a third party except as agreed in writing by the Parties.
- c. The release of any information and of all public announcements (other than when such disclosure is required under any applicable law) related to such projects by a Party shall be subject to the prior written approval of the other Party, unless required under stock exchange regulations/SEBI.
- d. This Agreement shall not be amended, modified or supplemented without prior written consent of the other Party.

**In Witness Whereof The Parties Hereto Have Signed This MoU In Duplicate On The \_\_\_\_\_ Day, \_\_\_\_\_ Month and \_\_\_\_\_ Year Herein Above Written In The Presence Of:**

**For <LAND OWNING AGENCY>  
For M/S <CPO NAME>**

**Signed & Sealed**

**Signed & Sealed**

**WITNESS:**

**WITNESS:**

**1.**

**1.**

**2.**

**2.**

**Amendments in  
Model Building Bye-Laws  
(MBBL - 2016)  
for  
Electric Vehicle Charging Infrastructure**

**Town and Country Planning Organization  
Ministry of Housing and Urban Affairs  
Government of India**

**February, 2019**

## **Preamble**

To address the quantum of emissions from the “Transport” sector powered by fossil fuels, “electric vehicle” is considered a viable option for short distance / inter-city trips with adequate “charging stations” available. It is necessary to make provisions for establishing Public Charging Stations (PCS) in the local areas including urban CBDs for vehicle re-fuelling / recharging.

Hence, amendments are required for addition of norms for charging Infrastructure provisions in Development Control Regulations and enabling provisions for installing “*Charging Infrastructure*” in the building premises and core urban areas of the cities.

Based on available charging technologies and their evolution, type of vehicles, the types of chargers, indicating number of charging points required for setting up adequate PCS within the local urban areas including the building premises of all building types and with the long term vision of implementing ‘electric mobility’ during the next 30 years, amendments are made in the relevant sections (Chapter 10) of the Model Building Bye-laws, 2016.

## Amendments to Model Building Bye-Laws, 2016

### In Chapter 10: Sustainability and Green Provisions

#### After section 10.3 “Various Guidelines for Green Rating Systems”.

Provision of “Electric Vehicle Charging Infrastructure” to be added at clause 10.4

#### 10.4 Electric Vehicle Charging Infrastructure (EVCI):

Based on the occupancy pattern and the total parking provisions in the premises of the various building types, charging infrastructures shall be provided only for EVs, which is currently assumed to be 20% of all ‘vehicle holding capacity’/‘parking capacity’ at the premise.

Additionally, the building premise will have to have an additional power load, equivalent to the power required for all charging points (in a PCS) to be operated simultaneously, with a safety factor of 1.25 (refer *Explanatory Note- Annexure III*).

#### 10.4.1 Residential Buildings (plotted house)

Table 1: Charging Infrastructure requirements for individual house/ self-use

| Building Type           | Plotted House  |
|-------------------------|--|
| Ownership of Station    | Private (Owner)  |
| Connection and Metering | Domestic meter   |
| Type of Charger         | Slow chargers as per owner’s specific requirements               |
| Modes of Charging       | AC (Single charging gun)   |
| Norms of Provisions     | Min. 1 SC and additional provisions as per the owner individual. |

Note:

- *The charging infrastructure installed by a home owner shall be construed as a Private CI meant for self-use (non-commercial basis) as per the note at clause no 4 of the explanatory note at Annexure III.*

#### 10.4.2 All other buildings (including Group Housing)

Any PCS installed at Public/Private areas or building premises of any category that caters to commercial mode of charging of EVs shall be deemed as a Public Charging Station and shall have to install the minimum requirements of chargers as specified in the Guidelines dated 14.12.2018 of Ministry of Power (refer Annexure IV for MoP Guidelines). However, in order to provide sufficient charging points for the EV share in all vehicles (refer clause 3 of the *Explanatory Note- Annexure III*), ratio of types of chargers is recommended in the table below -

Table 2: Charging Infrastructure requirements for PCS (commercial use)

| Building Type                           | Any building type   |                                 |                                 |   |
|---|---|---------------------------------|---------------------------------|---|
| Ownership of Station                    | Service provider  |                                 |                                 |   |
| Connection and Metering                 | Commercial Metering and Payment   |                                 |                                 |   |
| Types of Charger                        | as per min. requirements specified in MoP Guidelines (refer Annexure IV)  |                                 |                                 |   |
| Additional chargers                     | PCS service providers shall install additional number of kiosk/chargers beyond the minimum specified requirements to meet the ratio of charging points as prescribed below (by the type of vehicles). |                                 |                                 |   |
| Norms of Provisions for charging points | <b>4Ws</b><br>1 SC - each 3 EVs<br>1 FC - each 10EVs  | <b>3Ws</b><br>1 SC - each 2 EVs | <b>2Ws</b><br>1 SC - each 2 EVs | <b>PV (Buses)</b><br>1 FC - each 10 EVs |

Note:

- *Charging bays shall be planned currently at 20% capacity of all vehicles including 2Ws and PVs(cars)*
- *Open metering and on-spot payment options to be available for all users.*
- *Provision of FCB CS and BS shall not be mandatory, and will be at the discretion of the service provider.*

**Abbreviations used:**

- 2Ws - Two wheelers
- 3Ws - Three wheelers
- 4Ws - Four wheelers / PV(cars)
- PVs - Passenger Vehicles
- EV - Electric Vehicle
- SC - Slow Charger / Slow Charging (AC)
- FC - Fast Charger / Fast Charging (DC and a few AC ones)
- PCS - Public Charging Stations
- MBBL - Model Building Bye-Laws, 2016
- FCB CS - Fluid Cooled Battery Charging Station
- BS - Battery Swap

**Annexure III  
(MBBL 2016)**

**Explanatory Note  
on  
Electric Vehicle Charging Infrastructure  
(For MBBL, 2016)**

**Town and Country Planning Organization  
Ministry of Housing and Urban Affairs  
Government of India**

**February, 2019**

## Abbreviations:

|            |   |   |
|------------|---|---|
| UNFCC      | - | United Nations Framework Convention on Climate Change                               |
| IPCC       | - | Intergovernmental Panel on Climate Change   |
| GHG        | - | Green House Gases   |
| 2Ws        | - | Two wheelers  |
| 3Ws        | - | Three wheelers  |
| 4Ws        | - | Four wheelers / PV(cars)  |
| PVs        | - | Passenger Vehicles  |
| CVs        | - | Commercial Vehicles   |
| EV         | - | Electric Vehicle  |
| EVSE       | - | Electric Vehicle Supply Equipment   |
| SC         | - | Slow Charger / Slow Charging (AC)   |
| FC         | - | Fast Charger / Fast Charging (DC and a few AC ones)                                 |
| BS         | - | Battery Swap  |
| PCS        | - | Public Charging Stations  |
| PCI        | - | Public Charging Infrastructure  |
| Private CI | - | Private Charging Infrastructure   |
| MBBL       | - | Model Building Bye-Laws, 2016   |
| URDPFI     | - | Urban and Regional Development Plan Formulation and Implementation Guidelines, 2014 |
| NSP        | - | Network Service Provider (information network)                                      |
| SP         | - | Service Provider  |

## Contents

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## 1. Rationale for EVCI establishment

Rapid urbanization coupled with adoption of mechanized transportation modes has resulted in high emissions of Green House Gases that goes on to impact Global warming. Unless, the global surface temperature rise is restricted to no more than 2°C compared with pre-industrial levels, the IPCC has warned that the world will see irreversible catastrophic climate change.

India being a signatory to the UNFCCC, has pledged for efforts to assess the Greenhouse Gas Emissions (GHG) of anthropogenic origin and removal by sinks. India's per capita emissions are still considered low at 1.9 tonnes (2013), but its total emissions are next only to China and the US and is likely to overtake those of the EU by 2019.

While comparing the Indian cities for their emission scores, Delhi is on top as the biggest emitter at over 38 million tonnes of carbon dioxide equivalent overall emissions, followed by Greater Mumbai at 22.7 million tonnes and Chennai at 22.1 million tonnes, Kolkata at 14.8 million tonnes, Bangalore at 19.8 million tonnes, Hyderabad at 13.7 million tonnes and Ahmedabad at 9 million tonnes were the other cities whose emissions for the year were calculated sector wise.

As per the statistics of Transport Department (GNCTD), total number of vehicles in Delhi is more than the combined total vehicles in Mumbai, Chennai and Kolkata. Delhi has 85 private cars per 1000 population against the national average of 8 cars per 1000 population. In terms of CO<sub>2</sub> emissions due to motor vehicles, Delhi emits about 12.4 million tonnes while the city of Bengaluru emits about 8.6 million tonnes.<sup>[1]</sup>

Therefore, addressing the quantum of emissions from the "Transport" and "Domestic" sector emerges to be the high priority subjects under the overarching umbrella of "*Climate change mitigation*" as committed to the UNFCC.

Encouraging "Electric Vehicles" as a viable option for phased transportation in terms of short and long distance trips with appropriate "Charging Infrastructure" is therefore, the pre-condition for this paradigm shift / phased migration to sustainable transportation.

For this changes are required in Infrastructure provisions (at Regional and City levels) and in Development Control Regulations (in terms of provisions therein) to include the formulations of norms and standards for "*Charging Infrastructure*" in the said Mater Plan Regulations and State Bye-Laws for adoption across the country suiting local conditions.

## 2. EV Charging Technology

### 2.1 Electric Vehicle Supply Equipment (EVSE):

An EVSE is a wall mounted box that supplies electric energy for recharging of electric vehicle batteries. Also EVSEs have a safety lock-out feature that does not allow current to flow from the device until the plug is physically inserted into the car.

EVSEs can be customized with added features like:

- Authentication
- Integrated payment gateways
- Software for remote monitoring.

As electric vehicle charging technology continues to advance, several standards and guidelines have become widely accepted across the industry. This section gives a brief overview of charging infrastructure technology, standards, and terminology.

### 2.2 Different types of EVSE:

**Charging speeds-** Charging power, which determines the time required to charge a vehicle, can vary by orders of magnitude across charge points, as shown in Table 1. A small household outlet may charge as slowly as 1.2 kW, while the most advanced rapid charging stations can charge at up to 350 kW. Charging infrastructure is broadly broken into three categories based on speed: Level 1, Level 2, and direct current (DC) fast charging (sometimes referred to as Level 3).

*(Source: "Emerging Best Practices for Electric Vehicle Charging Infrastructure", Oct' 2017)*

#### Private Charging

Charging batteries of privately owned cars through domestic charging points. Billing is mostly part of home/domestic metering.

#### AC "Slow" Charging:

The home private chargers are generally used with 230V/15A single phase plug which can deliver a maximum of up to about 2.5KW of power. The EVSE supplies AC current to the vehicle's onboard charger which in turn converts the AC power to DC allowing the battery to be charged.

#### Public Charging

For charging outside the home premises, electric power needs to be billed and payment needs to be collected. The power drawn by these chargers may need to be managed from time to time.

#### DC "Fast" Charging:

DC current is sent to the electric car's battery directly via the charge port. FC chargers (usually 50 KW or more) can supply 100 or more kilometers of range per hour of charging. The fast chargers would generally be used as a top-up, rather than fully charging vehicles. These are important for cab companies and corporate users who have a fleet of electric cars.

### 3. Options for EV Charging

There is an urgent need to offer flexible charging infrastructure for different vehicle segments to drive adoption of EVs. Charging infrastructure is the most crucial enabler in the entire EV value chain. The exploration of different charging models according to the local conditions shall enable faster deployment of electric vehicles in the country.

**EV share in all vehicles** - It has been broadly projected that by the current rate of adoption of EVs, about 15% of all vehicles in the country would be EVs by the year 2020. Therefore, while assuming percentage composition of all proposed capacities in Public facilities of vehicle holding capacity, the Metropolitan and 'Tier I' cities will be assumed to have a higher percentage share of EVs, say **20% for now**. The charging infrastructure prescriptions in all urban development guidelines shall, therefore, be in consonance with the said percentage.

**Power Load sanction to premises** – While adding these Charging Infrastructures to the proposed set of building types of the Indian cities, ***enhanced Power Load shall have to be had for each such building type by the Power DISCOMs***, commensurate to the total additional power requirement of simultaneous operation of all the prescribed charging points in the premise. With further advancement of charging technologies and the enhanced capacity of chargers to draw more power, it is advised that the ***load capacity assigned to each premise should be kept with a safety factor of 1.25*** with a long-term vision of 30 years.

**Table 1: EVs charging “modes” and ‘availability’**

| Vehicle type | Slow Charging | Fast Charging | Public CI   |
|--------------|---------------|---------------|-------------|
| 2 Wheelers   | Y             | N             | Yes/Limited |
| 3 Wheelers   | Y             | N             | Yes/Limited |
| PVs (Cars)   | Y             | Y             | Yes         |
| PVs (Buses)  | N             | Y             | Yes         |

**Table 2: Charging options for EV types (by ownership)**

| Vehicle type | Private CI | Public CS | Predominant place of charging                   |
|--------------|------------|-----------|---|
| 2 Wheelers   | SC/BS      | SC        | Point of residence / Work                       |
| 3 Wheelers   | SC/BS      | SC/BS     | Residence / Parking stations                    |
| PVs (Cars)   | SC/BS      | FC        | Residence / Point of work / other public places |
| PVs (Buses)  | -          | FC/BS     | Bus Terminals/Depots                            |

Note:

- The option of Battery Swapping (BS) for privately owned 2Ws and PV(Cars) is limited to Private CI.
- For 3 Ws the BS is proposed to be made available in PCS, for faster recharge experience only
- For PV (Buses), Captive Fast charging infrastructure for 100% internal use for fleets may be adopted by privately owned Depots/Garages.

Based on the above stated EV charging technologies available and the current trend of evolving technologies of faster charging experience, the Ministry of Power has issued ***Guidelines and Standards for setting up Charging Infrastructure for Electric Vehicles*** [Ministry of Power (MoP) Guidelines dated 14.12.2018] for charging infrastructure to be installed at every Public Charging Station (PCS). 'Connectivity regulations and Safety norms' shall be defined by respective authorities such as Central Electric Authority/MoP for grid access to such PCS / any other charging station/infrastructure.

#### 4. Charger Specifications and PCS Infrastructure

Any installed PCS shall have one or more electric kiosk/boards with installation of all charger models as prescribed in the **Guidelines and Standards notified by Ministry of Power, dated 14 December 2018 for "Charging Infrastructure for EVs"** (at Annexure II), with other necessary arrangements as deemed necessary.

Public Charging Station service providers shall be free to create charging hubs and to install additional number of kiosk/chargers in addition to the minimum chargers prescribed vide the MoP Guidelines, including options for installation of additional chargers, if required.

Note:

1. *Minimum infrastructure requirements do not apply to Private Charging Points meant for self-use of individual EV owners (non-commercial basis).*
2. *Captive charging infrastructure for 100% internal use for a company's own fleet will not be required to install all type of chargers and to have NSP tie ups.*

#### 5. Location of PCS / FCB CS in local area / building precincts

In accordance with the Guidelines issued by the *Ministry of Power (MoP)*, following minimum standards with regard to density of / distance between PCS in local level facilities in building premise / urban precincts shall be followed as per provisions in the Model BBL-2016

##### 1. **At the Local levels (within the urban area):**

- At least 1 Public Charging Station is to be available within a grid of 3Km x 3Km.

##### 2. **At the Building premise levels (for various building types)**

- Private charging infrastructure (non-commercial use) for individuals.
- For all commercial modes of charging EVs, at least 1 PCS, as per minimum specifications laid under MoP guidelines.
- Standalone Battery Swapping Stations may be added with the PCs.



No.12/2/2018-EV  
Government of India  
Ministry of Power  
Shram Shakti Bhawan, Rafi Marg,

New Delhi, the 14<sup>th</sup> December, 2018

To,

1. The Secretaries of all the Ministries/Departments of Government of India.
2. The Chief Secretaries of the States/UTs.

**Sub: Charging Infrastructure for Electric Vehicles – Guidelines and Standards -reg.**

Sir/Madam,

Government of India have undertaken multiple initiatives to promote manufacturing and adoption of electric vehicles in India. With support of the Government, electric vehicles have started penetrating in the Indian market. However, availability of adequate Charging Infrastructure is one of the key requirements for accelerated adoption of electric vehicles in India. It is proposed to encourage this by laying down an enabling framework.

**Objectives**

- To enable faster adoption of electric vehicles in India by ensuring safe, reliable, accessible and affordable Charging Infrastructure and eco-system
- To promote affordable tariff chargeable from EV owners and Charging Station Operators/Owners
- To generate employment/income opportunities for small entrepreneurs
- To proactively support creation of EV Charging Infrastructure in the initial phase and eventually create market for EV Charging business
- To encourage preparedness of Electrical Distribution System to adopt EV Charging Infrastructure.

**In light of the above, it has been decided as follows:**

1. Private charging at residences / offices shall be permitted. DISCOMs may facilitate the same.
2. 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 any further norms/standards/specifications laid down by Ministry of Power and Central Electricity Authority from time to time.

- 2.1 Any person seeking to set up a Public Charging Station may apply for connectivity and he shall be provided connectivity on priority by the Distribution Company licensee to supply power in the area.
- 2.2 Any Charging Station/ Chain of Charging Stations may also obtain electricity from any generation company through open access.

3. **Public Charging Infrastructure (PCI)- Minimum Requirements:**

3.1 Every Public Charging Station (PCS) shall have the following minimum infrastructure:

- i. An exclusive transformer with all related substation equipment including safety appliance.
- ii. 33/11 KV line/cables with associated equipment including as needed for line termination/metering etc.
- iii. Appropriate civil works.
- iv. Adequate space for Charging and entry/exit of vehicles.
- v. Current international standards that are prevalent and used by most vehicle manufacturers internationally are CCS and CHAdMO. Hence, Public Charging Stations shall have, one or more electric kiosk/boards with installation of all the charger models as follows:

| Charger Type  | Charger Connectors*   | Rated Voltage (V) | No. of Charging Points/No. of Connector guns (CG) |
|---------------|-----------------------|-------------------|---|
| Fast          | CCS (min 50 kW)       | 200-1000          | 1/1 CG  |
|               | CHAdMO (min 50 kW)    | 200-1000          | 1/1 CG  |
|               | Type-2 AC (min 22 kW) | 380-480           | 1/1 CG  |
| Slow/Moderate | Bharat DC-001 (15 kW) | 72-200            | 1/1 CG  |
|               | Bharat AC-001 (10 kW) | 230               | 3/3 CG of 3.3 kW each                             |

\*In addition, any other fast/slow/moderate charger as per approved BIS standards whenever notified.

- vi. The kiosk/board may have options for installation of additional chargers if required.
- vii. The Public Charging Station Providers are free to create Charging Hubs and to install additional number of Kiosk/Chargers in addition to the minimum number of chargers prescribed above.
- viii. Tie up with at least one online Network Service Providers (NSPs) to enable advance remote/online booking of charging slots by EV owners. Such online information to EV owners should also include information regarding location, types and numbers of chargers installed/available etc.
- ix. Share charging station data with appropriate DISCOM and to maintain appropriate protocols as prescribed by such DISCOM for this purpose. CEA shall have access to this database.
- x. Appropriate public amenities.



- xi. Where, in addition to the above, fast charging facility is also planned to be provided at the PCS by the PCI provider, the following additional infrastructure must be provided:
  - a. Appropriate Liquid Cooled cables if High Speed Charging Facility for onboard charging of Fluid Cooled Batteries (FCBs) is also planned.
  - b. Appropriate Climate Control Equipment for Fast Charging of Batteries to be used for swapping (i.e. not onboard)
- 3.2 Every Public Charging Station (PCS) shall be operational only after inspection and clearance as communicated by a suitable clearance certificate, by the concerned electrical inspectors/technical personnel designated specifically by the respective DISCOM for this purpose. DISCOMs may also empanel one or more third party authorized technical agencies for this purpose.
- 3.3 Electric Vehicle Service Equipment (EVSE) shall be type tested by an appropriate reputed authority.
- 3.4 The above minimum infrastructure requirements do not apply to Private Charging Points meant for self-use of individual EV owners (non-commercial basis).
- 3.5 Captive charging infrastructure for 100% internal use for a company's own/leased fleet for its own use will not be required to install all type of chargers and to have NSP tie ups.
- 3.6 Public Charging Station can also have the option to add Standalone battery swapping facilities in addition to the above mandatory facilities, provided space/other conditions permit.
- 4. **Public charging Infrastructure (PCI) for long distance EVs and/or heavy duty EVs:**
- 4.1 Public charging stations for long distance EVs and/or heavy duty EVs (like trucks, busses etc.) shall have the following minimum requirements:
  - i. At least two chargers of minimum 100 kW (with 200-1000 V) each of different specification (CCS & Chademo) and with single connector gun each in addition to the minimum charging infrastructure requirements as mandated for Public Charging Stations in para 3.
  - ii. Appropriate Liquid Cooled Cables for high speed charging facility for onboard charging of Fluid Cooled Batteries (currently available in some long range EVs).
  - iii. In addition to 4.1 (i) and (ii) above, the Fast Charging Stations (FCS) for Long Distance EVs and/or Heavy Duty EVs may also have the option of swapping facilities for batteries for meeting the charging requirements as per para 3 and para 4.1(i)&(ii) above. It is notable that Fluid Cooled Batteries (FCBs) are generally necessary for Fast Charging / Long Distance use of EVs and/or for Heavy Duty Vehicles like buses/trucks etc. FCBs will have higher charging rate and longer life.
- 4.2 Such Fast Charging Stations (FCS) which are meant only for 100% in house/captive utilisation, for example buses of a company, would be free to decide the charging specifications as per requirement for its in- house company EVs.



5. **Location of Public Charging Stations:**

- 5.1 In case of Public Charging Stations, the following minimum requirements are laid down with regard to density/distance between two charging points:
- i. At least one Charging Station should be available in a grid of 3 Km X 3 Km. Further, one Charging Station be set up at every 25 Km on both sides of highways/roads.
  - ii. For long range EVs (like long range SUVs) and heavy duty EVs like buses/trucks etc., there should be at least one Fast Charging Station with Charging Infrastructure Specifications as per para4.1 at every 100 Kms, one on each side of the highways/road located preferably within/alongside the stations laid in para3 above. Within cities, such charging facilities for heavy duty EVs shall be located within Transport Nagars, bus depots. Moreover, swapping facilities are also not mandatory within cities for Buses/trucks.
- 5.2 Additional public charging stations shall be set up in any area only after meeting the above requirements.
- 5.3 The above density/distance requirements shall be used by the concerned state/UT Governments/their Agencies for the twin purposes of arrangement of land in any manner for public charging stations as well as for priority in installation of distribution network including transformers/feeders etc. This shall be done in all cases including where no central/state subsidy is provided.
- 5.4 The appropriate Governments (Central/State/UTs) may also give priority to existing retail outlets (ROs) of Oil Marketing Companies (OMCs) for installation of Public EV Charging Stations (in compliance with safety norms including 'firewalls' etc.) to meet the requirements as laid above. Further, within such ROs, Company Owned and Company Operated (COCO) ROs may be given higher preference.
- 5.5 Any deviation from above norms shall be admissible only after specific approval of State Nodal Agency in consultation with the Central Nodal Agency.

6. **Database of Public EV Charging Stations:**

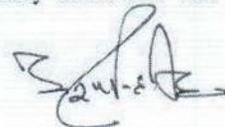
Central Electricity Authority (CEA) shall create and maintain a national online database of all the Public Charging Stations through DISCOMs. Appropriate protocols shall be notified by DISCOMs for this purpose which shall be mandatorily complied by the PCS/BCS. This database shall have restricted access as finalised between CEA and Ministry of Power.

7. **Tariff for supply of electricity to EV Public Charging Stations:**

- 7.1 The tariff for supply of electricity to EV Public Charging Station shall be determined by the appropriate commission, provided however that the tariff shall not be more than the average cost of supply plus 15 (fifteen) percent.
- 7.2 The tariff applicable for domestic consumption shall be applicable for domestic charging.

8. **Service charges at PCS/BCS:**

- 8.1 Charging of EVs is a service as already clarified by Ministry of Power vide letter No. 23/08/2018-R&R dated 13.04.2018.



8.2 The State Nodal Agency shall fix the ceiling of the Service Charges to be charged by the Public Charging Stations.

9. **Priority for Rollout of EV Public Charging Infrastructure:**

After extensive consultations with State Governments and different Department/Agencies of Central Government, phasing as follows are laid down as national priority for rollout of EV Public Charging Infrastructure:

9.1 **Phase I (1-3 Years):**

All Mega Cities with population of 4 million plus as per census 2011, all existing expressways connected to these Mega Cities & important Highways connected with each of these Mega Cities shall be taken up for coverage. A list of these Mega Cities and existing connected expressways is attached at Annexure 1.

9.2 **Phase II (3-5 Years):**

Big cities like State Capitals, UT headquarters shall be covered for distributed and demonstrative effect. Further, important Highways connected with each of these Mega Cities shall be taken up for coverage.

9.3 The above priorities for phasing of rollout shall be kept in mind by all concerned, including, different agencies of Central/State Governments while framing of further policies/guidelines for Public Charging Infrastructure of EVs, including for declaring further incentives/subsidies for such infrastructure and for such other purposes.

10. **Implementation Mechanism for Rollout:**

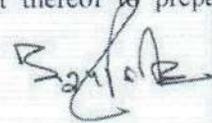
10.1 Ministry of Power shall designate a Central Nodal Agency for the rollout. All relevant agencies including Central electricity Authority (CEA) shall provide necessary support to this nodal agency.

10.2 Every State Government shall nominate a Nodal Agency for that State for setting up charging infrastructure. The State DISCOM shall generally be the Nodal Agency for such purposes. However, State Government shall be free to select a Central/State Public Sector Undertaking (PSU) including Urban Local Bodies (ULBs), Urban/Area Development Authorities etc. as its Nodal Agency.

11. **Selection of Implementation Agency for Rollout:**

11.1 The Central Nodal Agency shall finalize the cities and expressways/highways to be finally taken up from the above phasing, in consultation with the respective State Governments.

11.2 An Implementation Agency shall be selected by the respective State Nodal Agency and shall be entrusted with responsibility of installation, operation and maintenance of PCS/FCS/BCS/BSF for designated period as per parameters laid down in this document and as entrusted by the concerned Nodal Agency. The Implementation Agency can be an Aggregator as mutually decided between Central and State Nodal Agencies. However, they can also decide to choose different PCS/FCS providers for bundled packages or for individual locations as mutually decided. Further, whenever bundled packages are carved for bidding, such packages shall necessarily include atleast one identified expressway/highway or part thereof to prepare a



cohesive regional package; the selected identified cities may be divided into one or more parts as necessary for such purposes.

- 11.3 Where Implementing Agency is selected by bidding, all bidding shall be conducted by the State Nodal Agency.
- 11.4 There shall be an upper cap on the Service Charges declared by the State Nodal Agency as per para 8.2 above. Subsidy, if admissible from Central/State governments, shall be suitably factored in such calculations of Upper Cap/Bid Variable.

This issues with the approval of Hon'ble Minister of State (IC) for Power and New & Renewable Energy.



(Anoop Singh Bisht)

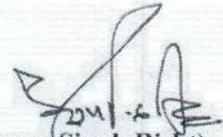
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1. Prime Ministers Office/Cabinet Secretariat.
2. CEO, NITI Aayog
3. The Secretaries of the CERC/State Commissions/JERCs.



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1. PS to MoS (IC) for Power and NRE
2. PPS to Secretary (Power)
3. PPS to Addl Secretary (SNS)
4. PPS to Joint Secretary (Thermal), MoP
5. PPS to Director (UMPP ), MoP



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**I. List of 4 million plus cities (as per census 2011)**

|   |           |
|---|-----------|
| 1 | Mumbai    |
| 2 | Delhi     |
| 3 | Bangalore |
| 4 | Hyderabad |
| 5 | Ahmedabad |
| 6 | Chennai   |
| 7 | Kolkata   |
| 8 | Surat     |
| 9 | Pune      |

**II. List of corridors**

|    |                                       |
|----|---------------------------------------|
| 1  | Mumbai-Pune Expressway                |
| 2  | Ahmedabad-Vadodara Expressway         |
| 3  | Delhi-Agra Yamuna Expressway          |
| 4  | Delhi-Jaipur                          |
| 5  | Bengaluru-Mysore                      |
| 6  | Bengaluru-Chennai                     |
| 7  | Surat-Mumbai Expressway               |
| 8  | Agra - Lucknow Expressway             |
| 9  | Eastern Peripheral Expressway         |
| 10 | Delhi-Agra NH2 Expressway             |
| 11 | Hyderabad ORR expressway              |
| 12 | 5 connected highways to each megacity |



**Amendments in**  
**Urban and Regional Development Plans**  
**Formulation and Implementation Guidelines**  
**(URDPFI - 2014)**  
**for**  
**Electric Vehicle Charging Infrastructure**

**Town and Country Planning Organisation**  
**Ministry of Housing and Urban Affairs**  
**Government of India**

**February, 2019**

## Preamble

To encourage “Electric Vehicles” as a viable option for long distance trips / inter regional trips with adequate “charging stations”, it is necessary to make provisions for establishing Public Charging Stations (PCS) in the regional facilities for re-fuelling/recharging of vehicles.

Hence, amendments are required for addition of norms for charging Infrastructure provisions in Development Control Regulations and provide “*Charging Infrastructure*” in the City Mater Plans / Regional Plans.

Based on available charging technologies and their evolution, type of vehicles, the types of chargers indicating number of charging points required for setting up adequate PCS as regional facilities and with the long term vision of implementing ‘electric mobility’ during the next 30 years, amendments are made **Under Chapter 8: Infrastructure Planning, at section 8.4.7 “Distribution Services”**, Table 8.57 – “Norms for Distribution Services” of URDPFI Guidelines, 2014 (Volume I) as detailed in clause 3 of this document.

**2. Existing provision in Urban and Regional Development Plans Formulation and Implementation Guidelines (URDPFI, 2014)**  
**Chapter 8: Infrastructure Planning (Volume I of URDPFI Guidelines 2014)**  
**At section 8.4.7 "Distribution Services",**  
**Table 8.57 – "Norms for Distribution Services"**

| Sr. No.   | Category  | Population served per unit | Land Area Requirement   |                        | Other Control  |
|-----------|---|----------------------------|---|------------------------|--|
|           |   |                            | Type of facility  | Area requirement       |  |
| <b>1.</b> | <b>Petrol/Diesel filling and Service Centre</b>                       |                            |   |                        |  |
|           | Permitted in:   |                            | i. Only filling station   | 30m x 17m              | <ul style="list-style-type: none"> <li>• Shall not be located on road having Right of Way less than 30m.</li> </ul>  |
|           | Central District  |                            | ii. Filling cum service station   | 36m x 30m              |  |
|           | Sub central district  |                            |   |                        | <ul style="list-style-type: none"> <li>• Special cases in old city areas may be considered based on the approval by statutory authorities.</li> </ul>  |
|           | District centres  |                            | iii. Filling cum service station cum workshop   | 45 x 36m               |  |
|           | Community Centres (Only Filling Station)                              |                            |   | 18m x 15m              |  |
|           | Residential & industrial Use Zone in Urban Areas                      |                            | iv. Filling station only for two and three wheelers   |                        | <ul style="list-style-type: none"> <li>• Shall be approved by the explosive/ fire department.</li> </ul>   |
|           | Along National and State Highways                                     |                            |   |                        |  |
|           | Villages identified as growth centres                                 |                            |   |                        |  |
|           | Freight Complex   |                            |   |                        |  |
|           | Proposed major roads  |                            |   |                        |  |
|           | Police/security forces services (for captive use only) (MPD, pg 125)  |                            |   |                        |  |
| <b>2.</b> | <b>Compressed Natural Gas (CNG)/filling centre</b>                    |                            |   |                        |  |
|           | Permitted in:   |                            | CNG mother station  | 1080 sqm               | <ul style="list-style-type: none"> <li>• Shall not be located on road having Right of Way less than 30m.</li> </ul>  |
|           | All use zones (except in Regional Parks and Developed District Parks) |                            | (Including building component - control room/office/dispensing room/store, pantry and W.C.) | (36m x 30m)            |  |
|           | Along National and State Highways                                     |                            |   |                        | <ul style="list-style-type: none"> <li>• Shall be approved by the explosive/fire department.</li> </ul>  |
|           | Villages identified as growth centres                                 |                            |   |                        |  |
|           | Freight Complex   |                            |   |                        |  |
|           | Proposed major roads  |                            |   |                        |  |
| <b>3.</b> | <b>LPG Godown/Gas Godown</b>  | 40,000 to 50,000           | Capacity = 500 cylinders or 8000 kg of LPG<br>Area (inclusive of guard room)                | 520 sqm<br>(26m x 20m) | <ul style="list-style-type: none"> <li>• The major concern for its storage and distribution is the location, which shall be away from the residential areas and shall have open spaces all around as per the Explosive Rules.</li> </ul> |
| <b>4.</b> | <b>Milk Distribution</b>  | 5000                       | Areas inclusive of service area   | 150sqm                 | ---  |

3. **Amendments to URDPFI Guidelines 2014:- Necessary provisions for EV Charging have been incorporated at Sr. No. 1 and Sr. No. 3 of table 8.57. The revised table will be as under:**

Table 8.57 – “Norms for Distribution Services”:

| Sr. No.              | Category  | Population served per unit | Land Area requirement  |                                    | Other controls  |
|----------------------|---|----------------------------|--|------------------------------------|---|
|                      |   |                            | Type of Facility   | Area required                      |   |
| 1.                   | <b>Petrol/Diesel filling/EV charging* and service centre</b>          |                            |  |                                    |   |
|                      | Permitted in:   |                            |  |                                    |   |
|                      | Central District  |                            | i. Only filling station  | 30m x 17m                          | Shall not be located on road having Right of Way less than 30m.   |
|                      | Sub central district  |                            | ii. Filling cum service station  | 36m x 30m                          |   |
|                      | District centres  |                            | iii. Filling cum service station cum workshop  | 45 x 36m                           | Special cases in old city areas may be considered based on the approval by statutory authorities.                         |
|                      | Community Centres (Only Filling Station)                              |                            | iv. Filling station only for two and three wheelers  | 18m x 15m                          |   |
|                      | Residential & industrial Use Zone in Urban Areas                      |                            | v. Public Charging Station (PCS) (minimum requirement as per MoP guidelines)                                   | Min. 13.5m x 5.5m                  | Shall be approved by the explosive/ fire department.  |
|                      | Along National and State Highways                                     |                            |  |                                    | Charging station and all equipment layout with respect to nearest dispensing unit (DU)/fuel tank to be as per PESO rules. |
|                      | Villages identified as growth centres                                 |                            | vi. FCB CS<br>1 CCS<br>1 CHAdeMO   | Min. 15m x 7m                      |   |
|                      | Freight Complex   |                            |  |                                    | vii. Battery Swapping Station (optional)  |
| Proposed major roads |   |                            |  | Optional addition to PCS by the SP |   |
|                      | Police/security forces services (for captive use only) (MPD, pg 125)  |                            |  |                                    |   |
| 2                    | <b>Compressed Natural Gas (CNG)/filling centre</b>                    |                            |  |                                    |   |
|                      | Permitted in:   |                            |  |                                    |   |
|                      | All use zones (except in Regional Parks and Developed District Parks) |                            | CNG mother station (Including building component - control room/office/dispensing room/store, pantry and W.C.) | 1080 sqm<br>(36m x 30m)            | Shall not be located on road having Right of Way less than 30m.   |
|                      | Along National and State Highways                                     |                            |  |                                    | Shall be approved by the explosive/ fire department   |
|                      | Villages identified as growth centres                                 |                            |  |                                    |   |
|                      | Freight Complex   |                            |  |                                    |   |
|                      | Proposed major roads  |                            |  |                                    |   |

| Sr. No.   | Category  | Population served per unit                         | Land Area requirement   |   | Other controls  |
|-----------|---|--|---|---|---|
|           |   |  | Type of Facility  | Area required   |   |
| <b>3.</b> | <b>Standalone Public Charging Stations (PCS)</b>                                |  |   |   |   |
| <b>A</b>  | <b>Public Charging Stations</b>   | Every 25 Kms, both sides along the highways/roads  | PCS with charger ratio (minimum requirements of PCS, as per MoP) -<br>1 FC for every 10 EVs<br>1 SC for every 3 EVs | Additional area as per total parking capacity at the Restaurants /Eateries. | Equipped with CCE and LCC, as may be required for fast charging.  |
| <b>B</b>  | <b>Fast Charging facility / FCB CS (for Long Distance &amp; Heavy Duty EVs)</b> | Every 100 Kms, both sides along the highways/roads | At least 2 chargers<br>1 CCC type<br>1 CHAdeMO type (min 100KW each)  | Min. 15m x 7m   | May be coupled with the PCS at item A above, with CCE and LCC.  |
| <b>C</b>  | <b>Battery Swapping Station</b>   | Optional provisions as per MoP Guidelines.         | Standalone<br>Provided along with FBC charging Stations   | Min<br>5.5m x 2.75m   | May be coupled with PCS at item A or FCB CS at item B above.  |
| <b>4</b>  | LPG Go down/<br>Gas Go down   | 40,000 to 50,000                                   | Capacity = 500 cylinders or 8000 kg of LPG<br><br>Area (inclusive of guard room)                                    | 520 sqm (26m x 20m)   | The major concern for its storage and distribution is the location, which shall be away from the residential areas and shall have open spaces all around as per the Explosive Rules |
| <b>5</b>  | Milk Distribution   | 5000   | Areas inclusive of service area   | 150 sqm   | ---   |

\* A detailed explanation is given at Appendix 'P' – "Explanatory Note on EVCI" and Appendix 'Q' – "Guidelines issued by Ministry of Power on EVCI, dated 14.12.2018" (in Volume IIA & IIB).

**Notes:**

- Super Kerosene Oil/Light Diesel Oil storage for industrial uses shall be given separately.
- Large petrol/diesel storage centers to be located outside city limits.
- To be organized by a service provider for connection and metering, available 24x7 for all users.
- Provision of FCB CS & BS shall not be mandatory, and will be at the discretion of the service provider.
- Size recommended for FCB CS is subject to variance as per technical specifications of the SP.
- Fuel filling stations (including COCO outlets) shall conform to specifications and safety norms as per the amendment in Petroleum Rules or, PESO Act and obtain clearances as maybe necessary from the 'Competent Authority', for adding PCS to Retail outlets/ Fuel filling stations.

**For Standalone PCS:**

- The ratio of provision of charging points (FC/SC) with respect to total parking capacity will be considered for only 20% (i.e. 20% of total parking capacity will be considered EVs & ratio will be applied on them)
- Land allocation is preferably to be contiguous/in close proximity to commercial land of the Mid-way Restaurant.
- "General Conditions of Siting" of Standalone PCS shall follow clause 4.1-4.4 of IRC:12 (latest revision) except for the distance between stations which shall be as per the Guidelines issued by MoP, dated Dec, 2018.

Abbreviations used:

|         |  |
|---------|--|
| 2Ws     | - Two wheelers   |
| 3Ws     | - Three wheelers   |
| 4Ws     | - Four wheelers / PV(cars)   |
| PVs     | - Passenger Vehicles   |
| CVs     | - Commercial Vehicles  |
| EV      | - Electric Vehicle   |
| SC      | - Slow Charger / Slow Charging (AC)  |
| FC      | - Fast Charger / Fast Charging (DC and a few AC ones)                                  |
| BS      | - Battery Swap   |
| PCS     | - Public Charging Stations   |
| URDPFI  | - Urban and Regional Development Plans Formulation and Implementation Guidelines, 2014 |
| CCS     | - Combined Charging System   |
| CHAdeMO | - A DC Fast charging standard  |
| FCB CS  | - Fluid Cooled Battery Charging Station  |
| CCE     | - Climate Control Equipment  |
| LCC     | - Liquid Cooled Cables   |
| NSP     | - Network Service Provider (information network)                                       |
| SP      | - Service Provider   |

----- x x x -----

**Explanatory Note**  
**on**  
**Electric Vehicle Charging Infrastructure**  
(For URDPFI Guidelines 2014)

**Town and Country Planning Organization**  
**Ministry of Housing and Urban Affairs**  
**Government of India**

**February, 2019**

## Abbreviations:

|            |   |  |
|------------|---|--|
| UNFCC      | - | United Nations Framework Convention on Climate Change                                |
| IPCC       | - | Intergovernmental Panel on Climate Change  |
| GHG        | - | Green House Gases  |
| 2Ws        | - | Two wheelers   |
| 3Ws        | - | Three wheelers   |
| 4Ws        | - | Four wheelers / PV(cars)   |
| PVs        | - | Passenger Vehicles   |
| CVs        | - | Commercial Vehicles  |
| EV         | - | Electric Vehicle   |
| EVSE       | - | Electric Vehicle Supply Equipment  |
| SC         | - | Slow Charger / Slow Charging (AC)  |
| FC         | - | Fast Charger / Fast Charging (DC and a few AC ones)                                  |
| BS         | - | Battery Swap   |
| PCS        | - | Public Charging Stations   |
| PCI        | - | Public Charging Infrastructure   |
| Private CI | - | Private Charging Infrastructure  |
| MBBL       | - | Model Building Bye-Laws, 2016  |
| URDPFI     | - | Urban and Regional Development Plans Formulation and Implementation Guidelines, 2014 |
| NSP        | - | Network Service Provider (information network)                                       |
| SP         | - | Service Provider   |

## Contents

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| 2. EV Charging Technology-----                         | 5 |
| 3. Options for EV Charging-----                        | 6 |
| 4. Charging Specifications and PCS Infrastructure----- | 7 |

## 1. Rationale for EVCI establishment

Rapid urbanization coupled with adoption of mechanized transportation modes has resulted in high emissions of Green House Gases that goes on to impact Global warming. Unless, the global surface temperature rise is restricted to no more than 2°C compared with pre-industrial levels, the IPCC has warned that the world will see irreversible catastrophic climate change.

India being a signatory to the UNFCCC, has pledged for efforts to assess the Greenhouse Gas Emissions (GHG) of anthropogenic origin and removal by sinks. India's per capita emissions are still considered low at 1.9 tonnes (2013), but its total emissions are next only to China and the US and is likely to overtake those of the EU by 2019.

While comparing the Indian cities for their emission scores, Delhi is on top as the biggest emitter at over 38 38 million tonnes of carbon dioxide equivalent overall emissions, followed by Greater Mumbai at 22.7 million tonnes and Chennai at 22.1 million tonnes, Kolkata at 14.8million tonnes, Bangalore at 19.8million tonnes, Hyderabad at 13.7 million tonnes and Ahmedabad at 9million tonnes were the other cities whose emissions for the year were calculated sector wise.

As per the statistics of Transport Department (GNCTD), total number of vehicles in Delhi is more than the combined total vehicles in Mumbai, Chennai and Kolkata. Delhi has 85 private cars per 1000 population against the national average of 8 cars per 1000 population. In terms of CO<sub>2</sub> emissions due to motor vehicles, Delhi emits about 12.4 million tonnes while the city of Bengaluru emits about 8.6 million tonnes.<sup>[1]</sup>

Therefore, addressing the quantum of emissions from the “Transport” and “Domestic” sector emerges to be the high priority subjects under the overarching umbrella of “*Climate change mitigation*” as committed to the UNFCC.

Encouraging “Electric Vehicles” as a viable option for phased transportation in terms of short and long distance trips with appropriate “Charging Infrastructure” is therefore, the pre-condition for this paradigm shift / phased migration to sustainable transportation.

For this changes are required in Infrastructure provisions (at Regional and City levels) and in Development Control Regulations (in terms of provisions therein) to include the formulations of norms and standards for “*Charging Infrastructure*” in the said Mater Plan Regulations and State Bye-Laws for adoption across the country suiting local conditions.

## 2. EV Charging Technology

### 2.1 Electric Vehicle Supply Equipment (EVSE):

An EVSE is a wall mounted box that supplies electric energy for recharging of electric vehicle batteries. Also EVSEs have a safety lock-out feature that does not allow current to flow from the device until the plug is physically inserted into the car.

EVSEs can be customized with added features like:

- Authentication
- Integrated payment gateways
- Software for remote monitoring.

As electric vehicle charging technology continues to advance, several standards and guidelines have become widely accepted across the industry. This section gives a brief overview of charging infrastructure technology, standards, and terminology.

### 2.2 Different types of EVSE:

**Charging speeds-** Charging power, which determines the time required to charge a vehicle, can vary by orders of magnitude across charge points, as shown in Table 1. A small household outlet may charge as slowly as 1.2 kW, while the most advanced rapid charging stations can charge at up to 350 kW. Charging infrastructure is broadly broken into three categories based on speed: Level 1, Level 2, and direct current (DC) fast charging (sometimes referred to as Level 3).

*(Source: "Emerging Best Practices for Electric Vehicle Charging Infrastructure", Oct' 2017)*

#### **Private Charging**

Charging batteries of privately owned cars through domestic charging points. Billing is mostly part of home/domestic metering.

#### **AC "Slow" Charging:**

The home private chargers are generally used with 230V/15A single phase plug which can deliver a maximum of up to about 2.5KW of power. The EVSE supplies AC current to the vehicle's onboard charger which in turn converts the AC power to DC allowing the battery to be charged.

#### **Public Charging**

For charging outside the home premises, electric power needs to be billed and payment needs to be collected. The power drawn by these chargers may need to be managed from time to time.

#### **DC "Fast" Charging:**

DC current is sent to the electric car's battery directly via the charge port. FC chargers (usually 50 KW or more) can supply 100 or more kilometers of range per hour of charging. The fast chargers would generally be used as a top-up, rather than fully charging vehicles. These are important for cab companies and corporate users who have a fleet of electric cars.

### 3. Options for EV Charging

There is an urgent need to offer flexible charging infrastructure for different vehicle segments to drive adoption of EVs. Charging infrastructure is the most crucial enabler in the entire EV value chain. The exploration of different charging models according to the local conditions shall enable faster deployment of electric vehicles in the country.

**EV share in all vehicles** - It has been broadly projected that by the current rate of adoption of EVs, about 15% of all vehicles in the country would be EVs by the year 2020. Therefore, while assuming percentage composition of all proposed capacities in Public facilities of vehicle holding capacity, the Metropolitan and 'Tier I' cities will be assumed to have a higher percentage share of EVs, say **20% for now**. The charging infrastructure prescriptions in all urban development guidelines shall, therefore, be in consonance with the said percentage.

**Power Load sanction to premises** – While adding these Charging Infrastructures to the proposed set of building types of the Indian cities, ***enhanced Power Load shall have to be had for each such building type by the Power DISCOMs***, commensurate to the total additional power requirement of simultaneous operation of all the prescribed charging points in the premise. With further advancement of charging technologies and the enhanced capacity of chargers to draw more power, it is advised that the ***load capacity assigned to each premise should be kept with a safety factor of 1.25*** with a long-term vision of 30 years.

Table 1: EVs charging “modes” and ‘availability’

| Vehicle type | Slow Charging | Fast Charging | Public CI   |
|--------------|---------------|---------------|-------------|
| 2 Wheelers   | Y             | N             | Yes/Limited |
| 3 Wheelers   | Y             | N             | Yes/Limited |
| PVs (Cars)   | Y             | Y             | Yes         |
| PVs (Buses)  | N             | Y             | Yes         |

Table 2: Charging options for EV types (by ownership)

| Vehicle type | Private CI | Public CS | Predominant place of charging                   |
|--------------|------------|-----------|---|
| 2 Wheelers   | SC/BS      | SC        | Point of residence / Work                       |
| 3 Wheelers   | SC/BS      | SC/BS     | Residence / Parking stations                    |
| PVs (Cars)   | SC/BS      | FC        | Residence / Point of work / other public places |
| PVs (Buses)  | -          | FC/BS     | Bus Terminals/Depots                            |

Note:

- The option of Battery Swapping (BS) for privately owned 2Ws and PV(Cars) is limited to Private CI.
- For 3 Ws the BS is proposed to be made available in PCS, for faster recharge experience only
- For PV (Buses), Captive Fast charging infrastructure for 100% internal use for fleets may be adopted by privately owned Depots/Garages.

Based on the above stated EV charging technologies available and the current trend of evolving technologies of faster charging experience, the Ministry of Power has issued ***Guidelines and Standards for setting up Charging Infrastructure for Electric Vehicles*** [Ministry of Power (MoP) Guidelines dated 14.12.2018] for charging infrastructure to be installed at every Public Charging Station (PCS). 'Connectivity regulations and Safety norms' shall be defined by respective authorities such as Central Electric Authority/MoP for grid access to such PCS / any other charging station/infrastructure.

#### 4. Charger Specifications and PCS Infrastructure

Any installed PCS shall have one or more electric kiosk/boards with installation of all charger models as prescribed in the **Guidelines and Standards notified by Ministry of Power (MoP), dated 14 December 2018 for "Charging Infrastructure for EVs"** (at Annexure II), with other necessary arrangements as deemed necessary.

Public Charging Station service providers shall be free to create charging hubs and to install additional number of kiosk/chargers in addition to the minimum chargers prescribed vide the MoP Guidelines, including options for installation of additional chargers, if required.

Note:

- *Minimum infrastructure requirements do not apply to Private Charging Points meant for self-use of individual EV owners (non-commercial basis).*
- *Captive charging infrastructure for 100% internal use for a company's own fleet will not be required to install all type of chargers and to have NSP tie ups.*

#### 5. Regional location of PCS / FCB Charging Stations

In accordance with the Guidelines issued by the *Ministry of Power*, following minimum standards with regard to density of / distance between PCS in regional level facilities shall be followed as and regulated by the URDPFI Guidelines-

##### 1. **Along Highways and inter-city corridors:**

- At every 25 Kms on both sides of highways/roads, at least 1PCS is to be set up.
- At every 100 Kms on both sides of highways/roads, at least 1 Fast Charging/FCB Charging Station as per specifications. (may be coupled with PCS)
- Standalone Battery Swapping Stations may be added with the PCS.

##### 2. **In Regional level Industrial SEZs / other Industrial Parks/Estates**

- Land for at least 1PCS is to be reserved within a grid of 10 Km x 10 Km of the designated industrial area/park/estates.



No.12/2/2018-EV  
Government of India  
Ministry of Power  
Shram Shakti Bhawan, Rafi Marg,

New Delhi, the 14<sup>th</sup> December, 2018

To,

1. The Secretaries of all the Ministries/Departments of Government of India.
2. The Chief Secretaries of the States/UTs.

**Sub: Charging Infrastructure for Electric Vehicles – Guidelines and Standards -reg.**

Sir/Madam,

Government of India have undertaken multiple initiatives to promote manufacturing and adoption of electric vehicles in India. With support of the Government, electric vehicles have started penetrating in the Indian market. However, availability of adequate Charging Infrastructure is one of the key requirements for accelerated adoption of electric vehicles in India. It is proposed to encourage this by laying down an enabling framework.

**Objectives**

- To enable faster adoption of electric vehicles in India by ensuring safe, reliable, accessible and affordable Charging Infrastructure and eco-system
- To promote affordable tariff chargeable from EV owners and Charging Station Operators/Owners
- To generate employment/income opportunities for small entrepreneurs
- To proactively support creation of EV Charging Infrastructure in the initial phase and eventually create market for EV Charging business
- To encourage preparedness of Electrical Distribution System to adopt EV Charging Infrastructure.

**In light of the above, it has been decided as follows:**

1. Private charging at residences / offices shall be permitted. DISCOMs may facilitate the same.
2. 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 any further norms/standards/specifications laid down by Ministry of Power and Central Electricity Authority from time to time.

- 2.1 Any person seeking to set up a Public Charging Station may apply for connectivity and he shall be provided connectivity on priority by the Distribution Company licensee to supply power in the area.
- 2.2 Any Charging Station/ Chain of Charging Stations may also obtain electricity from any generation company through open access.

3. **Public Charging Infrastructure (PCI)- Minimum Requirements:**

3.1 Every Public Charging Station (PCS) shall have the following minimum infrastructure:

- i. An exclusive transformer with all related substation equipment including safety appliance.
- ii. 33/11 KV line/cables with associated equipment including as needed for line termination/metering etc.
- iii. Appropriate civil works.
- iv. Adequate space for Charging and entry/exit of vehicles.
- v. Current international standards that are prevalent and used by most vehicle manufacturers internationally are CCS and CHadeMO. Hence, Public Charging Stations shall have, one or more electric kiosk/boards with installation of all the charger models as follows:

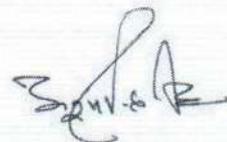
| Charger Type         | Charger Connectors*   | Rated Voltage (V) | No. of Charging Points/No. of Connector guns (CG) |
|----------------------|-----------------------|-------------------|---|
| <b>Fast</b>          | CCS (min 50 kW)       | 200-1000          | 1/1 CG  |
|                      | CHAdEMO (min 50 kW)   | 200-1000          | 1/1 CG  |
|                      | Type-2 AC (min 22 kW) | 380-480           | 1/1 CG  |
| <b>Slow/Moderate</b> | Bharat DC-001 (15 kW) | 72-200            | 1/1 CG  |
|                      | Bharat AC-001 (10 kW) | 230               | 3/3 CG of 3.3 kW each                             |

\*In addition, any other fast/slow/moderate charger as per approved BIS standards whenever notified.

- vi. The kiosk/board may have options for installation of additional chargers if required.
- vii. The Public Charging Station Providers are free to create Charging Hubs and to install additional number of Kiosk/Chargers in addition to the minimum number of chargers prescribed above.
- viii. Tie up with at least one online Network Service Providers (NSPs) to enable advance remote/online booking of charging slots by EV owners. Such online information to EV owners should also include information regarding location, types and numbers of chargers installed/available etc.
- ix. Share charging station data with appropriate DISCOM and to maintain appropriate protocols as prescribed by such DISCOM for this purpose. CEA shall have access to this database.
- x. Appropriate public amenities.



- xi. Where, in addition to the above, fast charging facility is also planned to be provided at the PCS by the PCI provider, the following additional infrastructure must be provided:
  - a. Appropriate Liquid Cooled cables if High Speed Charging Facility for onboard charging of Fluid Cooled Batteries (FCBs) is also planned.
  - b. Appropriate Climate Control Equipment for Fast Charging of Batteries to be used for swapping (i.e. not onboard)
- 3.2 Every Public Charging Station (PCS) shall be operational only after inspection and clearance as communicated by a suitable clearance certificate, by the concerned electrical inspectors/technical personnel designated specifically by the respective DISCOM for this purpose. DISCOMs may also empanel one or more third party authorized technical agencies for this purpose.
- 3.3 Electric Vehicle Service Equipment (EVSE) shall be type tested by an appropriate reputed authority.
- 3.4 The above minimum infrastructure requirements do not apply to Private Charging Points meant for self-use of individual EV owners (non-commercial basis).
- 3.5 Captive charging infrastructure for 100% internal use for a company's own/leased fleet for its own use will not be required to install all type of chargers and to have NSP tie ups.
- 3.6 Public Charging Station can also have the option to add Standalone battery swapping facilities in addition to the above mandatory facilities, provided space/other conditions permit.
- 4. **Public charging Infrastructure (PCI) for long distance EVs and/or heavy duty EVs:**
- 4.1 Public charging stations for long distance EVs and/or heavy duty EVs (like trucks, busses etc.) shall have the following minimum requirements:
  - i. At least two chargers of minimum 100 kW (with 200-1000 V) each of different specification (CCS & Chademo) and with single connector gun each in addition to the minimum charging infrastructure requirements as mandated for Public Charging Stations in para 3.
  - ii. Appropriate Liquid Cooled Cables for high speed charging facility for onboard charging of Fluid Cooled Batteries (currently available in some long range EVs).
  - iii. In addition to 4.1 (i) and (ii) above, the Fast Charging Stations (FCS) for Long Distance EVs and/or Heavy Duty EVs may also have the option of swapping facilities for batteries for meeting the charging requirements as per para 3 and para 4.1(i)&(ii) above. It is notable that Fluid Cooled Batteries (FCBs) are generally necessary for Fast Charging / Long Distance use of EVs and/or for Heavy Duty Vehicles like buses/trucks etc. FCBs will have higher charging rate and longer life.
- 4.2 Such Fast Charging Stations (FCS) which are meant only for 100% in house/captive utilisation, for example buses of a company, would be free to decide the charging specifications as per requirement for its in- house company EVs.



5. **Location of Public Charging Stations:**

- 5.1 In case of Public Charging Stations, the following minimum requirements are laid down with regard to density/distance between two charging points:
- i. At least one Charging Station should be available in a grid of 3 Km X 3 Km. Further, one Charging Station be set up at every 25 Km on both sides of highways/roads.
  - ii. For long range EVs (like long range SUVs) and heavy duty EVs like buses/trucks etc., there should be at least one Fast Charging Station with Charging Infrastructure Specifications as per para4.1 at every 100 Kms, one on each side of the highways/road located preferably within/alongside the stations laid in para3 above. Within cities, such charging facilities for heavy duty EVs shall be located within Transport Nagars, bus depots. Moreover, swapping facilities are also not mandatory within cities for Buses/trucks.
- 5.2 Additional public charging stations shall be set up in any area only after meeting the above requirements.
- 5.3 The above density/distance requirements shall be used by the concerned state/UT Governments/their Agencies for the twin purposes of arrangement of land in any manner for public charging stations as well as for priority in installation of distribution network including transformers/feeders etc. This shall be done in all cases including where no central/state subsidy is provided.
- 5.4 The appropriate Governments (Central/State/UTs) may also give priority to existing retail outlets (ROs) of Oil Marketing Companies (OMCs) for installation of Public EV Charging Stations (in compliance with safety norms including 'firewalls' etc.) to meet the requirements as laid above. Further, within such ROs, Company Owned and Company Operated (COCO) ROs may be given higher preference.
- 5.5 Any deviation from above norms shall be admissible only after specific approval of State Nodal Agency in consultation with the Central Nodal Agency.

6. **Database of Public EV Charging Stations:**

Central Electricity Authority (CEA) shall create and maintain a national online database of all the Public Charging Stations through DISCOMs. Appropriate protocols shall be notified by DISCOMs for this purpose which shall be mandatorily complied by the PCS/BCS. This database shall have restricted access as finalised between CEA and Ministry of Power.

7. **Tariff for supply of electricity to EV Public Charging Stations:**

- 7.1 The tariff for supply of electricity to EV Public Charging Station shall be determined by the appropriate commission, provided however that the tariff shall not be more than the average cost of supply plus 15 (fifteen) percent.
- 7.2 The tariff applicable for domestic consumption shall be applicable for domestic charging.

8. **Service charges at PCS/BCS:**

- 8.1 Charging of EVs is a service as already clarified by Ministry of Power vide letter No. 23/08/2018-R&R dated 13.04.2018.



8.2 The State Nodal Agency shall fix the ceiling of the Service Charges to be charged by the Public Charging Stations.

9. **Priority for Rollout of EV Public Charging Infrastructure:**

After extensive consultations with State Governments and different Department/Agencies of Central Government, phasing as follows are laid down as national priority for rollout of EV Public Charging Infrastructure:

9.1 **Phase I (1-3 Years):**

All Mega Cities with population of 4 million plus as per census 2011, all existing expressways connected to these Mega Cities & important Highways connected with each of these Mega Cities shall be taken up for coverage. A list of these Mega Cities and existing connected expressways is attached at Annexure 1.

9.2 **Phase II (3-5 Years):**

Big cities like State Capitals, UT headquarters shall be covered for distributed and demonstrative effect. Further, important Highways connected with each of these Mega Cities shall be taken up for coverage.

9.3 The above priorities for phasing of rollout shall be kept in mind by all concerned, including, different agencies of Central/State Governments while framing of further policies/guidelines for Public Charging Infrastructure of EVs, including for declaring further incentives/subsidies for such infrastructure and for such other purposes.

10. **Implementation Mechanism for Rollout:**

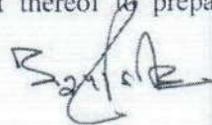
10.1 Ministry of Power shall designate a Central Nodal Agency for the rollout. All relevant agencies including Central electricity Authority (CEA) shall provide necessary support to this nodal agency.

10.2 Every State Government shall nominate a Nodal Agency for that State for setting up charging infrastructure. The State DISCOM shall generally be the Nodal Agency for such purposes. However, State Government shall be free to select a Central/State Public Sector Undertaking (PSU) including Urban Local Bodies (ULBs), Urban/Area Development Authorities etc. as its Nodal Agency.

11. **Selection of Implementation Agency for Rollout:**

11.1 The Central Nodal Agency shall finalize the cities and expressways/highways to be finally taken up from the above phasing, in consultation with the respective State Governments.

11.2 An Implementation Agency shall be selected by the respective State Nodal Agency and shall be entrusted with responsibility of installation, operation and maintenance of PCS/FCS/BCS/BSF for designated period as per parameters laid down in this document and as entrusted by the concerned Nodal Agency. The Implementation Agency can be an Aggregator as mutually decided between Central and State Nodal Agencies. However, they can also decide to choose different PCS/FCS providers for bundled packages or for individual locations as mutually decided. Further, whenever bundled packages are carved for bidding, such packages shall necessarily include atleast one identified expressway/highway or part thereof to prepare a



cohesive regional package; the selected identified cities may be divided into one or more parts as necessary for such purposes.

- 11.3 Where Implementing Agency is selected by bidding, all bidding shall be conducted by the State Nodal Agency.
- 11.4 There shall be an upper cap on the Service Charges declared by the State Nodal Agency as per para 8.2 above. Subsidy, if admissible from Central/State governments, shall be suitably factored in such calculations of Upper Cap/Bid Variable.

This issues with the approval of Hon'ble Minister of State (IC) for Power and New & Renewable Energy.



(Anoop Singh Bisht)

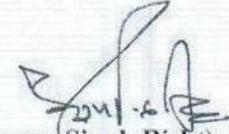
Under Secretary to the Govt. of India

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1. Prime Ministers Office/Cabinet Secretariat.
2. CEO, NITI Aayog
3. The Secretaries of the CERC/State Commissions/JERCs.



(Anoop Singh Bisht)

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**Copy for information to:**

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2. PPS to Secretary (Power)
3. PPS to Addl Secretary (SNS)
4. PPS to Joint Secretary (Thermal), MoP
5. PPS to Director (UMPP ), MoP



**(Anoop Singh Bisht)**

**Under Secretary to the Govt. of India**

**Tel:23766236**

**Email:[anoopsingh.bisht@nic.in](mailto:anoopsingh.bisht@nic.in)**

**I. List of 4 million plus cities (as per census 2011)**

|   |           |
|---|-----------|
| 1 | Mumbai    |
| 2 | Delhi     |
| 3 | Bangalore |
| 4 | Hyderabad |
| 5 | Ahmedabad |
| 6 | Chennai   |
| 7 | Kolkata   |
| 8 | Surat     |
| 9 | Pune      |

**II. List of corridors**

|    |                                       |
|----|---------------------------------------|
| 1  | Mumbai-Pune Expressway                |
| 2  | Ahmedabad-Vadodara Expressway         |
| 3  | Delhi-Agra Yamuna Expressway          |
| 4  | Delhi-Jaipur                          |
| 5  | Bengaluru-Mysore                      |
| 6  | Bengaluru-Chennai                     |
| 7  | Surat-Mumbai Expressway               |
| 8  | Agra - Lucknow Expressway             |
| 9  | Eastern Peripheral Expressway         |
| 10 | Delhi-Agra NH2 Expressway             |
| 11 | Hyderabad ORR expressway              |
| 12 | 5 connected highways to each megacity |





# Ministry of Heavy Industries

Government of India

National Automotive Board (NAB)



**FAME India Scheme Phase II**

(National Mission on Electric Mobility)

[About FAME II](#) [Policy](#) [Scheme](#) [Press Release](#) [FAME-II Depository](#) [Important Links](#)

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Note: W.e.from 11th June, 21 incentive for electric two wheelers is increased to Rs 15000/KWh from Rs 10,000/KWh with a cap of 40% cost of vehicles.

Note (\*\*) Models are not re-validated under the Scheme.

1 OEM Name: Altigreen Propulsion Labs Pvt Ltd

| S.No. | xEV Model Name | Variant Name | Vehicle Type & Segment | Vehicle CMVR Category | Details              |
|-------|----------------|--------------|------------------------|-----------------------|----------------------|
| 1     | NEEV           | NEEV         | Three Wheeler ( e-3W ) | L5N                   | <a href="#">View</a> |
| 2     | NEEV HD        | N/A          | Three Wheeler ( e-3W ) | L5N                   | <a href="#">View</a> |
| 3     | NEEV LR        | N/A          | Three Wheeler ( e-3W ) | L5N                   | <a href="#">View</a> |
| 4     | NEEV HDx       | N/A          | Three Wheeler ( e-3W ) | L5N                   | <a href="#">View</a> |

## 2 OEM Name: Ampere Vehicles Private Limited

| S.No. | xEV Model Name | Variant Name | Vehicle Type & Segment | Vehicle CMVR Category | Details              |
|-------|----------------|--------------|------------------------|-----------------------|----------------------|
| 1     | ZEAL           | NA           | Two Wheeler ( e-2W )   | L1                    | <a href="#">View</a> |
| 2     | Magnus         | N/A          | Two Wheeler ( e-2W )   | L1                    | <a href="#">View</a> |
| 3     | Zeal VX1       | N/A          | Two Wheeler ( e-2W )   | L1                    | <a href="#">View</a> |
| 4     | ZEAL-CA        | N/A          | Two Wheeler ( e-2W )   | L1                    | <a href="#">View</a> |

## 3 OEM Name: Ather Energy Pvt. Ltd.

| S.No. | xEV Model Name | Variant Name | Vehicle Type & Segment | Vehicle CMVR Category | Details              |
|-------|----------------|--------------|------------------------|-----------------------|----------------------|
| 1     | ATHER 450      | N/A          | Two Wheeler ( e-2W )   | L2                    | <a href="#">View</a> |
| 2     | **Ather450     | N/A          | Two Wheeler ( e-2W )   | L2                    | <a href="#">View</a> |
| 3     | Ather 450 X    | N/A          | Two Wheeler ( e-2W )   | L2                    | <a href="#">View</a> |

## 4 OEM Name: Atul Auto Limited

| S.No. | xEV Model Name    | Variant Name   | Vehicle Type & Segment | Vehicle CMVR Category | Details              |
|-------|-------------------|----------------|------------------------|-----------------------|----------------------|
| 1     | Atul Elite+       | Not Available  | Three Wheeler ( e-3W ) | e-rickshaw            | <a href="#">View</a> |
| 2     | Atul Elite+ Cargo | Not Applicable | Three Wheeler ( e-3W ) | e-cart                | <a href="#">View</a> |

## 5 OEM Name: Avon Cycles Ltd

| S.No. | xEV Model Name | Variant Name | Vehicle Type & Segment | Vehicle CMVR Category | Details              |
|-------|----------------|--------------|------------------------|-----------------------|----------------------|
| 1     | GREENWAY HP DX | NA11         | Three Wheeler ( e-3W ) | e-rickshaw            | <a href="#">View</a> |
| 2     | E-RICK 306 LI  | NA111        | Three Wheeler ( e-3W ) | e-rickshaw            | <a href="#">View</a> |

**6 OEM Name: Bajaj Auto Ltd**

| S.No. | xEV Model Name      | Variant Name        | Vehicle Type & Segment | Vehicle CMVR Category | Details              |
|-------|---------------------|---------------------|------------------------|-----------------------|----------------------|
| 1     | CHETAK 2403 Premium | CHETAK 2403 Premium | Two Wheeler ( e-2W )   | L2                    | <a href="#">View</a> |
| 2     | CHETAK 2403 Urbane  | Chetak 2403 Urbane  | Two Wheeler ( e-2W )   | L2                    | <a href="#">View</a> |

**7 OEM Name: Benling India Energy And Technology Private Limited**

| S.No. | xEV Model Name | Variant Name | Vehicle Type & Segment | Vehicle CMVR Category | Details              |
|-------|----------------|--------------|------------------------|-----------------------|----------------------|
| 1     | Aura           | N/A          | Two Wheeler ( e-2W )   | L1                    | <a href="#">View</a> |

**8 OEM Name: Best Way Agencies Pvt. Ltd.**

| S.No. | xEV Model Name | Variant Name | Vehicle Type & Segment | Vehicle CMVR Category | Details              |
|-------|----------------|--------------|------------------------|-----------------------|----------------------|
| 1     | ele ex         | N/A          | Three Wheeler ( e-3W ) | e-rickshaw            | <a href="#">View</a> |
| 2     | ele ex cargo   | N/A          | Three Wheeler ( e-3W ) | e-cart                | <a href="#">View</a> |

**9 OEM Name: champion polyplast**

| S.No. | xEV Model Name                   | Variant Name                 | Vehicle Type & Segment | Vehicle CMVR Category | Details              |
|-------|----------------------------------|------------------------------|------------------------|-----------------------|----------------------|
| 1     | **SAARTHI SHAVAK E<br>AUTO       | SAARTHI SHAVAK DLX E<br>AUTO | Three Wheeler ( e-3W ) | L5M                   | <a href="#">View</a> |
| 2     | **SAARTHI SHAVAK DLX E<br>- AUTO | N/A                          | Three Wheeler ( e-3W ) | L5M                   | <a href="#">View</a> |
| 3     | SAARTHI F2                       | N/A                          | Three Wheeler ( e-3W ) | e-rickshaw            | <a href="#">View</a> |

**10 OEM Name:** Dilli Electric Auto Pvt Ltd

| S.No. | xEV Model Name      | Variant Name | Vehicle Type & Segment | Vehicle CMVR Category | Details              |
|-------|---------------------|--------------|------------------------|-----------------------|----------------------|
| 1     | **CITYLIFE LI-PRIMA | N/A          | Three Wheeler ( e-3W ) | e-rickshaw            | <a href="#">View</a> |
| 2     | CITYLIFE LI MAX     | N/A          | Three Wheeler ( e-3W ) | e-cart                | <a href="#">View</a> |

**11 OEM Name:** Energy Electric Vehicles

| S.No. | xEV Model Name | Variant Name | Vehicle Type & Segment | Vehicle CMVR Category | Details              |
|-------|----------------|--------------|------------------------|-----------------------|----------------------|
| 1     | Premium Udaan  | N/A          | Three Wheeler ( e-3W ) | e-rickshaw            | <a href="#">View</a> |

**12 OEM Name:** Etrio Automobiles Private Ltd.

| S.No. | xEV Model Name       | Variant Name | Vehicle Type & Segment | Vehicle CMVR Category | Details              |
|-------|----------------------|--------------|------------------------|-----------------------|----------------------|
| 1     | Touro Max Loader     | N/A          | Three Wheeler ( e-3W ) | L5N                   | <a href="#">View</a> |
| 2     | Touro Mini loader    | N/A          | Three Wheeler ( e-3W ) | e-cart                | <a href="#">View</a> |
| 3     | Touro Mini Passenger | N/A          | Three Wheeler ( e-3W ) | e-rickshaw            | <a href="#">View</a> |

**13 OEM Name:** Euler Motors Pvt Ltd

| S.No. | xEV Model Name | Variant Name | Vehicle Type & Segment | Vehicle CMVR Category | Details              |
|-------|----------------|--------------|------------------------|-----------------------|----------------------|
| 1     | HiLoad DV      | N/A          | Three Wheeler ( e-3W ) | L5N                   | <a href="#">View</a> |
| 2     | HiLoad PV      | N/A          | Three Wheeler ( e-3W ) | L5N                   | <a href="#">View</a> |

**14 OEM Name:** Goenka Electric Motor Vehicles Pvt. Ltd.

| S.No. | xEV Model Name | Variant Name | Vehicle Type & Segment | Vehicle CMVR Category | Details              |
|-------|----------------|--------------|------------------------|-----------------------|----------------------|
| 1     | **Prince Pro   | NA 12        | Three Wheeler ( e-3W ) | e-rickshaw            | <a href="#">View</a> |
| 2     | Prince Pro X   | NA 13        | Three Wheeler ( e-3W ) | e-rickshaw            | <a href="#">View</a> |
| 3     | Samrat Pro X   | NA31         | Three Wheeler ( e-3W ) | e-cart                | <a href="#">View</a> |

**15 OEM Name:** Grd Motors

| S.No. | xEV Model Name  | Variant Name | Vehicle Type & Segment | Vehicle CMVR Category | Details              |
|-------|-----------------|--------------|------------------------|-----------------------|----------------------|
| 1     | DAVRATH EXPRESS | N/A          | Three Wheeler ( e-3W ) | e-rickshaw            | <a href="#">View</a> |

**16 OEM Name:** Hero Electric Vehicles Private Limited

| S.No. | xEV Model Name   | Variant Name | Vehicle Type & Segment | Vehicle CMVR Category | Details              |
|-------|------------------|--------------|------------------------|-----------------------|----------------------|
| 1     | Photon LP        | N.A          | Two Wheeler ( e-2W )   | L1                    | <a href="#">View</a> |
| 2     | NYX HS 500 ER    | N/A          | Two Wheeler ( e-2W )   | L1                    | <a href="#">View</a> |
| 3     | OPTIMA HS 500 ER | N/A          | Two Wheeler ( e-2W )   | L1                    | <a href="#">View</a> |
| 4     | **OPTIMA PRO     | N/A          | Two Wheeler ( e-2W )   | L1                    | <a href="#">View</a> |
| 5     | NYX Pro          | N/A          | Two Wheeler ( e-2W )   | L1                    | <a href="#">View</a> |
| 6     | OPTIMA e5        | N/A          | Two Wheeler ( e-2W )   | L1                    | <a href="#">View</a> |
| 7     | NYX HX           | N/A          | Two Wheeler ( e-2W )   | L1                    | <a href="#">View</a> |
| 8     | NYX e5           | N/A          | Two Wheeler ( e-2W )   | L1                    | <a href="#">View</a> |
| 9     | N61a             | N/A          | Two Wheeler ( e-2W )   | L1                    | <a href="#">View</a> |
| 10    | NYX N23a         | N/A          | Two Wheeler ( e-2W )   | L1                    | <a href="#">View</a> |

**17 OEM Name: Jitendra New Ev Tech Pvt. Ltd.**

| S.No. | xEV Model Name    | Variant Name | Vehicle Type & Segment | Vehicle CMVR Category | Details              |
|-------|-------------------|--------------|------------------------|-----------------------|----------------------|
| 1     | JMT1000HS         | N/A          | Two Wheeler ( e-2W )   | L1                    | <a href="#">View</a> |
| 2     | JMT 1000 HS CARGO | N/A          | Two Wheeler ( e-2W )   | L1                    | <a href="#">View</a> |
| 3     | JMT 1000 48V      | N/A          | Two Wheeler ( e-2W )   | L1                    | <a href="#">View</a> |
| 4     | DREAM 1.2PV       | N/A          | Three Wheeler ( e-3W ) | e-rickshaw            | <a href="#">View</a> |
| 5     | DREAM 1.2CV       | N/A          | Three Wheeler ( e-3W ) | e-cart                | <a href="#">View</a> |
| 6     | DREAM 1.2DV       | N/A          | Three Wheeler ( e-3W ) | e-cart                | <a href="#">View</a> |

**18 OEM Name: Keto Motors Private Limited**

| S.No. | xEV Model Name | Variant Name | Vehicle Type & Segment | Vehicle CMVR Category | Details              |
|-------|----------------|--------------|------------------------|-----------------------|----------------------|
| 1     | BULKe plus 2.0 | N/A          | Three Wheeler ( e-3W ) | L5N                   | <a href="#">View</a> |
| 2     | BULKe          | N/A          | Three Wheeler ( e-3W ) | L5N                   | <a href="#">View</a> |
| 3     | BULKe Plus 2.1 | N/A          | Three Wheeler ( e-3W ) | L5N                   | <a href="#">View</a> |
| 4     | BULKe 1.0      | N/A          | Three Wheeler ( e-3W ) | L5N                   | <a href="#">View</a> |
| 5     | TriLux         | N/A          | Three Wheeler ( e-3W ) | L5M                   | <a href="#">View</a> |

**19 OEM Name: Khalsa Agencies**

| S.No. | xEV Model Name | Variant Name | Vehicle Type & Segment | Vehicle CMVR Category | Details              |
|-------|----------------|--------------|------------------------|-----------------------|----------------------|
| 1     | Khalsa Grand   | N/A          | Three Wheeler ( e-3W ) | e-rickshaw            | <a href="#">View</a> |

**20 OEM Name: Kinetic Green Energy & Power Solutions Ltd**

| S.No. | xEV Model Name               | Variant Name | Vehicle Type & Segment | Vehicle CMVR Category | Details              |
|-------|------------------------------|--------------|------------------------|-----------------------|----------------------|
| 1     | **Kinetic SAFAR SMART LFP    | N/A          | Three Wheeler ( e-3W ) | e-rickshaw            | <a href="#">View</a> |
| 2     | SAFAR SHAKTI LFP             | N/A          | Three Wheeler ( e-3W ) | e-cart                | <a href="#">View</a> |
| 3     | KINETIC SAFAR SMART          | N/A          | Three Wheeler ( e-3W ) | e-rickshaw            | <a href="#">View</a> |
| 4     | **KINETIC SAFAR STAR - 400   | N/A          | Three Wheeler ( e-3W ) | L5N                   | <a href="#">View</a> |
| 5     | KINETIC SAFAR JUMBO - PICKUP | N/A          | Three Wheeler ( e-3W ) | L5N                   | <a href="#">View</a> |

**21 OEM Name: Li-ions Elektrik Solutions Pvt Ltd**

| S.No. | xEV Model Name | Variant Name | Vehicle Type & Segment | Vehicle CMVR Category | Details              |
|-------|----------------|--------------|------------------------|-----------------------|----------------------|
| 1     | **SPOCK        | SPOCK        | Two Wheeler ( e-2W )   | L1                    | <a href="#">View</a> |

**22 OEM Name: Lohia Auto Industries**

| S.No. | xEV Model Name | Variant Name | Vehicle Type & Segment | Vehicle CMVR Category | Details              |
|-------|----------------|--------------|------------------------|-----------------------|----------------------|
| 1     | **NARAIN i     | N/A          | Three Wheeler ( e-3W ) | e-rickshaw            | <a href="#">View</a> |
| 2     | NARAIN iCE     | N/A          | Three Wheeler ( e-3W ) | e-rickshaw            | <a href="#">View</a> |
| 3     | Humsafar iB    | N/A          | Three Wheeler ( e-3W ) | L5N                   | <a href="#">View</a> |

**23 OEM Name: M/s Speego Vehicles Co. Pvt. Ltd.**

| S.No. | xEV Model Name  | Variant Name | Vehicle Type & Segment | Vehicle CMVR Category | Details              |
|-------|-----------------|--------------|------------------------|-----------------------|----------------------|
| 1     | **SPEEGO DLX Li | N/A          | Three Wheeler ( e-3W ) | e-rickshaw            | <a href="#">View</a> |

**24 OEM Name: M/s. Tunwal E-motors Pvt. Ltd.**

| S.No. | xEV Model Name | Variant Name | Vehicle Type & Segment | Vehicle CMVR Category | Details              |
|-------|----------------|--------------|------------------------|-----------------------|----------------------|
| 1     | T 133          | N/A          | Two Wheeler ( e-2W )   | L1                    | <a href="#">View</a> |
| 2     | Storm ZX Plus  | N/A          | Two Wheeler ( e-2W )   | L1                    | <a href="#">View</a> |
| 3     | TEM G33        | N/A          | Two Wheeler ( e-2W )   | L1                    | <a href="#">View</a> |
| 4     | RomaS          | N/A          | Two Wheeler ( e-2W )   | L1                    | <a href="#">View</a> |
| 5     | TZ 3.3         | NA 11        | Two Wheeler ( e-2W )   | L1                    | <a href="#">View</a> |

**25 OEM Name: Mahindra & Mahindra Ltd**

| S.No. | xEV Model Name                     | Variant Name | Vehicle Type & Segment | Vehicle CMVR Category | Details              |
|-------|------------------------------------|--------------|------------------------|-----------------------|----------------------|
| 1     | **e-Verito C2                      | N/A          | Four Wheeler ( e-4W )  | M1                    | <a href="#">View</a> |
| 2     | **e-Verito C4                      | N/A          | Four Wheeler ( e-4W )  | M1                    | <a href="#">View</a> |
| 3     | **e-Verito C6                      | N/A          | Four Wheeler ( e-4W )  | M1                    | <a href="#">View</a> |
| 4     | **e-Verito D2                      | N/A          | Four Wheeler ( e-4W )  | M1                    | <a href="#">View</a> |
| 5     | **e-Verito D4                      | N/A          | Four Wheeler ( e-4W )  | M1                    | <a href="#">View</a> |
| 6     | **e-Verito D6                      | N/A          | Four Wheeler ( e-4W )  | M1                    | <a href="#">View</a> |
| 7     | **Mahindra e-Supro<br>Cargo Van    | N/A          | Four Wheeler ( e-4W )  | N1                    | <a href="#">View</a> |
| 8     | **Mahindra e-Supro<br>Cargo Van VX | N/A          | Four Wheeler ( e-4W )  | N1                    | <a href="#">View</a> |

**26 OEM Name: Mahindra Electric Mobility Limited**

| S.No. | xEV Model Name | Variant Name | Vehicle Type & Segment | Vehicle CMVR Category | Details              |
|-------|----------------|--------------|------------------------|-----------------------|----------------------|
| 1     | Treo Yaari HRT | N/A          | Three Wheeler ( e-3W ) | e-rickshaw            | <a href="#">View</a> |
| 2     | Treo HRT       | N/A          | Three Wheeler ( e-3W ) | L5M                   | <a href="#">View</a> |
| 3     | Treo SFT       | N/A          | Three Wheeler ( e-3W ) | L5M                   | <a href="#">View</a> |
| 4     | Treo Yaari SFT | N/A          | Three Wheeler ( e-3W ) | e-rickshaw            | <a href="#">View</a> |
| 5     | Treo Zor       | N/A          | Three Wheeler ( e-3W ) | L5N                   | <a href="#">View</a> |
| 6     | Treo Zor FB    | N/A          | Three Wheeler ( e-3W ) | L5N                   | <a href="#">View</a> |
| 7     | Treo Zor DV    | N/A          | Three Wheeler ( e-3W ) | L5N                   | <a href="#">View</a> |

**27 OEM Name: Microcon I2i Private Limited**

| S.No. | xEV Model Name | Variant Name | Vehicle Type & Segment | Vehicle CMVR Category | Details              |
|-------|----------------|--------------|------------------------|-----------------------|----------------------|
| 1     | Anav12         | N/A          | Two Wheeler ( e-2W )   | L1                    | <a href="#">View</a> |

**28 OEM Name: Mlr Auto Ltd**

| S.No. | xEV Model Name                     | Variant Name                       | Vehicle Type & Segment | Vehicle CMVR Category | Details              |
|-------|------------------------------------|------------------------------------|------------------------|-----------------------|----------------------|
| 1     | TEJA HANDY CARGO<br>NORMAL DECK EV | TEJA HANDY CARGO<br>NORMAL DECK EV | Three Wheeler ( e-3W ) | L5N                   | <a href="#">View</a> |

**29 OEM Name: Okinawa Autotech Private Limited**

| S.No. | xEV Model Name | Variant Name | Vehicle Type & Segment | Vehicle CMVR Category | Details              |
|-------|----------------|--------------|------------------------|-----------------------|----------------------|
| 1     | RIDGE+         | N/A          | Two Wheeler ( e-2W )   | L1                    | <a href="#">View</a> |
| 2     | **iPRAISE      | N/A          | Two Wheeler ( e-2W )   | L1                    | <a href="#">View</a> |
| 3     | Praise Pro     | N/A          | Two Wheeler ( e-2W )   | L1                    | <a href="#">View</a> |
| 4     | iPRAISE+       | N/A          | Two Wheeler ( e-2W )   | L1                    | <a href="#">View</a> |

**30 OEM Name: Om Balajee Automobile India Pvt Ltd**

| S.No. | xEV Model Name | Variant Name | Vehicle Type & Segment | Vehicle CMVR Category | Details              |
|-------|----------------|--------------|------------------------|-----------------------|----------------------|
| 1     | e VIKAS        | N/A          | Three Wheeler ( e-3W ) | L5M                   | <a href="#">View</a> |
| 2     | e VIKAS FERRI  | N/A          | Three Wheeler ( e-3W ) | L5N                   | <a href="#">View</a> |

**31 OEM Name: Omega Seiki Pvt Ltd**

| S.No. | xEV Model Name | Variant Name | Vehicle Type & Segment | Vehicle CMVR Category | Details              |
|-------|----------------|--------------|------------------------|-----------------------|----------------------|
| 1     | RAGE+          | RAGE+        | Three Wheeler ( e-3W ) | L5N                   | <a href="#">View</a> |

**32 OEM Name: Piaggio Vehicles Private Limited**

| S.No. | xEV Model Name               | Variant Name | Vehicle Type & Segment | Vehicle CMVR Category | Details              |
|-------|------------------------------|--------------|------------------------|-----------------------|----------------------|
| 1     | Ape' E-City                  | Nil          | Three Wheeler ( e-3W ) | L5M                   | <a href="#">View</a> |
| 2     | Ape' E-City FX               | -Nil         | Three Wheeler ( e-3W ) | L5M                   | <a href="#">View</a> |
| 3     | Ape E- Xtra FX PU            | N/A          | Three Wheeler ( e-3W ) | L5N                   | <a href="#">View</a> |
| 4     | Ape E-Xtra FX With Platform  | N/A          | Three Wheeler ( e-3W ) | L5N                   | <a href="#">View</a> |
| 5     | Ape E-Xtra LX With Platform  | N/A          | Three Wheeler ( e-3W ) | L5N                   | <a href="#">View</a> |
| 6     | Ape E- Xtra LX PU            | N/A          | Three Wheeler ( e-3W ) | L5N                   | <a href="#">View</a> |
| 7     | Ape E-Xtra LX DAC            | N/A          | Three Wheeler ( e-3W ) | L5N                   | <a href="#">View</a> |
| 8     | Ape E-Xtra FX DAC            | N/A          | Three Wheeler ( e-3W ) | L5N                   | <a href="#">View</a> |
| 9     | Ape' E-Xtra EX With Platform | N/A          | Three Wheeler ( e-3W ) | L5N                   | <a href="#">View</a> |

**33 OEM Name: Revolt Intellicorp Pvt. Ltd.**

| S.No. | xEV Model Name | Variant Name | Vehicle Type & Segment | Vehicle CMVR Category | Details              |
|-------|----------------|--------------|------------------------|-----------------------|----------------------|
| 1     | **RV300        | N/A          | Two Wheeler ( e-2W )   | L1                    | <a href="#">View</a> |
| 2     | RV400          | N/A          | Two Wheeler ( e-2W )   | L1                    | <a href="#">View</a> |

**34 OEM Name: Saera Electric Auto Pvt. Ltd.**

| S.No. | xEV Model Name | Variant Name | Vehicle Type & Segment | Vehicle CMVR Category | Details              |
|-------|----------------|--------------|------------------------|-----------------------|----------------------|
| 1     | Mayuri Star    | N/A          | Three Wheeler ( e-3W ) | e-rickshaw            | <a href="#">View</a> |

**35 OEM Name: Scooters India Limited**

| S.No. | xEV Model Name                         | Variant Name | Vehicle Type & Segment | Vehicle CMVR Category | Details              |
|-------|--|--------------|------------------------|-----------------------|----------------------|
| 1     | VIKRAM Vidyut Passenger Carrier(6P+1D) | N/A          | Three Wheeler ( e-3W ) | L5M                   | <a href="#">View</a> |

**36 OEM Name: Shigan Evoltz Limited**

| S.No. | xEV Model Name   | Variant Name | Vehicle Type & Segment | Vehicle CMVR Category | Details              |
|-------|------------------|--------------|------------------------|-----------------------|----------------------|
| 1     | Bull Cart Super  | N/A          | Three Wheeler ( e-3W ) | L5N                   | <a href="#">View</a> |
| 2     | Green Cart Super | N/A          | Three Wheeler ( e-3W ) | e-cart                | <a href="#">View</a> |
| 3     | Green Rick Super | N/A          | Three Wheeler ( e-3W ) | e-rickshaw            | <a href="#">View</a> |

**37 OEM Name: Sks Trade India Pvt Ltd**

| S.No. | xEV Model Name | Variant Name | Vehicle Type & Segment | Vehicle CMVR Category | Details              |
|-------|----------------|--------------|------------------------|-----------------------|----------------------|
| 1     | ARZOO LI       | N/A          | Three Wheeler ( e-3W ) | e-rickshaw            | <a href="#">View</a> |

**38 OEM Name: Tata Motors Ltd**

| S.No. | xEV Model Name       | Variant Name        | Vehicle Type & Segment | Vehicle CMVR Category | Details              |
|-------|----------------------|---------------------|------------------------|-----------------------|----------------------|
| 1     | **TATA TIGOR EV - XE | TATA TIGOR EV - XE  | Four Wheeler ( e-4W )  | M1                    | <a href="#">View</a> |
| 2     | **TATA TIGOR EV - XM | TATA TIGOR EV - XM  | Four Wheeler ( e-4W )  | M1                    | <a href="#">View</a> |
| 3     | **TATA TIGOR EV - XT | TATA TIGOR EV - XT  | Four Wheeler ( e-4W )  | M1                    | <a href="#">View</a> |
| 4     | TATA TIGOR EV - XE+  | TATA TIGOR EV - XE+ | Four Wheeler ( e-4W )  | M1                    | <a href="#">View</a> |
| 5     | TATA TIGOR EV - XM+  | TATA TIGOR EV - XM+ | Four Wheeler ( e-4W )  | M1                    | <a href="#">View</a> |
| 6     | TATA TIGOR EV - XT+  | TATA TIGOR EV - XT+ | Four Wheeler ( e-4W )  | M1                    | <a href="#">View</a> |
| 7     | TATA NEXON EV XM     | TATA NEXON EV XM    | Four Wheeler ( e-4W )  | M1                    | <a href="#">View</a> |
| 8     | TATA NEXON EV XZ+    | TATA NEXON EV XZ+   | Four Wheeler ( e-4W )  | M1                    | <a href="#">View</a> |
| 9     | TATA XPRES-T EV XE+  | TATA XPRES-T EV XE+ | Four Wheeler ( e-4W )  | M1                    | <a href="#">View</a> |
| 10    | TATA XPRES-T EV XM+  | TATA XPRES-T EV XM+ | Four Wheeler ( e-4W )  | M1                    | <a href="#">View</a> |
| 11    | TATA XPRES-T EV XT+  | TATA XPRES-T EV XT+ | Four Wheeler ( e-4W )  | M1                    | <a href="#">View</a> |

**39 OEM Name: Thukral Electric Bikes Pvt Ltd**

| S.No. | xEV Model Name    | Variant Name | Vehicle Type & Segment | Vehicle CMVR Category | Details              |
|-------|-------------------|--------------|------------------------|-----------------------|----------------------|
| 1     | THUKRAL ErI Li    | N/A          | Three Wheeler ( e-3W ) | e-rickshaw            | <a href="#">View</a> |
| 2     | THUKRAL TM DLX Li | N/A          | Three Wheeler ( e-3W ) | e-rickshaw            | <a href="#">View</a> |

**40 OEM Name: Tvs Motor Company Limited**

| S.No. | xEV Model Name     | Variant Name | Vehicle Type & Segment | Vehicle CMVR Category | Details              |
|-------|--------------------|--------------|------------------------|-----------------------|----------------------|
| 1     | TVS iQUBE ELECTRIC | N/A          | Two Wheeler ( e-2W )   | L2                    | <a href="#">View</a> |

**41 OEM Name: U P Telelinks Ltd**

| S.No. | xEV Model Name  | Variant Name    | Vehicle Type & Segment | Vehicle CMVR Category | Details              |
|-------|-----------------|-----------------|------------------------|-----------------------|----------------------|
| 1     | power Li-ion    | N/A             | Three Wheeler ( e-3W ) | e-rickshaw            | <a href="#">View</a> |
| 2     | Power Li-Ion DV | Power Li-Ion DV | Three Wheeler ( e-3W ) | e-cart                | <a href="#">View</a> |
| 3     | Power Li-Ion FB | N/A             | Three Wheeler ( e-3W ) | e-cart                | <a href="#">View</a> |
| 4     | Power Li-Ion CV | N/A             | Three Wheeler ( e-3W ) | e-cart                | <a href="#">View</a> |

**42 OEM Name: Victory Electric Vehicles International Private Limited**

| S.No. | xEV Model Name         | Variant Name | Vehicle Type & Segment | Vehicle CMVR Category | Details              |
|-------|------------------------|--------------|------------------------|-----------------------|----------------------|
| 1     | VICTORY VIKRANT        | NA1          | Three Wheeler ( e-3W ) | e-rickshaw            | <a href="#">View</a> |
| 2     | VICTORY +              | VICTORY +    | Three Wheeler ( e-3W ) | e-rickshaw            | <a href="#">View</a> |
| 3     | VICTORY BHIM +         | NA3          | Three Wheeler ( e-3W ) | e-cart                | <a href="#">View</a> |
| 4     | VICTORY BHIM CLEANER + | NA4          | Three Wheeler ( e-3W ) | e-cart                | <a href="#">View</a> |

**43 OEM Name: Y C Electric Vehicle**

| S.No. | xEV Model Name | Variant Name | Vehicle Type & Segment | Vehicle CMVR Category | Details              |
|-------|----------------|--------------|------------------------|-----------------------|----------------------|
| 1     | YATRI SUPER    | NA 1         | Three Wheeler ( e-3W ) | e-rickshaw            | <a href="#">View</a> |
| 2     | YATRI CART     | NA 1111      | Three Wheeler ( e-3W ) | e-cart                | <a href="#">View</a> |

Note: W.e.from 11th June, 21 incentive for electric two wheelers is increased to Rs 15000/KWh from Rs 10,000/KWh with a cap of 40% cost of vehicles.

Note (\*\*) Models are not re-validated under the Scheme.

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GOVERNMENT OF ASSAM  
INDUSTRIES AND COMMERCE DEPARTMENT  
JANATA BHAWAN, BLOCK-C, 2<sup>ND</sup> FLOOR  
DISPUR ; GUWAHATI-6

ORDERS BY THE GOVERNOR OF ASSAM  
NOTIFICATION

Dated Dispur the 26<sup>th</sup> November, 2019

No.MI.117/2019/235: In pursuance of the Commissioner, Industries & Commerce, Assam's letter No.CI&C(II)US/95/2019/145/22,001 dated 14.11.2019, the Governor of Assam is pleased to approve the "**Operational Guidelines**" for the "**Industrial and Investment Policy of Assam, 2019**" with immediate effect.

Sd/-(Dr.K.K.Dwivedi, IAS)  
Commissioner & Secretary to the Govt. of Assam,  
Industries & Commerce Department

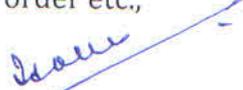
Memo No.MI.117/2019/235-A

Dated Dispur the 26<sup>th</sup> November, 2019

Copy to:

- 1) The Commissioner, Industries & Commerce, Assam, Udyog Bhawan, Bamunimaidam, Guwahati-21.
- 2) The Managing Director, AIDC Ltd., R.G.Baruah Road, Guwahati-24.
- 3) The Managing Director, AIIDC, Industrial Estate, Bamunimaidam, Guwahati-21.
- 4) The Managing Director, ASIDC, Bamunimaidam, Guwahati-21
- 5) The Director, Assam Govt. Press, Bamunimaidam, Guwahati with a request to publish the notification in the next issue of Assam Gazette.
- 6) P.S. to Minister, Industries & Commerce Department for kind appraisal of the Hon'ble Minister.
- 7) The P.S. to Commissioner & Secretary to the Govt. of Assam, Industries & Commerce Department, Dispur, for information of Commissioner & Secretary.
- 8) Office Copy.

By order etc.,

  
Additional Secretary to the Govt. of Assam  
Industries & Commerce Department.



सत्यमेव जयते

**OPERATIONAL  
GUIDELINES FOR  
INDUSTRIAL AND INVESTMENT POLICY  
OF ASSAM, 2019**

**GOVERNMENT OF ASSAM  
DEPARTMENT OF INDUSTRIES & COMMERCE  
DISPUR**

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Under the Operational Guidelines of Industrial & Investment Policy of Assam, 2019

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**Operational Guidelines of Industrial and Investment Policy of Assam, 2019**

**Chapter:1  
GENERAL**

**1.1. Introduction :**

These guidelines have been framed under the provisions of Clause-20.0 of Industrial & Investment Policy of Assam, 2019 with the objective of specifying the procedures to be observed for getting incentives, sanction and disbursement and also for recovery of incentives if drawn irregularly or fraudulently. The period of validity and effective date of these guidelines shall be effective from 01-09-2019 and shall remain valid till the time Government deemed to be fit and proper

**1.2. Definitions : (Ref. Clause 12.0)**

1. Manufacturing activity means “an activity which brings about a change in non-living physical object or article or thing (i) resulting in transformation of the object or article or thing into a new and distinct object or article or thing having a different name, character and use; or (ii) bringing into existence of a new and distinct object, article or thing with a different chemical composition or integral structure”.
2. New Industrial unit means a unit, which has commenced commercial production in the state of Assam during the validity period of Industrial & Investment Policy of Assam, 2019.
3. Micro, Small and Medium enterprises mean enterprises as per investment criteria defined under the Micro, Small and Medium Enterprises Development Act, 2006 or as amended.
4. Large unit means where the investment in plant and machinery is more than ₹10 Cr. or as amended.
5. Fixed Capital Investment means and includes investment in plant and machinery and land and building connected directly with manufacturing process and in case of hotels/resorts 3 Star and above category and river cruise, it shall mean and include investment in plant and machinery, land and building directly connected with hotel premises or investment made in river cruise of capital nature.

***Explanation :1***

The investment in land shall mean the cost of land (used only for factory building) derived from registration value of land or the actual cost of the land, whichever is lower. While the proportionate stamp duty and registration fee shall for the part of the cost of the land, the cost of development of land shall not form the part of the cost of land.

***Explanation:2***

In case of hotels/resorts 3 Star and above category , the investment in land shall mean the cost of land (used for the hotel/resort building excluding vacant land) derived from the registration value of land or the actual cost the land, whichever is lower. While the proportionate stamp duty and registration fees shall form the part of the cost of land, the cost of development of land shall not form the part of the cost of land.

6. Investment in new and renewable source of energy :  
If a unit makes an investment of not less than ₹5 cr. for generation of power through green technology i.e. renewable sources of energy like solar plant which results in substantial reduction of use of fossil fuels and such renewable source of energy results in replacement of conventional source of energy by at least 40% of regular consumption, such unit may make an application to the Finance (Taxation) Department for consideration of the investment for tax reimbursement. The Finance (Taxation) Department, after such examination and enquiry as may be deemed necessary, if it is satisfied that such investment qualifies for tax incentives, it may, by an order, declare the unit eligible for tax reimbursement, subject to the condition that the quantum of monetary ceiling and time limit of tax reimbursement shall not exceed those available for a medium and large scale unit
7. “Plant & Machinery” shall cover the cost of newly purchased Plant & Machinery as erected at site. Relocated/ Recycled/ Refurbished Plant & Machinery will not be eligible

### **1.3. Overall cap :**

Incentives indicated as other incentives in the Policy viz., Power subsidy, Generating set subsidy, Stamp duty reimbursement, Technology Transfer and quality certification, Interest subsidy on working capital loan, Financial Assistance in MSME listed in Stock Exchange, Assistance for Environmental Compliance, Incentive to private sector Infrastructure developers and the aggregate/overall incentives from all these component shall not exceeds 100 % of the fixed capital investment. The overall ceiling does not include subsidy accruing to the unit from the SGST reimbursement

### **1.4. Eligibility Criteria (ref, Clause 15 of the Policy reproduces below) :**

1. Notwithstanding anything contained in this policy, units engaged in manufacture of items as mentioned in Annexure:1 shall not be eligible for any incentive under this policy.
2. Hotels/Resorts 3 Star and above category and river cruise, generation of power through green technology shall be eligible for incentives under the policy.
3. Units will have to employ minimum of 80% people of Assam in the Managerial Cadre and minimum 90% people of Assam in Non Managerial Cadre. The employment Certificate shall be obtain from the competent authority at the same time the unit should follow the existing Labour Laws as regards to the employment and wages in the unit.
4. Eligible units will have to apply online for issuance of Eligibility Certificate within 6 (six) months from the date of Commencement of Commercial Production for availing the incentives under the Policy. The relevant website for online submission for Eligibility Certificate and other incentives shall be notified by the Department.
5. All Incentives/ Subsidies/ Concessions/Financial support under this policy shall be applicable to units registered as company, corporation, Co-operatives, Partnership firm, Proprietorship firm, Trust, FPO/FPC as well as units set up by the State Government. Central Public Sector undertakings shall not be eligible for any incentives under the Policy.

6. Any payments made in cash for any transaction shall be treated as ineligible amount for investment.
7. Subsidy will be disbursed only to the units which are functional at the time of disbursement of the subsidy

**1.5. Eligibility Certificate :**

1. Eligibility Certificate is a certificate which shall be issued by the General Manager of the District Industries & Commerce Centre for Micro units, Commissioner of Industries & Commerce for other than Micro units. This shall be issued after ensuring that all the criteria for eligibility have been fulfilled to the full satisfaction of the competent authority.
2. No right or claim for any incentives under the policy shall be deemed to have been conferred by the policy, merely by virtue of the fact that the unit has fulfilled on its part the conditions of the policy and the incentives/subsidies cannot be claimed as a matter of right.
3. The incentives under the Policy cannot be claimed unless the Eligibility Certificate has been issued under the policy by the implementing agency concerned and the unit has complied with the stipulation/conditions of Eligibility Certificate to the satisfaction of the competent authority.
4. The decision of the implementing agency, subject to such direction as Government may issue from time to time in this regard shall be final and binding

**1.6. Eligible/ non-eligible items of Civil Works and component of Plant & Machinery: (Ref: Annexure-2, reproduces below :**

**A. Components to be included for computing the value of Plant and Machinery:**

**(a) Manufacturing sector**

- i. Cost of Industrial Plant & Machinery including taxes and duties
- ii. Cost of productive equipment's such as tools, jigs, dyes and moulds including taxes and duties
- iii. Freight charges paid for bringing Plant & Machinery and equipment from suppliers premises to the location of the unit
- iv. Transit insurance premium paid
- v. Erection and installation charges to be restricted to the cost indicated in the Appraisal Note of the Financial Institution which provided loan to the unit.
- vi. Laboratory testing equipments to be restricted to the cost indicated in the Appraisal Note of the Financial Institution which provided loan to the unit.
- vii. Mining equipments to be restricted to the cost indicated in the Appraisal Note of the Financial Institution which provided loan to the unit

**(b) Service Sector (*Hotels/ Resorts above 3 star category*) :**

- i. Air conditioning plant and air-conditioning unit
- ii. Hot Water plant

- iii. Water treatment plant
- iv. Generator set
- v. Lift/Elevator/Escalator
- vi. Laundry Equipment (other than household type)
- vii. Dish washing plant
- viii. Glass washing plant
- ix. Kitchen equipments excluding crockery, cutlery and utensils
- x. Exhaust system
- xi. Water purification plant
- xii. Sewage treatment plant
- xiii. Firefighting equipment
- xiv. Electric pump & motors
- xv. EPABX system
- xvi. Housekeeping equipment
- xvii. Insect and Pest Killing equipment/machine
- xviii. Health club/Beauty parlor / Barber shop equipment
- xix. Explosive Detection Machine
- xx. Security Alarm System
- xxi. CCTV/Cable TV system with accessories
- xxii. Plant and equipment for Water Sewage and Garbage Management
- xxiii. Any other plant & machinery that is critical and directly connected to hotel industry

**B. Components which will not be considered for computing the value of Plant & Machinery in the manufacturing sector :**

- i. Loading and unloading charges
- ii. Miscellaneous fixed assets such as DG Sets, handling equipments, electrical components other than Electrical components necessary for plant operation on the plant side from where meter is installed up to the point where finished goods is to be produced/dispatched (i.e. H.T. motors, L.T. motors, Switch boards, Panels, Capacitors, Relay, Circuit Breakers, Panel Boards, Switchgears.
  - i. Commissioning cost
  - ii. Captive Power Plants
  - iii. Storage equipments
  - iv. Weigh bridge
  - v. Second hand/used machinery/equipment

**C. Components to be included for computing the value of Factory shed/Institutional Building :**

- i. Factory shed/institutional building (in case of Service Sector) {eligible investment to be restricted to prevalent APWD (B) Schedule of rates}.
- ii. Raw material & Finished products godown attached to main factory shed//institutional building { eligible investment to be restricted to prevalent APWD (B) Schedule of rates}.
- iii. Essential civil construction works like machine/equipment foundation {eligible investment to be restricted to prevalent APWD (B) Schedule of rates}

**D. Components not to be included for computing the value of Factory shed/Institutional Building :**

- i. Boundary wall & gate
- ii. Approach road/internal road
- iii. Land development
- iv. Office building/Space utilized for office
- v. Raw material/finished product godown situated at a different location other than Factory shed/Institutional Building
- vi. Any residential building/rest house/guest house
- vii. Canteen
- viii. Labour rest room and quarters for workers
- ix. Security/guard room or enclosure
- x. Construction of weigh bridge
- xi. Consultancy fee, taxes etc.
- xii. Second hand/ used Factory shed/ Institutional Building (with or without renovation)

**1.7. Special Dispensation ( Ref. clause 14.9) :**

1. The State Government may provide special dispensation to the unit where the investment in fixed capital investment is above ₹1000 Cr (One thousand crore) or generating a minimum of 2000 (two thousand ) regular employment. ( Ref: 14.9)
2. The concerned unit may submit their application directly to the Sr. most Secretary of the Industries & Commerce Department, Government of Assam along with the supporting documents like Project Report, Bank Appraisal , etc.
3. On receipt of the documents, same shall be examined by the department and placed before the High Power Committee for necessary approval.

**1.8. Others :**

1. Changes in capital investment, product, date of commencement of production, employment etc. should be recorded in the Udyog Adhar/ IEM acknowledgement, etc. of the unit before applying for EC.
2. No condonation of delay in submission of application of Eligibility Certificate or other application for incentive shall be allowed. However, in case of sufficient ground, the condonation of delay in submission may be allowed by the District Level Committee/ State Level Committee.
3. Determination of Fixed Capital Investment: - In case of any differences arises in determination of fixed capital investment, the DLC/SLC constituted for the purpose shall examine and take a decision on it.
4. The assessment of Civil construction shall be computed as per existing “Schedule of Rates” of APWD and should be compared with the Bank Appraisal, CA Certificate and actual expenditure statement of the unit. Any payment made by cash shall be deducted.
5. The cutoff date of investment in Civil Construction as well as in Plant machinery shall be the date of receipt of acknowledgement of UAM/ IEM till the date of commercial production of the unit. The SLC/DLC is the competent authority to determine the cost

of Fixed Capital Investment of the unit for the purpose of granting Eligibility Certificate.

6. For all the incentives, irrespective of Micro/ Small / Medium and Large, the concerned Member Secretary shall take the initiative to hold the meeting in time as prescribed in the Policy. The proposal shall be placed before the committee on the basis of date of receipt of the proposal at the concerned authority.
7. The Commissioner of Industries & Commerce, Assam shall ensure to release the fund against the incentive/s approved by the various committees subject to availability of fund sanction made by the Government. The concerned implementing agency should communicate the requirement of fund along with the list of approved units within 30<sup>th</sup> April every year so that the sanction proposal/s may be submitted to the Government within the stipulated time.
8. The unit concerned should submit an undertaking with the disbursing agency for releasing the fund. The amount shall be released through the Bank Account of the unit only, no cash shall be released.
9. In the event of any irregularity found in documents or any misrepresentation of facts, the Authority like General Manager, DICC or Commissioner of Industries & Commerce, Assam as the case may be, may issue notice/s, Show cause and withdraw the benefit immediately. The concerned authority may allow the unit to submit their representation/ replies not exceeding 15 (fifteen) days time from the date of issuance of the Show cause. The decision of the concerned committee shall be final and binding.
10. The concerned authority shall ask the unit to refund the cash benefit within a period of 30 (thirty) days. If the unit fails to do so, the authority may go for legal action at the competent court of law for recovery of the amount.
11. In the event of closure of any unit after continuous production of five years from the date of commercial production, the amount of grant/subsidy so approved by the concerned committee shall be released to the unit concerned through their Bank/s or Financial Institution/s.
12. All eligible units shall submit an Affidavit stating that the information submitted along with the application/s is true.
13. In no case, this guideline shall be strictly as per provisions of the Industrial and Investment Policy of Assam, 2019.
14. While implementing the policy, any of the Form/s need modification or alteration which may be addition of new column/row or deletion, the SLC may do so after due discussion in the SLC meeting.

#### **1.9. Monitoring :**

For effective monitoring of the Policy and its broad outline, following measures shall be taken:

1. The General Manager, DICC of the concerned district shall convene a monthly review meeting on or before 10<sup>th</sup> day of each month and submit the minutes of the meeting to the Commissioner of Industries & Commerce, Assam.
2. The Commissioner of Industries & Commerce shall convene a meeting with the

General Manager, DICC's at least once in a quarter to review the implementation of the Policy as well as other ongoing schemes of the department.

3. The Commissioner of Industries & Commerce may ask the General Manager, DICC to submit monthly progress report in a prescribed format

**1.10. Submission of Investment intension: ( Ref16.a) :**

Any person who undertakes setting up a new unit shall furnish such information to the jurisdictional General Manager, District Industries & Commerce Centre (DICC) within 30 days in a prescribed format from the date of receipt of Acknowledgement of Industrial Entrepreneurs Memorandum (IEM), Udyog Adhar, etc , as the case may be . Such person shall also submit a quarterly statement of investment expenditure incurred for quarters ending June, September, December and March of each financial year till commencement of commercial production in a prescribed format

**CHAPTER : 2 :**  
**PROCEDURE FOR ISSUE OF ELIGIBILITY CERTIFICATE**

**2.1. Submission of Application :**

1. Any person who proposed to set up a new unit and proposed to start its commercial production on or after 1st September, 2019 , shall intimate his/her intention online in the portal as per **Form:1.0**
2. The Application for grant of Eligibility Certificate shall be submitted online to the concerned General Manager , District Industries & Commerce Centre , where the unit is located as per **Form:2.0** and documents as per checklist at **Form: 2.1** within 6 (six) months from the date of going into commercial production/operation. On submission of the application and mandatory documents the acknowledgement will be auto generated.

**A. Eligibility Certificate for Micro units :**

The manner of submission and prescribed application forms etc are given below :

1. On receipt of the online application, GM, DICC will forward the application to the Functional Manager/ Project Manager/ Assistant Director/ Assistant Manager for scrutiny of the Application & the timeline for the application will start
2. The concerned officer will ascertain eligibility/ ineligibility of the unit and submit his/ her report within the stipulated period.
3. In respect of incomplete / ineligible applications, GM, DICC shall return the applications online to the applicant immediately.
4. In respect of complete and eligible application, GM, DICC will fix a date for physical verification of the unit and forward the application to the concerned FM/ PM/ ADCI/ AM for physical verification.
5. In case, the unit has applied for reimbursement of SGST, GM, DICC will also forward the application online to the concerned Superintendent of Taxes/ Deputy Commissioner Taxes for their views.
6. The concerned FM/ PM/ ADCI/ AM will physically verify the unit on the date fixed & communicated to the unit and submit his/ her physical verification report online in **Form:2.3** to the GM, DICC.
7. In case, the unit has not applied for reimbursement of SGST, the Agenda Note as per **Form:3.0** shall be generated online immediately after the Physical Verification for placing before the District Level Committee (DLC).
8. In case, the unit has applied for reimbursement of SGST, the Agenda Note as per **Form:3.0** shall be generated online immediately after receipt of the views from the concerned Superintendent of Taxes/ Deputy Commissioner taxes, for placing before the District Level Committee (DLC).
9. Agenda Notes generated online will be placed before the District Level

Committee (DLC) meeting for consideration.

10. Decision of the District Level Committee (DLC) will be recorded online
11. As per DLC decision Eligibility Certificate as per **Format 3.1** will be generated online and will be made available in the dashboard of the Unit as well as the concerned Superintendent of Taxes/ Deputy Commissioner taxes.

**B. Eligibility Certificate for units other than Micro :**

1. On receipt of the online application, GM, DICC will forward the application to the Functional Manager/ Project Manager/ Assistant Director/ Assistant Manager for scrutiny of the Application & the timeline for the application will start.
2. The concerned officer will ascertain eligibility/ ineligibility of the unit and submit his/ her report within the stipulated period.
3. In respect of incomplete / ineligible applications, GM, DICC shall return the applications online to the applicant immediately.
4. In respect of complete and eligible application, GM, DICC will fix a date for physical verification of the unit and forward the application to the concerned FM/ PM/ ADCI/ AM for physical verification.
5. In case, the unit has applied for reimbursement of SGST, GM, DICC will also forward the application online to the concerned Superintendent of Taxes/ Deputy Commissioner Taxes for their views.
6. The concerned FM/ PM/ ADCI/ AM will physically verify the unit on the date fixed & communicated to the unit and submit his/ her physical verification report online in **Form:2.3** to the GM, DICC.
7. On receipt of the physical verification report, GM, DICC will forward the application online to the Commissioner of Industries & Commerce, Assam.
8. On receipt of the EC Application online by the Commissionerate, the same shall be endorsed to the “**Front End Verification Desk**” for scrutiny of documents as per checklist.
  - a. In case of shortfall of required documents/ information, the application will be returned back to the Concerned GM, DICC.
  - b. In respect of the applications found in order the same will be forwarded to the Senior most Officer looking after the branch. If required, re-verification of the unit may be carried out through a Senior Level officer or through a Team of officers duly authorized by the Commissioner of Industries & Commerce, Assam.
9. The concerned Superintend of Taxes/ Deputy Commissioner taxes will forward their views online to the Commissioner of Taxes, Assam and Commissioner of Taxes, Assam will make his/ her views available online in the dashboard of the Commissioner of Industries & Commerce, Assam
10. On receipt of the views of Commissioner of taxes, “Agenda Note” as per **Form:3.0** will be generated online and the proposal will be ready for placing

before the State Level Committee (SLC).

11. In case, the unit has not applied for reimbursement of SGST, the Agenda Note as per **Form:3.0** shall be generated online immediately after the scrutiny of the application for placing before the State Level Committee (SLC).
12. Agenda Notes generated online will be placed before the State Level Committee (SLC) meeting for consideration.
13. Decision of the State Level Committee (SLC) will be recorded online.
14. As per SLC decision, Eligibility Certificate as per **Format 3.1** will be generated online and will be made available in the dashboard of the Unit as well as the Commissioner of taxes.

## Chapter:3

### Submission of various Claims

#### 3.1. General Procedure For Claiming Incentives other than SGST reimbursement :

1. For claiming all incentives, the unit will have to obtain Eligibility Certificate under the Industrial and Investment Policy of Assam, 2019.
2. Application for all incentives (other than SGST Reimbursement) is to be separately submitted online as per prescribed format and upload documents as per the checklist.
3. The proposal shall be verified by the General Manager, DICC or his/ her Authorized officer.
  - a) In case of Micro Units, after ascertaining the eligibility of the unit for the subsidy applied for and computation of Eligible Amount of Subsidy, Agenda Note will be Generated Online for placing before the DLC for consideration. After approval by the DLC, Statement of Approved Claims will be generated online and will be made available in the dashboard of Commissioner of Industries & Commerce, Assam for releasing fund as per availability of budget.
  - b) In case of units other than Micro Units, after ascertaining the eligibility of the unit for the subsidy applied for and computation of Eligible Amount of Subsidy, GM, DI&CC will forward the application online to the Commissioner of Industries & Commerce, Assam. Commissioner of Industries & Commerce, Assam will get the proposal examined by the “**Front End Verification Desk**” for scrutiny of documents as per checklist.
    - i) In case of shortfall of required documents/ information, the application will be returned back to the Concerned GM, DICC.
    - ii) In respect of the applications found in order, the same will be forwarded to the Senior most Officer looking after the branch to ascertain the eligible amount of subsidy.
  - c) After approval of the Eligible Amount of Subsidy by the Commissioner of Industries & Commerce, Assam, Agenda Note will be Generated Online for placing before the SLC for consideration.
  - d) After approval by the SLC, Statement of Approved Claims will be generated online and will be available in the dashboard of Commissioner of Industries & Commerce, Assam for releasing fund as per availability of budget
  - e) Subsidy will be released to the bank account indicated by the unit through DBT. Subsidy will be released in the chronological order of the date of SLC/ DLC as per availability of budget.

#### 3.2. Power Subsidy :

1. The relevant Clause of the Power subsidy is given at **Clause:14.1** of the Industrial and Investment Policy of Assam, 2019.
2. The application for claiming Power Subsidy is at **Form:4.0** and Check list is at **Form:4.1**
3. 10% units shall be deducted while calculating the admissible units consumed by the unit.

### **3.3. Subsidy on Generating set :**

1. The relevant Clause of the Subsidy on Generating set is given at Clause:14.2 of the Industrial and Investment Policy of Assam , 2019.
2. The Application for claiming Subsidy on generating set is at **Form:5.0** and Check list is at **Form:5.2**

### **3.4. Stamp Duty reimbursement :**

1. The relevant Clause of the Power subsidy is given at Clause:14.3 of the Industrial and Investment Policy of Assam , 2019.
2. The Application for claiming Stamp Duty reimbursement is at **Form:6.0** and Check list is at **Form:6.1**

### **3.5. Technology Transfer and Quality Certification, ZED Certification :**

1. The relevant Clause of the subsidy on Technology Transfer and quality Certification, ZED certification is given at Clause:14.4 of the Industrial and Investment Policy of Assam , 2019.
2. The Application for claiming Subsidy for **Technology Transfer and Quality Certification, ZED Certification** is at **Form:7.0** and Check list is at **Form:7.1**

### **3.6. Interest Subsidy on Working Capital Loan :**

1. The relevant Clause of the **Interest Subsidy on Working Capital** is given at Clause:14.5 of the Industrial and Investment Policy of Assam , 2019.
2. The Application for claiming **Interest Subsidy on Working Capital** is at **Form:8.0** and Check list is at **Form:8.1**

### **3.7. Financial assistance to MSMEs listed in Stock Exchange :**

1. The relevant Clause of the subsidy on **Financial assistance to MSMEs listed in Stock Exchange** is given at Clause:14.6 of the Industrial and Investment Policy of Assam , 2019.
2. The Application for claiming subsidy on **Financial assistance to MSMEs listed in Stock Exchange** is at **Form:9.0** and Check list is at **Form:9.1**
3. Amount shall be released only after listed in any Stock Exchange only

### **3.8. Assistance for Environmental Compliance :**

1. The relevant Clause of the Assistance for Environmental Compliance is given at Clause:14.7 of the Industrial and Investment Policy of Assam , 2019.
2. The Application for claiming **Assistance for Environmental Compliance** is at **Form:10.0** and Check list is at Form:10.1

### **3.9. Incentives to Private Sector Infrastructure developer :**

1. The relevant Clause of the Incentive to Private Sector infrastructure Developer is given at Clause:14.8 of the Industrial and Investment Policy of Assam , 2019.
2. The Application for claiming **Incentives to Private Sector Infrastructure developer** is at **Form:11.0** , CA Certificate at **Annexure:3.1** and Check list is at **Form:11.1**

### **3.10. Incentives for Employment generation, entrepreneurship :**

1. The relevant Clause of the Incentives for Employment generation, entrepreneurship is given at Clause:14.10.(a) of the Industrial and Investment Policy of Assam , 2019.
2. The Application for claiming **Incentives for Employment generation, entrepreneurship** is at **Form:12** and Check list is at **Form: 12.1**

**CHAPTER: 4**

**Application Forms, Checklist, etc for applying for Eligibility Certificate as well as claiming incentives, etc.**

**Annexure:1  
List of Employees**

| <b>Sl. No.</b> | <b>Name of the Employee</b> | <b>Fathers' Name</b> | <b>Home Address</b> | <b>Date of Joining</b> | <b>Monthly Compensation (in ₹)</b> |
|----------------|-----------------------------|----------------------|---------------------|------------------------|------------------------------------|
| <b>1</b>       | <b>2</b>                    | <b>3</b>             | <b>4</b>            | <b>5</b>               | <b>6</b>                           |
|                |                             |                      |                     |                        |                                    |
|                |                             |                      |                     |                        |                                    |
|                |                             |                      |                     |                        |                                    |
|                |                             |                      |                     |                        |                                    |
|                |                             |                      |                     |                        |                                    |
|                |                             |                      |                     |                        |                                    |
|                |                             |                      |                     |                        |                                    |

Signature of the applicant unit

**Annexure:2**

**ENGINEER'S CERTIFICATE  
(for all sectors)**

I / we hereby certify that against an estimated value of ₹ \_\_\_\_\_ (Rupees ..... ) on the Building and other civil construction works of M/s. \_\_\_\_\_ Located at \_\_\_\_\_ having Production / operation / Industrial Infrastructure of \_\_\_\_\_ has completed Civil Construction as shown below :

| Sl No. | Particulars   | Date of Starting | Date of completion | Assessed Value (in ₹) | Remarks |
|--------|---|------------------|--------------------|-----------------------|---------|
| 1      | Factory / Institution Building other / Water Supply/ETP/Electrical / civil works /construction works directly connected to manufacturing /Industrial Infrastructure/ service activities of the unit |                  |                    |                       |         |
| 2      | Office Building , Labour Quarter and other civil construction works not directly connected to manufacturing / service activities of the unit  |                  |                    |                       |         |

Date:  
Place

**Signature of the Engineer :**  
Name :  
Designation :

Seal

***N.B.: This certificate is not required if the investment in civil works is below ₹5.00 lakhs.***

**Annexure:2.1**  
**Statement of Actual Cost of Civil Works**  
**(For all category of units )**

(a) Date of Acknowledgement of Udyog Adhar/IEM:

(b) Date of production:

| Sl No. | Item/s | Name of the Supplier/ Contractors | Bill no and Date | Amount of Bill (in ₹) | Amount Paid (in ₹) | Mode of Payment | Remarks |
|--------|--------|-----------------------------------|------------------|-----------------------|--------------------|-----------------|---------|
| 1      | 2      | 3                                 | 4                | 5                     |                    | 6               | 7       |
|        |        |                                   |                  |                       |                    |                 |         |
|        |        |                                   |                  |                       |                    |                 |         |

Signature of the Applicant with Seal

Recommendation :

Amount Claimed : ₹.  
Amount Deducted : ₹.  
Amount Recommended : ₹.

Signature of the Enquiry Officer with seal

Signature of the General Manager, DICC with seal

**Annexure : 3**  
**CERTIFICATE FROM THE REGISTERED CHARTERED ACCOUNTANT**  
**(all categories except Infrastructure incentive)**

I/ We hereby certify that M/s. \_\_\_\_\_ (name and address of the unit), has made the following capital investment in their unit for manufacturing /rendering of services of \_\_\_\_\_. The unit started commercial production /operation with effect from \_\_\_\_\_ and the actual cost upto the date of commercial production/ operation on \_\_\_\_\_ is as follows:

| <b>Sl No.</b> | <b>Particulars</b>                                  | <b>Gross Value of investment (in ₹)</b> |
|---------------|---|---|
| 1             | Land(including registration fees and stamp duty)    |   |
| 2             | Land Development                                    |   |
| 3             | Factory/Hotel Building                              |   |
|               | Office Building                                     |   |
| 4             | <b>Plant and Machinery/Equipments/ River cruise</b> |   |
|               | i. Basic Value including taxes, insurance etc       |   |
|               | ii. Transportation /loading/unloading charges       |   |
|               | iii. Installation/erection charges.                 |   |
| 5             | Accessories   |   |
| 6             | <b>Electrical Installation</b>                      |   |
|               | i. Drawal of Powerline                              |   |
|               | ii. Internal Electrification                        |   |
|               | iii. DG set   |   |
| 7             | Preliminary & pre-op..expenses capitalized          |   |
| 8             | Miscellaneous fixed assets                          |   |
| <b>Total</b>  |   |   |

**A. Source of Finance (in ₹)**

1. Promoter's contribution/Equity capital : \_\_\_\_\_  
2. Term Loan from Bank/financial institution : \_\_\_\_\_  
3. Unsecured Loan : \_\_\_\_\_  
4. Any other sources (to be specified) : \_\_\_\_\_

**Total :**

**B. Details of Promoter's contribution/Equity capital (pl. attach additional sheet if required)**

| Name | PAN | Mode of payment<br>(Cheque /DD etc with No. & date) | Amount<br>(in ₹) |
|------|-----|---|------------------|
|------|-----|---|------------------|

**C. Details of unsecured loan (pl. attach additional sheet if required):**

| Name | PAN | Mode of payment<br>(Cheque /DD etc with No. & date) | Amount<br>(in ₹) |
|------|-----|---|------------------|
|------|-----|---|------------------|

I/ We have checked the books of accounts of the unit, the invoices etc. and certify that the aforesaid information is verified and certified to be true. We also certify that aforesaid items have been duly paid for and no credit is raised there against in the books of the unit.

Date:

Signature of the Chartered Accountant  
Registration No. & Seal

**N.B. This certificate is not required if the total fixed capital investment is below ₹5.00 lakhs**

**Annexure :3.1**  
**CERTIFICATE FROM THE REGISTERED CHARTERED ACCOUNTANT**  
**(Infrastructure incentive)**

I/ We hereby certify that M/S.....(name and address of the unit),has made the following capital investment in their Industrial Infrastructure Project and the actual cost upto the date of operation on..... is as follows:

| <i>Sl No.</i> | <i>Particulars</i>  | <i>Gross Value of investment (in ₹)</i> |
|---------------|---|---|
| 1             | Land(including registration fees and stamp duty)                |   |
| 2             | Land Development  |   |
| 3             | (a) Earth filling   |   |
|               | (b) Boundary Wall   |   |
|               | (c) Internal Drainage   |   |
|               | (d) Common Effluent Treatment Plant                             |   |
|               | (e) Internal Road   |   |
|               | (f) Guard rooms   |   |
|               | (g) Office Building   |   |
|               | (h) (any other item/s   |   |
| 4             | <b>Electrical Installation</b>                                  |   |
|               | i. Drawal of Powerline  |   |
|               | ii. Internal Electrification                                    |   |
|               | iii. Cost towards sub-station                                   |   |
|               | iv. Cost towards installation of DG set                         |   |
|               | v. Any other cost toward Electrification                        |   |
| 5             | <b>Cost towards supply of water</b>                             |   |
|               | i. Cost towards supply of water by pipe /putting deep tube well |   |
|               | ii. Overhead water Tank   |   |
|               | iii. Setting up of internal water supply arrangement            |   |
| 6             | Preliminary & pre-operative expenses to be capitalized          |   |
| 7             | Other Miscellaneous fixed assets                                |   |
| <b>Total</b>  |   |   |

**A. Source of Finance (in ₹)**

- |  |         |
|--|---------|
| 1. Promoter's contribution/ Equity capital   | :       |
| 2. Term Loan from Bank/financial institution | :       |
| 3. Unsecured Loan                            | :       |
| 4. Any other sources ( to be specified)      | : _____ |

**Total :**

**B. Details of Promoter's Contribution/Equity Capital (pl. attach additional sheet if required)**

| Name | PAN | Mode of payment<br>(Cheque /DD etc with No. & date) | Amount<br>(in ₹) |
|------|-----|---|------------------|
|      |     |   |                  |
|      |     |   |                  |

**C. Details of unsecured loan (pl. attach additional sheet if required):**

| Name | PAN | Mode of payment<br>(Cheque /DD etc with No. & date) | Amount<br>(in ₹) |
|------|-----|---|------------------|
|      |     |   |                  |
|      |     |   |                  |

I/ We have checked the books of accounts of the unit, the invoices etc. and certify that the aforesaid information is verified and certified to be true We also certify that aforesaid items have been duly paid for and no credit is raised there against in the books of the unit.

Date:

Signature of the Chartered Accountant  
Registration No.& Seal

**Annexure: 4**  
**AFFIDAVIT**  
**(Non-Judicial Stamp Paper of ₹20/-)**

I Shri/ Smti \_\_\_\_\_ son/daughter/wife of Shri/Smti \_\_\_\_\_  
Aged \_\_\_\_\_ Year by profession \_\_\_\_\_ do hereby solemnly declare and affirm as follows:-

1. That I am a citizen of India and permanent resident of Village \_\_\_\_\_ P.O. \_\_\_\_\_ Police Station \_\_\_\_\_ in the district of \_\_\_\_\_ .
2. That I am proprietor / Managing partner / Managing Director / Director / President of M/S \_\_\_\_\_ and owners of land/building/plant & machinery of the above unit, the industrial/service activity of which is at \_\_\_\_\_ .
3. That the particulars furnished in the claim application for subsidy under the Industrial & Investment Policy of Assam 2019 are true to the best of my knowledge. That no subsidy/ grant under Central / State Government/ Organization etc have been availed/ applied by me against the items mentioned in the claim application form.
4. That the particulars furnished in the application form and /or in connection with the application for subsidy are correct and true the be best of my knowledge and that in case of any particulars are found to be false or misrepresentation/suppression of essential facts, I shall be liable to refund the subsidy and also liable to be punished under laws of the land.
5. That I Shri / Smti \_\_\_\_\_ the deponent of the above, do hereby solemnly declare and affirmed that, statement made above are true to the best of my knowledge and belief .

Identified by me:

Signature  
(Advocate)

Signature :  
Deponent :

Solemnly affirm before me by Shri/Smti \_\_\_\_\_ identified by Sri/Smti \_\_\_\_\_ Advocate on this day \_\_\_\_\_ .

**Notary Seal**

**Annexure: 5**

**AFFIDAVIT(to be signed by Notary)**

**(Type on Stamp Paper of ₹50/-)**

I/We, Sri/Smti \_\_\_\_\_ son/daughter / wife of Sri / Late \_\_\_\_\_ age \_\_\_\_\_ years, resident of \_\_\_\_\_ (Full Address) Managing Director / Managing Partner/ Proprietor / Authority holder of M/s. \_\_\_\_\_ having registered office at \_\_\_\_\_ factory/ Hotel/ River Cruise located at \_\_\_\_\_ (Full Address) in the district of \_\_\_\_\_ having manufacturing / service activities of \_\_\_\_\_ having received to-day a sum of ₹ \_\_\_\_\_ (*Rupees* \_\_\_\_\_) only by cheque / BD receipt of which I/we hereby acknowledge as the \_\_\_\_\_ (incentive) under the Industrial & Investment Policy of Assam 2019 for my /our unit carrying under the name & style of M/s. \_\_\_\_\_ herein after referred to as “ Enterprise / Unit” and I/We on behalf of the unit give the following undertaking for the said grant/ subsidy.

1. That, I /we, on behalf of the unit shall maintain detailed statistics/account of production and utilization of raw materials /consumables and finished products disposed of /service rendered and shall keep such statistics/accounts open for inspection on request from the implementing agency.
2. That in case of the grant/ subsidy has been obtained by me /us by misrepresenting of essential facts / furnishing false information or if my/our unit goes out of production /service or effect substantial contraction within two years from the date of receipt of grant / subsidy or within five years from the date of commencement of commercial of production/ service whichever is later, I/we shall refund the grant/subsidy if it is claimed by the implementing agency after I / we be given an opportunity of being heard.
3. That in case , any overpayment is made due to wrong calculation or misinterpretation of the rule or otherwise, the same amount shall be refunded by me /us or shall be adjusted against future grant/subsidy due, as and when demanded by the implementing agency.
4. That I/We shall fulfill the conditions laid down in the Industrial & Investment Policy of Assam 2019.
5. That I/we shall abide by all the rules and regulation as stipulated under the Industrial & Investment Policy of Assam, 2019 and also any modification thereof, in due course.
6. In case, my/ our unit closed or sold out or handed over to any other parties before the expiry of the validity period mentioned in the Undertaking , I / We or my / our successor (s) shall be personally liable to refund the Subsidy

**Identified by me:**

Signature  
(Advocate)

Signature :  
Deponent :

Solemnly affirm before me by Shri/Smti \_\_\_\_\_ identified by Sri/Smti \_\_\_\_\_ Advocate on this day \_\_\_\_\_.

**Notary Seal**

**Form:1.0**  
**Investment Intention for new units to be gone into commercial**  
**production after 01-09-2019**  
**(for all sector)**  
**Intention to be submitted Online**

1. Name of the unit :
2. Proposed location of the unit :
3. Name and Address of the Applicant/s with contact nos :
4. Constitution of the Unit (please specify whether Proprietorship/ Partnership/ Private Limited Company/ Public Limited Company/ Co-operative Society/others) ::
5. If a company, date of registration under the Companies Act and address of its Registered Office :
6. Date and Acknowledgement of Udyog Adahar/ IEM ;
7. Whether the land has been identified/allotted/purchased ? If yes, total area and value :
8. Proposed Capital Investment ( Rs in lakh)
  - (i) Land, Development , Building and other Civil works: :
  - (ii) Plant and Machinery :
  - (iii) Electricals :
  - (iv) Other Misc fixed assets :Total :
9. Expenditure incurred so far , if any :
10. Expected date of commercial production :
11. Incentives proposed to be availed under the Industrial and Investment Policy of Assam, 2019 Pl specify :
12. Any other information :

*NB: No document is necessary to submit along with this application.*

Signature of the Applicant with date

**FORM :2.0**  
**APPLICATION FORM FOR GRANT OF ELIGIBILITY CERTIFICATE**  
**( for all activities and all categories)**

**A: Part -1: General**

1. a. **Name of the Unit** :
- b. Complete Office address :
- c. Complete Factory/Hotel/River Cruise address ( mention a Landmark too) :
- d. Registered Head Office :
- e. PAN and GSTIN of the unit :
2. a. **Constitution** Proprietorial / Partnership / Private Limited Company / Public Limited Company / Co-operative Society / Trust / State Government Corporation / any other legal entity: :
- b. Registration Number & Date under any Act :
3. Name(s) , permanent Address(es) / PAN(s)/Adhar card of the Proprietor / Partners/Directors / Managing Director/ Secretary / President / Chairman / CEO / Trustee, etc. :
4. **Acknowledgment of Udyog Adhar / IEM No. and Date** :
5. **Date of Commencement of Commercial Production/operation** :
6. Name of the products manufactured/Services rendered :
7. Category : **Micro/Small / Medium / Large** :
8. **Details of Land**
  - i. **In case of land allotted by Govt./ Govt. agency:**
    - a) Number and date of Allotment Letter issued by Govt. / Govt. Agency for land or shed :
    - b) Name of the allotting Authority :
  - ii. **In case of own land:**
    - a) Number and date of Registration of the Land Purchase Deed :
    - b) Dag Number, Patta Number, Revenue Village & Mauza :
  - iii. **In case of lease hold land:**
    - a) Number and date of Registered Land Lease :
    - b) Deed, duration of Lease and Dag Number, Patta Number,

- Revenue Village & Mauza :
- c) Number and date of  
Registered Rent Agreement:

**Part:2: Manufacturing:**

**9. Details of Factory Building**

**I) Own Building :**

- a. Dates of Starting and Completion of the civil construction works :
- b. Total area constructed & utilized :
- c. Cost of construction :

**II) Allotted by the Government Agency /**

**Lease hold or Rented :**

- a. Number and date of Allotment Letter issued by Govt./Govt. Agency for land & shed and Name of the allotting Authority. :
- b. Number and date of Registered Lease/ Rent Agreement and period of validity :

**Fixed Capital Investment (Gross Value)**

Value in ₹

- a Land :
  - b Site Development :
  - c Building :
    - i. Factory Building :
    - ii. Office, Quarter etc. :
  - d Plant and Machinery :
    - i. Basic value including taxes, insurance etc. :
    - ii. Transportation/loading/unloading charges
    - iii. Installation/erection charges
  - e Equipment, accessories, components, fittings etc. :
  - f. Electrical installation :
    - i. Drawal of powerline
    - ii. Internal electrification
    - iii. DG set
  - g Miscellaneous fixed assets (in details) :
  - h Preliminary & pre-op. expenses capitalized :
- Total :**

**10. Details of Production :**

| Item (s) | Annual Installed Capacity | Value (₹ in Lakh) | Actual production from the date of commencement of production till date of submission of application |
|----------|---------------------------|-------------------|--|
|          |                           |                   |  |

**11. Details of Raw Material(s)**

| Item (s) | Annual Requirement | Value (₹ in Lakh) | Sources of Raw Material (s) |
|----------|--------------------|-------------------|-----------------------------|
|          |                    |                   |                             |

12. **Details of sales of Finished Product(s)/Service(s)** :

| Sl. No. | Item(s) | Product(s)/ Service(s) Sold during the last accounting year / since the date of commencement of commercial production/ service to the date of submission of the application |              |                      |              | Remarks |
|---------|---------|---|--------------|----------------------|--------------|---------|
|         |         | Within the State of Assam   |              | Outside the State of |              |         |
|         |         | Quantity  | Value (in ₹) | Quantity             | Value (in ₹) |         |
|         |         |   |              |                      |              |         |

**Part:3: Services sector**

**13. Particulars**

**A. Hotel 3 Star & above Category**

- (i) Location of the Hotel :
- (ii) Category of Hotel :  
(Please attach a certificate)
- (iii) Area in square meters :
- (iv) Total cost of the hotel building (in Rs) :  
as per CA Certificate
- (v) Total cost of essential items (list to be attached) (in Rs) :
- (vi) No. of rooms and area of each type of rooms in square mtr. :
- (vii) Facilities/ amenities provided (please attach separate sheets, if required) :

**B. River Cruise**

- (i) Location of the river Cruise :
- (iii) Size of the Cruise in square meters :
- (iv) Total cost of the cruise (in Rs) as per CA Certificate :
- (v) Total cost of essential items including interior (list to be attached) (in Rs) :
- (vi) No. of rooms and area of each type of rooms in square fts. :
- (vii) Facilities/ amenities provided (please attach separate sheets, if required) :
- (viii) Whether the norms/criteria laid down by the concerned department/agency have been fulfilled :

**C. Infrastructure Development**

- (i) Total land area of the Park in Sq mtr :
- (ii) Total Cost of the Industrial Park (in Rs) :  
as per CA Certificate
- (iii) Facilities created in the Industrial Park :
- (iv) Capacity of the Effluent treatment plant :
- (v) Total no of plots earmarked and size of the plots in sqmtr. :
- (vi) Name of the units operating form the Park, Name/s of the unit , item of production and total areas occupied may be submitted. :

**Part:4: Others**

**Sources of finance (in ₹)**

- a. Promoter's / Partners' contribution :
- b. Paid up Capital :
- c. Loan from Bank / Financial Institution :
- d. Unsecured Loan :
- e. Other source (to be specified) : \_\_\_\_\_

**Total** :

- a. Name(s) of the Bank / Financial Institution :
- b. Amount Sanctioned and Sanction Letter No. & Date
- (i) Term Loan :
- (ii) Working Capital / Cash Credit / Over Draft :

**14. Details of Power connection**

- a. Total Load Sanctioned :
- b. From Open Source :
- c. From APDCL :
- d. Sanction letter and date :
- e. Connected Load and Date of Connection :
- f. Meter Nos for open source and power supplied by APDCL :
- g. Consumer No of APDCL :

**15. (a) Detailsof Direct Employment :**

| Sl No. | Category       | Total Employment (Nos.) | People of Assam |   | People not belonging to Assam |   | Remarks, if any |
|--------|----------------|-------------------------|-----------------|---|-------------------------------|---|-----------------|
|        |                |                         | (Nos.)          | % | (Nos.)                        | % |                 |
| a      | Managerial     |                         |                 |   |                               |   |                 |
| b      | Non-managerial |                         |                 |   |                               |   |                 |
| Total  |                |                         |                 |   |                               |   |                 |

**(b) Details of in-direct Employment (Under the provision of Contract Labour Act, etc) :**

| Sl No.       | Category        | Total Employment (Nos.) | People of Assam |   | People not belonging to Assam |   |
|--------------|-----------------|-------------------------|-----------------|---|-------------------------------|---|
|              |                 |                         | (Nos.)          | % | (Nos.)                        | % |
| a            | Managerial      |                         |                 |   |                               |   |
| b            | Non- managerial |                         |                 |   |                               |   |
| <b>Total</b> |                 |                         |                 |   |                               |   |

16. **Incentives applied under the Industrial & Investment Policy of Assam 2019**

- 1.
- 2.
- 3.
- 4.

17. **Declaration** :

I/ We hereby solemnly declare that the information furnished in this application for grant of Eligibility Certificate claiming various incentives under the Industrial & Investment Policy of Assam 2019 are correct and true to the best of my/our knowledge and belief.

Place:  
Date:

Signature of the applicant(s)  
Status in relation to the unit

**Form: 2.1 CHECK LIST**  
for ELIGIBILITY CERTIFICATE  
(for all category/sector)

Self Certified copies of the following documents to be uploaded along with the EC application:

1. **Constitution** :
  - a. In case of a **Partnership unit**
    - i. Registered Deed of Partnership
    - ii. General Power of Attorney
    - iii. List of partners with PAN.
  - b. In case of **Co-operative Society/SHG/NGO/FPO**
    - i. Registration certificate from the Joint Registrar /Assistant Registrar of Co-Operative Society/Registrar of Firms & Societies.
    - ii. Article of Memorandum of Association/By-Laws
    - iii. Resolution of the General Body Meeting for Registration
  - c. In case of a **Company**
    - i. Registration certificate under the concerned Act
    - ii. Memorandum and Articles of Association
    - iii. List of Directors with PAN
2. Copy of Acknowledgement of Udyog Adhar /IEM, as applicable.
3. **Land**
  - a. In case of **own land**
    - i. **Purchase deed/gift deed**/any other document to establish ownership.
  - b. In case of industrial land/shed allotted by any **Government Agency**
    - i. Deed of Agreement
    - ii. Up to date rent receipt
  - c. In case of lease hold from **private owner**
    - i. **Notarized Lease deed** Agreement
  - d. In case of Government land/plot **allotted by Government**
    - ii. Allotment letter with up to date premium payment receipt.
4. **Building and other Civil works**
  - i. Detailed Cost Estimate
  - ii. Approved Factory Building Plan
  - iii. Engineers Certificate as per **Annexure: 2.0** [Engineers certificate to be signed by a Civil Engineer (**not below the rank of Assistant Engineer**) from **any State/Central Government department / Chartered Engineer (recognized by Institute of Engineers)** if the investment in Civil Works is **above ₹5.00 Lakhs**. In case of the investment in civil works is **less than 5 lakhs** GM DICC will arrive at an admissible amount on the basis of bills/vouchers submitted in respect of the civil works and as per prevalent APWD Schedule]
  - iv. Statement of cost of Civil works as per **Annexure:2.1**
5. **Sanction letter(s)** from the Financial Institution / **Banks** for Term Loan & Working Capital (WC).

6. Certificate on disbursement of Term loan from Bank/Financial institution
7. Statement of Plant & Machinery / Internal Electrical Installation as per Form 2.2
8. Bills & Vouchers of Plant & Machinery/ Internal Electrical Installation
9. **Documents on power:**
  - i. Power Sanction letter(s)
  - ii. First Electricity Bill and Payment Receipt
  - iii. Installation report of DG set from Chief Electrical Inspector cum Adviser, Assam, if applicable.
10. Certificate from a Registered Chartered Accountant for fixed capital investment & sources of finance as per **Annexure :3.0** and **Annexure 3.1** , as applicable.
11.
  - i. List of Employees (based on the daily Attendance Register of the unit ) as per Annexure:1
  - ii. Employment Certificate shall be submitted from the from the District Employment Officer in case of Micro Units and from the Director of Employment & Craftsmen Training, Assam in case of other than micro units.
12. Agreement/ MOU executed with the organization providing Technical Know-how and Quality Certification, if any.
13. MoU for franchise, if any.
14. No Objection Certificate, Trade License from the Local Body/ Authority.
15. NOC/ Consent of operation from the Pollution Control Board of Assam.
16. Copy of Registration Certificate under SGST
17. PAN of the unit
18. Bank Statements of the Term Loan account/other accounts from where cheques etc have been issued to suppliers of machinery /other assets etc of the unit.
19. Valuation report from CBDT approved valuer on-
  - i. Fabricated Machinery/ Machinery Fabricated at site
  - ii. Civil Works forming an integral part of the machinery installed in the factory.
20. Other Registration / Permission / License / NOC etc. required for establishing and running of the unit/activity e.g. Excise Registration, Factory License, Forest License, Broiler license, Fire clearance, registration in weights and measures, Labour License, etc. as applicable to be submitted.
21. Project Feasibility Report.
22. Copy of credit appraisal note from Bank/ Financial Institution
23. Bank Statement indicating payments made for Factory Building, Plant & Machinery and Internal Electrical Installation.

**Form:2.2**

**STATEMENT OF INVESTMENT ON PLANT & MACHINERY AND INTERNAL ELECTRICAL  
INSTALLATION**

**(For EC under Industrial and Investment Policy of Assam ,2019)**

1. Name of the Plant &Machinery/other assets :
2. Name and address of the supplier :
3. Mode of transportation :
- a. Particulars of dispatch documents
4. Supplier's bill No. and date :
- a. Basic cost of machinery/other assets with taxes ,insurance etc :
5. Payment Details
- a. Date of payment :
- b. Cheque/DD/RTGS/NEFT No., date etc :
- c. Receipt No.& date :
6. Name and address of the carrier :
- a. Freight for carrying the machinery/other assets :
- b. Payment details(Cheque/DD/RTGS/NEFT No., date etc, money receipt )
7. Name and address of the Insurance Company covering risk in transit
- a. Insurance premium paid
- b. Payment details (Cheque/DD/RTGS/NEFT No., date etc, money receipt )
8. Installation and erection charges towards machinery/other assets
- a. Payment details (Cheque/DD/RTGS/NEFT No., date etc, money receipt )
9. Total amount(Basic cost ,freight , insurance and installation / erection charge)
10. Date of erection of the machinery/other assets at factory site
11. Date of commissioning of the machinery/other assets
12. Any other particulars

Signature on behalf of the unit.

Countersigned by CA.

**Comments of the Enquiry Officer**

Certified that I have personally verified particulars mentioned above with the original bills and vouchers and found them to be correct and beyond any reasonable doubt. I have also personally visited the unit **on.....** and physically verified plant and machinery/other assets which have already been erected for functioning in the factory **M/S.....**.I also certify that the details with regard to price etc ,as given above ,resemble with those mentioned in the original bills/vouchers produced before me during the time of physical verification. and accordingly make my recommendation as under:.

- A. Fixed Capital Investment **applied for EC** : ₹
- B. **Eligible** Fixed Capital Investment **for EC** : ₹

Signature and Seal

**Comments of the General Manager/ Managing Director AIDC:**

Having gone through the findings of the enquiry officer and after having satisfied myself in respect of correctness, genuineness and admissibility of the items claimed and corresponding expenses incurred, I do here by make my recommendation as under:

- A. Fixed Capital Investment applied for EC** : ₹  
**B. Eligible Fixed Capital Investment for EC** : ₹

Signature and Seal

**Form:2.3**  
**Enquiry Report for Grant of Eligibility Certificate**  
**(For all category/sector)**

- a** Name of the Enquiry Officer with designation :
- b** **Date of commencement** of commercial production/service rendered by the unit :
- c** **Date of receipt** of application :
- d** **Date of physical** verification :
- e** Date of submission of the report to GM, DICC :
- 1. a. Name of the Unit** :
- b.** Office address :
- c.** Factory address :
- d.** Registered Head Office :
- e.** PAN and GSTIN :
- 2. Constitution** :
- 3.** Name(s), permanent Address(es) and PAN(s) of the Proprietor / Partners/Directors / Managing Director / Secretary / President / Chairman / CEO / Trustee etc. :
- 4. UAM/IEM No. and Date** :
- 5. Date of Commencement** of Commercial Production/service rendered :
- 6.** Whether Manufacturing or Service :
- 7.** Scale : Micro/ **Small/Medium/Large** :
- 8. Details of Land**
- (i)** Allotted by Govt. Agency / Own / Leased / Rented :
- (ii)** Date of allotment / Registration :
- 9. Details of Factory Building :** ::
- (i)** Constructed by
- (ii)** Total constructed & utilized Area

**10. Details of Fixed Capital Investment (Gross Value)**

| Particulars                       | Total Amount Invested | Eligible Amount for E.C. | Specific reasons for deductions /deviations if any |
|-----------------------------------|-----------------------|--------------------------|--|
| <b>a.</b> Land :                  |                       |                          |  |
| <b>b.</b> Site Development :      |                       |                          |  |
| <b>c.</b> Building                |                       |                          |  |
| <b>i.</b> Factory Building :      |                       |                          |  |
| <b>ii.</b> Office, Quarter etc. : |                       |                          |  |

|  |  |   |  |  |
|--|--|---|--|--|
| <b>d. Plant and Machinery</b>                | : i.   |   |  |  |
| Basic Value with taxes, insurance etc        |  |   |  |  |
| ii. Transportation/loading/unloading charges |  |   |  |  |
| iii. Installation/erection charges           |  |   |  |  |
| <b>e.</b>                                    | Equipment, accessories, components, fittings     | : |  |  |
| <b>f. Electrical Installation</b>            | :  |   |  |  |
| i. Drawal of powerline                       |  |   |  |  |
| ii. Internal Electrification                 |  |   |  |  |
| iii. DG set                                  |  |   |  |  |
| <b>g.</b>                                    | Miscellaneous Fixed Assets (in details)          | : |  |  |
| <b>h.</b>                                    | Preliminary & pre-op. expenses to be capitalized | : |  |  |
| <b>Total</b>                                 |  | : |  |  |

|              |  |        |  |  |
|--------------|--|--------|--|--|
| 11.          | <b>Sources of finance</b>                      | (in ₹) |  |  |
|              | a. Promoter's contribution / Equity Capital    |        |  |  |
|              | b. Term Loan from Bank / Financial Institution |        |  |  |
|              | c. Unsecured Loan                              |        |  |  |
|              | d. Other source (to be specified)              |        |  |  |
| <b>Total</b> |  | :      |  |  |

|     |  |   |  |
|-----|--|---|--|
| 12. | a. Name(s) of the <b>Bank/ Financial Institution</b> | : |  |
|     | b. Amount Sanctioned and Sanction Letter No. & Date  |   |  |
|     | (i) Term Loan  |   |  |
|     | (ii) Working Capital / Cash Credit / Over Draft      |   |  |

|     |  |   |
|-----|--|---|
| 13. | <b>Details of Power connection</b>               |   |
|     | i. <b>Sanctioned Load</b> and Date of Sanction   |   |
|     | ii. <b>Connected Load</b> and Date of Connection | : |

| 14.     | <b>Details of the Production / Service Rendered</b> |                           |              |
|---------|---|---------------------------|--------------|
| Sl. No. | Product(s)  | Annual Installed Capacity |              |
|         |   | Quantity                  | Value (in ₹) |
|         |   |                           |              |

| 15.     | <b>Details of Raw Material(s)</b> |   |              |                            |                            |
|---------|-----------------------------------|---|--------------|----------------------------|----------------------------|
| Sl. No. | Item(s)                           | Raw Material required on 100% Annual Installed Capacity |              | Sources of Raw Material(s) |                            |
|         |                                   | Quantity  | Value (in ₹) | Within the State of Assam  | Outside the State Of Assam |
|         |                                   |   |              |                            |                            |
|         |                                   |   |              |                            |                            |

16. **(a) Details of Employment (Direct)** :

| Sl    | Category       | Total Employment (Nos.) | People of Assam |   | People not belonging to Assam |   | Remarks, if any |
|-------|----------------|-------------------------|-----------------|---|-------------------------------|---|-----------------|
|       |                |                         | (Nos.)          | % | (Nos.)                        | % |                 |
| i.    | Managerial     |                         |                 |   |                               |   |                 |
| ii.   | Non-managerial |                         |                 |   |                               |   |                 |
| Total |                |                         |                 |   |                               |   |                 |

(b) No of Indirect employment in the unit

17. **Eligible Incentives**

| Sl. No. | Incentives applied for | Incentives recommended in detail | Reasons of non-admissibility of incentive(if any) |
|---------|------------------------|----------------------------------|---|
|         |                        |                                  |   |
|         |                        |                                  |   |
|         |                        |                                  |   |

**Comments of the Enquiry Officer**

Certified that I have examined each and every particulars furnished by the claimant, M/s.....along with all the Annexure /relevant documents furnished with the claim and found them to be correct and beyond any reasonable doubt. I have also personally visited the unit on..... and found the unit functioning. Also verified Land /building/plant and machinery/ internal electrical installation items belonging to the unit, whose details with regard to price etc. as given below, resemble with the details furnished in the application for **EC under IIPA, 2019**.

A. Gross Value of Fixed Capital Investment **applied for EC** : ₹  
 B. Gross Value of Fixed Capital Investment found **eligible for EC** : ₹

Signature and Seal

**Comments of the General Manager:**

Having gone through the findings of the enquiry officer and after having satisfied myself in respect of correctness, genuineness and admissibility of the items claimed and corresponding expenses incurred, I do here by make my recommendation as under:

A. Gross Value of Fixed Capital Investment **applied for EC** : ₹  
 B. Gross Value of Fixed Capital Investment found **eligible for EC** : ₹

Signature with seal

**Form:3.0**  
**Agenda Note**  
**(for all category/sector)**

**For Eligibility Certificate under Industrial and Investment Policy of Assam 2019**

1. Name of the Unit :
2. Address of the Unit with Telephone No.
- i) Office :
- ii) Factory :
3. Constitution of the Unit :
4. Details of Proprietor/Partners/Directors, etc :

| Name | Address | PAN |
|------|---------|-----|
|      |         |     |

5. Permanent Account No. (PAN) of the Unit :
6. Udyog Adhar/IEM No. & date :
7. Date of Commercial Production/operation :

**8. Details of Raw Material(s)/Consumables :**

| Name of the Raw Material (s) | Annual Requirement | Value (₹) | Remarks |
|------------------------------|--------------------|-----------|---------|
|                              |                    |           |         |
|                              |                    |           |         |
|                              |                    |           |         |

**9. Details of Finished Product(s)/services rendered :**

| Item (s) | Annual installed Production Capacity | Value (₹) | Actual Production from the date of commencement till date of submission of application |
|----------|--------------------------------------|-----------|--|
|          |                                      |           |  |
|          |                                      |           |  |

**10. Employment Position :**

| Particulars                   | Managerial | Non Managerial | Total |
|-------------------------------|------------|----------------|-------|
| Number of Employees           |            |                |       |
| Percentage of people of Assam |            |                |       |

**11. Power :**

| Sanctioned Power Load | Connected Power Load | Date of Connection |
|-----------------------|----------------------|--------------------|
|                       |                      |                    |

**12. Details of Fixed Capital Investment : ( may modify for Hotels/resort/River Cruse/Industrial Infrastructure , as the case may be):**

| Sl No | Particulars                                      | Gross value of investment as per GM's recommendation | Amount found eligible for E.C. | Remarks, if any |
|-------|--|--|--------------------------------|-----------------|
| A.    | Land(including registration fees and stamp duty) |  |                                |                 |
| B.    | Land Development                                 |  |                                |                 |
| C.    | Factory/Institutional Building                   |  |                                |                 |
|       | Office Building                                  |  |                                |                 |
| D.    | <b>Plant and Machinery/ Equipments</b>           |  |                                |                 |
|       | i. Basic Value including taxes, insurance etc    |  |                                |                 |
|       | ii. Transportation /loading /unloading charges   |  |                                |                 |
|       | iii. Installation/erection charges.              |  |                                |                 |
| E     | Accessories                                      |  |                                |                 |
| F     | <b>Electrical Installation</b>                   |  |                                |                 |
|       | i. Drawal of Powerline                           |  |                                |                 |
|       | ii. Internal Electrification                     |  |                                |                 |
|       | iii. DG set                                      |  |                                |                 |
| G     | Miscellaneous Fixed Assets                       |  |                                |                 |
| H     | Preliminary & pre-operative expenses             |  |                                |                 |
| Total |  |  |                                |                 |

The unit has been verified by Mr. ...., ..... Manager, DI&CC, ..... and the Eligible Fixed Capital Investment has been found to be ₹ ..... However, after scrutiny, the eligible fixed capital investment has been worked out to be ₹ .....  
 ( If further verified by Sr Officers/Joint committee , the name of the officers and findings to be annexed )

### 13. Sources of Finance:

| Particulars                                    | : | Amount (in ₹) |
|--|---|---------------|
| a) Promoter's contribution / Equity Capital    | : |               |
| b) Term Loan from Bank / Financial Institution | : |               |
| c) Unsecured Loan                              | : |               |
| d) Other source (to be specified)              | : |               |
| Total  |   | :             |

### 15(a) Details of Promoters contribution / /Equity Capital :

| Name | Amount (₹) | PAN | Mode of transfer |
|------|------------|-----|------------------|
|      |            |     |                  |

**b) Details of Bank Loans:**

| Name of Bank / Financial Institution | Term Loan Sanctioned | Scheduled repayment period | Rate of Interest as per sanction. | Working Capital Loan sanctioned |
|--------------------------------------|----------------------|----------------------------|-----------------------------------|---------------------------------|
|                                      |                      |                            |                                   |                                 |

**(c) Details of Unsecured Loan :**

| Name | Amount (₹) | PAN | Mode of transfer |
|------|------------|-----|------------------|
|      |            |     |                  |
|      |            |     |                  |

16. GSTIN :

17. **Incentives for which the unit is found eligible:**

- a.
- b.

Member Secretary

**FORM: 3.1**  
**Eligibility Certificate**  
**(for all category/sector)**  
**Industrial and Investment Policy of Assam , 2019**

No:.....

Date:.....

Certified that M/S .....,bearing Udyog Adhar / IEM No. ....dated .....is granted Eligibility Certificate for claiming incentives under the Industrial & Investment Policy of Assam 2019 and also claiming SGST reimbursement under the Notification of Taxation Department vide No.- FTX.113/2017/72 dtd 19th January, 2018 (or as Amended).

**Particulars of the Unit :**

|    |     |   |   |                    |
|----|-----|---|---|--------------------|
| 1. | a.  | Name of the Unit  | : |                    |
|    | b.  | Office address  | : |                    |
|    | c.  | Factory/operation address   | : |                    |
|    | d.  | GSTIN   | : |                    |
| 2. | (a) | Constitution of the Unit  | : |                    |
|    | (b) | Name and address of the Proprietor /  | : |                    |
|    | (c) | Partners/Directors / Managing Director / Secretary /<br>President / Chairman / CEO / Trustee etc. | : |                    |
|    | (d) | Permanent Account No (PAN) issued if any by the<br>Income Tax Authority in respect of the unit    | : |                    |
| 3. |     | Date of Commencement of commercial<br>production/operation  | : |                    |
| 4. |     | Udyog Adhar / IEM No. and Date  | : |                    |
| 5. |     | Category : Micro/Small / Medium / Large   | : |                    |
| 6. |     | <b><u>Eligible fixed Capital Investment</u></b>   | : | <b><u>in ₹</u></b> |
|    | a.  | Land  | : |                    |
|    | b.  | Site Development  | : |                    |
|    | c.  | Building  | : |                    |
|    |     | i. Factory Building   | : |                    |
|    |     | ii. Office, Quarter etc.  | : |                    |
|    | d.  | Plant and Machinery   | : |                    |
|    |     | i. Basic Value with taxes, insurance etc  | : |                    |
|    |     | ii. Transportation/loading/unloading charges  | : |                    |
|    |     | iii. Installation/erection charges  | : |                    |
|    | e.  | Equipment, accessories, components, fittings  | : |                    |
|    | f.  | Electrical Installation   | : |                    |
|    |     | i. Drawal of powerline  | : |                    |
|    |     | ii. Internal Electrification  | : |                    |
|    |     | iii. DG set   | : |                    |
|    | g.  | Miscellaneous Fixed Assets (in details)   | : |                    |
|    | h.  | Preliminary & pre-op. expenses capitalized  | : |                    |
|    |     | Total   | : |                    |

7. Name of the finish products ( in case of manufacturing) :

| Item (s) | Annual Installed Capacity |
|----------|---------------------------|
|          |                           |

8. Name of the raw materials :

| Item (s) | Annual requirement |
|----------|--------------------|
|          |                    |

9. (a) No of employees :

(b) Percentage of people of Assam :

10. Date of Approval of DLC/SLC :

11. Eligibility Certificate issued under the Industrial and :

Investment Policy of Assam , 2019 for :

(i)

(ii)

(iii)

(+)

Signature of the Member Secretary



with those mentioned in the original Bills/vouchers produced before me during the time of physical verification and accordingly make my recommendation as under:

- |  |   |   |
|--|---|---|
| A. Total unit consumed during the claim period | : | ₹ |
| B. Actual Bill paid to APDCL                   | : | ₹ |
| C. Quantum of Subsidy recommended              |   |   |
| (i) Units                                      | : | ₹ |
| (ii) Amount                                    | : | ₹ |

Signature and Seal

**Form: 4.1**  
**Statement of Power Consumption ( Based on APDCL's Bills)**  
**Claim Period : From ..... to .....**

| Sl No. | Period of Bill (From ..... to .....) | Total Bill Amount | Total unit consumed during the period | Less 10% of total unit consumed (unit) | Balance 90% of unit (4 minus 5) | Admissible subsidy (in ₹) (₹2 multiply by units of col 6) | Remarks |
|--------|--------------------------------------|-------------------|---------------------------------------|--|---------------------------------|---|---------|
| 1      | 2                                    | 3                 | 4                                     | 5                                      | 6                               | 7   | 8       |
|        |                                      |                   |                                       |  |                                 |   |         |
|        |                                      |                   |                                       |  |                                 |   |         |
|        |                                      |                   |                                       |  |                                 |   |         |
|        | Total                                |                   |                                       |  |                                 |   |         |

Signature of the representative of concerned unit

**Form:4.2**  
**Check List**  
**Power Subsidy**

Self Certified copies of the following documents to be uploaded along with the application form for claiming Power subsidy :

1. Eligibility Certificate issued to the Unit under Industrial and Investment Policy of Assam, 2019.
2. Power Sanction Letter from APDCL.
3. Statement of power consumed as per **Form:4.1**
4. Bills, money receipts etc for the period of claim
5. Cancelled Cheque

**Form:5.0**  
**Application Form for Claiming Subsidy on Generating set under**  
**Industrial and Investment Policy of Assam, 2019**

1. Name and address of the unit :
2. Date of commencement of production/services rendered :
3. No. and date of Eligibility certificate under IIPA, 2019 :
4. (i) Total Sanctioned Load ( Open Source + APDCL) :  
(ii) Total Connected Load :
5. a. Brand Name of the generating set :  
b. Capacity of the Gen set to produce power :  
c. Total cost of the generating set including :  
Taxes, transportation, Installation, etc  
d. Cost Statement as per **Form:5.1** :
6. Details of Bank Account where  
a. Name of Bank :  
b. Branch :  
c. Account Number :  
d. IFS Code :

I /We .....declare and affirm that particulars/statement furnished above , are true to the best of my/our knowledge and belief and if any statement made herewith in connection with this claim is found to be false or misrepresentation of facts the amount of subsidy granted will be refunded by me/us to the Government.

Place: Signature of the applicant(s)

Date: Status in relation to the unit:  
Seal:

**Comments of the Enquiry Officer**

Certified that I have personally verified particulars mentioned above with the original bills of Generating set and found them to be correct and beyond any reasonable doubt. I have also personally visited the unit **on.....** and physically verified the Generating Set installed for the sole purpose of products/services of M/s\_\_\_\_\_ & found the unit Functioning. I also certify that the details with regard to bill amount, prices, etc , furnished by the unit in the application ,resemble with those mentioned in the original bills/vouchers produced before me during the time of physical verification and accordingly make my recommendation as under:

- A. Total cost of the Generating set : ₹
- B. Quantum of Subsidy recommended @50% : ₹

Signature and Seal

**Form:5.1**  
**Statement of Expenditure on Generating set**

| Sl. No. | Name and address of the Supplier | Make of the Generating Set | Supplier bill No and date | Basic Cost of the DG set (in ₹) | Taxes (in ₹) | Cost of Transportation (in ₹) | Other charges (in ₹) |
|---------|----------------------------------|----------------------------|---------------------------|---------------------------------|--------------|-------------------------------|----------------------|
| 1       | 2                                | 3                          | 4                         | 5                               | 6            | 7                             | 8                    |
|         |                                  |                            |                           |                                 |              |                               |                      |
|         |                                  |                            |                           |                                 |              |                               |                      |
|         |                                  |                            |                           |                                 |              |                               |                      |
|         | Total                            |                            |                           |                                 |              |                               |                      |

| Total Cost (in ₹) (5+6+7+8) | Mode of transportation | Mode of payment | Date of Installation at site | Rating of the DG set | Date of operation of the DG set | Remark |
|-----------------------------|------------------------|-----------------|------------------------------|----------------------|---------------------------------|--------|
| 9                           | 10                     | 11              | 12                           | 13                   | 14                              | 15     |
|                             |                        |                 |                              |                      |                                 |        |
|                             |                        |                 |                              |                      |                                 |        |
|                             |                        |                 |                              |                      |                                 |        |
| Total                       |                        |                 |                              |                      |                                 |        |

Signature of the representative of concerned unit

**Form:5.2**  
**Check List**

**Subsidy on Generating Set**

Self Certified copies of the following documents to be uploaded along with the application form for claiming subsidy on Generating set :

1. Eligibility Certificate issued to the unit under Industrial and Investment Policy of Assam, 2019
2. NOC/ Approval from the Electrical Inspector for installation Generating set.
3. Statement of cost as per **Form:5.1**
4. Bills, Money Receipt in respect of the claim
5. Bank Statement indicating payments made for Generating Set
6. Cancelled Cheque

**Form:6.0**  
**Application Form for Claiming Stamp Duty Reimbursement under**  
**Industrial and Investment Policy of Assam, 2019**

- 1 Name and address of the unit :  
2 Date of commencement of :  
production/services rendered  
3 No. and date of Eligibility Certificate :  
under IIPA,2019  
4 Total area of non-Agriculture land :  
purchased for the project  
5 Total Expenditure towards Stamp duty on :  
purchase of land.  
6 Details cost of Stamp duty as per **Form:6.2** :  
7. Details of Bank Account where  
a. Name of Bank :  
b. Branch :  
c. Account Number :  
d. IFS Code :

I /We .....declare and affirm that particulars/statement furnished above ,are true to the best of my/our knowledge and belief and if any statement made herewith in connection with this claim is found to be false or misrepresentation of facts the amount of subsidy granted will be refunded by me/us to the Government. Further declared that the land purchased during the period mention is not classified as Agriculture land.

Place: Signature of the applicant(s)

Date: Status in relation to the unit:  
Seal:

**Comments of the Enquiry Officer**

Certified that I have personally verified particulars mentioned above with the original document/s and found them to be correct and beyond any reasonable doubt. I have also personally visited the unit **on.....** and physically verified Land in connection with the claim of **M/s.....** & found the unit functioning. I also certify that the details with regard to payment etc, furnished by the unit in the application, resemble with those mentioned in the original bills/vouchers produced before me during the time of physical verification and accordingly make my recommendation as under:

- A. Total cost of the Stamp Duty : ₹  
B. Quantum of Subsidy recommended : ₹

Signature and Seal

**Form:6.1**  
**Statement of Expenditure for Stamp Duty reimbursement**

| Sl No. | Area of Land | Dag No/s | Patta no/s | Revenue Village/s | Mauza | District | Date of purchase | Date of Registration | Cost of Stamp duty | Remarks |
|--------|--------------|----------|------------|-------------------|-------|----------|------------------|----------------------|--------------------|---------|
| 1      | 2            | 3        | 4          | 5                 | 6     | 7        | 9                | 9                    | 10                 | 11      |
|        |              |          |            |                   |       |          |                  |                      |                    |         |
|        |              |          |            |                   |       |          |                  |                      |                    |         |
|        |              |          |            |                   |       |          |                  |                      |                    |         |
| Total  |              |          |            |                   |       |          |                  |                      |                    |         |

Signature of the representative of concerned unit

**Form:6.2**  
**CheckList**  
**Stamp duty reimbursement**

Self Certified copies of the following documents to be uploaded along with the application form for claiming Stamp Duty Exemption :

1. Eligibility Certificate issued to the unit under Industrial and Investment Policy of Assam, 2019
2. Statement as per **Form 6.1**
3. Copies of land documents , statement , etc.
4. Bank Statement Indicating Payment Made
3. Cancelled Cheque

**Form:7.0**

**Claim application for subsidy on Technology Transfer and quality Certification, ZED Certification under Industrial and Investment Policy of Assam , 2019**

1. Name and address of the unit :
2. Date of commencement :  
of production/services rendered
3. No. and date of Eligibility Certificate under :  
Industrial and Investment Policy of Assam , 2019
4. Name and address of the organization providing :  
Quality Certification /Technical Know-How
5. Details of Quality Certification :  
/Technical Know-How provided by the  
above organization
6. Total expenses incurred for obtaining Quality :  
Certification/Technical Know- How/ZED certification , etc
7. Details of Bank Account where subsidy is to be deposited  
a. Name of Bank :  
b. Branch :  
c. Account Number :  
d. IFS Code

I /We .....declare and affirm that particulars/statement furnished above ,are true to the best of my/our knowledge and belief and if any statement made herewith in connection with this claim is found to be false or misrepresentation of facts the amount of subsidy granted will be refunded by me/us to the Government.

Place: Signature of the applicant(s)

Date: Status in relation to the unit:  
Seal:

**Comments of the Enquiry Officer**

Certified that I have personally verified particulars mentioned above with the original bills and vouchers and found them to be correct and beyond any reasonable doubt. I have also personally visited the unit **on**..... and physically verified the MoU signed for the sole purpose of quality maintenance of products/services and in connection with technical know-how for **M/S**..... and found the unit functioning. I also certify that the details in regard to cost etc ,furnished by the unit in the application ,resemble with those mentioned in the original bills/vouchers produced before me during the time of physical verification and accordingly make my recommendation as under:

- A. Expenses incurred for obtaining Quality Certification/Technical Know-How, etc :₹
- B. Total expenses found admissible : ₹
- C. Quantum of Subsidy recommended : ₹

Signature and Seal

**Form:7.1**  
**Check List**  
**Quality Certification/Technical Know-How/ ZED certification, etc**

Self Certified copies of the following documents to be uploaded along with the application form for claiming subsidy on Quality Certification/ Technical Know-How/ ZED certification:

1. Eligibility Certificate issued to the Unit under Industrial and Investment Policy of Assam, 2019
2. MoU/Agreement executed with the Organization providing quality certification of products/services, process etc.
3. Bills ,money receipts etc towards expenses incurred for obtaining Quality Certification/ Technical Know-How.
4. Bank Statement indicating payments made for Quality Certification/ Technical Know-How/ ZED certification.
5. Quality Certification received, if any
6. Cancelled Cheque

**Form:8.0**

**Application form for claiming Interest Subsidy on Working capital under Industrial and Investment Policy of Assam , 2019**

Period of Claim: From ..... to .....

|   |  |         |
|---|--|---------|
| 1 | Name of the unit :   |         |
| 2 | Date of going into commercial production/operation   |         |
| 3 | Eligibility Certificate No and date  |         |
| 4 | Admissible period of Interest Subsidy on WC  | From To |
| 5 | Present claim period   | From To |
| 6 | Details of working capital   |         |
|   | a. Name of the Bank /Financial Institution providing working capital loan  |         |
|   | b. Maximum limit of working capital sanctioned along with rate of interest   |         |
|   | c. Sanction No. & Date   |         |
|   | d. C.C. Account No. of the Unit  |         |
|   | e. Total interest charged by the Bank (enclose detailed bank statement for the period of claim, along with a certificate from Bank/FI) |         |
|   | f. Total interest subsidy eligible @2% as per Industrial and Investment Policy of Assam, 2019  |         |
| 7 | Bank /FI Certificate as per <b>Form:8.1</b>  |         |
| 8 | Details of Bank Account where subsidy is to be deposited   |         |
|   | a. Name of Bank  |         |
|   | b. Branch  |         |
|   | c. Account Number  |         |
|   | d. IFS Code  |         |

I /We ..... hereby declare that information furnished in the application for the grant of interest subsidy under the Industrial and Investment Policy of Assam, 2019 are correct and true to the best of my/our knowledge and belief. If any statement made therein in connection with this claim is found to be false or misrepresentation of facts, the amount of subsidy granted by the Government will be refunded by me/us. Further , it is also affirmed that the Working Capital sanctioned for the period was not diverted/ utilized for any other unit or towards any other activity and has been utilized only for the purpose for which it was sanctioned.

Signature(s) of the applicant(s)  
Designation Seal and Date

**Comments of the Enquiry Officer**

Certified that I have personally verified particulars mentioned above with the original bank statement/Sanction/Certificate and found them to be correct and beyond any reasonable doubt. I have also personally visited the unit **on.....** and M/S..... is found functioning. I also certify that the copy of the Certificate from Bank/ FI submitted by the unit resemble with the original certificate produced before me during the time of physical verification and accordingly make my recommendation as under:

- A. Total Interest during the period : ₹
- B. Admissible interest for the period from..... to ..... : ₹
- C. Quantum of Subsidy recommended : ₹

**Form:8.1****CERTIFICATE FROM THE BANK / FINANCIAL INSTITUTION**

(Recommendation of the Branch Manager of ..... Bank/FI , at ..... Working Capital assistance to the applicant unit under Industrial and Investment Policy of Assam, 2019 )

This is to certify that M/s \_\_\_\_\_ (herein referred to as Industrial Unit) had been sanctioned an amount of ₹ \_\_\_\_\_ (Rupees \_\_\_\_\_) only as Credit Limit towards its working capital requirement by our Bank i.e. \_\_\_\_\_ for a period of \_\_\_\_\_ to \_\_\_\_\_ vide this bank Sanction Letter No. \_\_\_\_\_ dtd. \_\_\_\_\_. The **Maximum Actual Drawal** by the Industrial Unit on any particular day during the period from \_\_\_\_\_ to \_\_\_\_\_ against the credit limit is ₹ \_\_\_\_\_ (Rupees \_\_\_\_\_) only and the average daily drawal for the above mentioned period is ₹ \_\_\_\_\_ (Rupees \_\_\_\_\_) only. Total interest charged by the bank on working capital utilization is ₹ \_\_\_\_\_ (Rupees \_\_\_\_\_) only which is @ \_\_\_\_\_% per annum.

Having examined our record and the materials furnished by the Industrial Unit, this is to certify that unused overdraft, fixed deposits, advances for acquisition of fixed assets, loans and advances by the proprietors/ partners, Directors/ Members of HUF, Long term loans including interest thereon and investment, have not formed part of the working Capital Utilization and that all drawal against the Credit Limit have been utilized for the purpose for which they were sanctioned and there has been “**No Diversion of Funds**” and/ or “**Siphoning of Funds**” by the Industrial Unit.

Month wise Calculation of Interest on WC for the period from \_\_\_\_\_ to \_\_\_\_\_ is indicated below:

| Sl. No. | Month | Total Interest Charged | Rate of Interest (in %) | 2% Subsidy |
|---------|-------|------------------------|-------------------------|------------|
|         |       |                        |                         |            |

It is therefore, recommended that the Industrial Unit is eligible for grant of interest subsidy amounting to ₹ \_\_\_\_\_ (Rupees \_\_\_\_\_) @ 2% per Annum under the **Industrial and Investment Policy of Assam , 2019** for the period from \_\_\_\_\_ to \_\_\_\_\_

Date:

Signature of the Bank/FI authority  
Seal

**Form:8.2**  
**CheckList**

**Interest Subsidy on Working Capital**

Self Certified copies of the following documents to be uploaded along with the application form for claiming Interest Subsidy on Working Capital

1. Eligibility Certificate issued to the Unit under Industrial and Investment Policy of Assam, 2019
2. Bank Sanction letter for WC
3. Bank/FI's certificate as per **Form:8.1**
4. Bank Statement Indicating payment made towards Interest on WC
5. Cancelled Cheque

**Form :9.0**

**Claim application for Financial Assistance to MSMEs listed in Stock Exchange under Industrial and Investment Policy of Assam , 2019**

- 1 Name and address of the unit :
- 2 Date of commencement of production/services rendered :
- 3 No. and date of Eligibility Certificate under Industrial and Investment Policy of Assam , 2019 :
- 4 Name of the Stock Exchange :
- 5 Paid-up Capital of the company :
- 6 Annual Listing fee paid towards listing of the company :
- 7 Expenditure as per statement at **Form :9.1** :
- 8 Details of Bank Account where subsidy is to be deposited
- a. Name of Bank :
  - b. Branch :
  - c. Account Number :
  - d. IFS Code :

I /We .....declare and affirm that particulars/statement furnished above ,are true to the best of my/our knowledge and belief and if any statement made herewith in connection with this claim is found to be false or misrepresentation of facts the amount of subsidy granted will be refunded by me/us to the Government.

Place: Signature of the applicant(s)

Date: Status in relation to the unit:  
Seal:

**Comments of the Enquiry Officer**

Certified that I have personally verified particulars mentioned above with the original bills and vouchers and found them to be correct and beyond any reasonable doubt. I have also personally visited the unit **on.....** and M/S ..... is found functioning. I also certify that the details with regard to cost etc, furnished by the unit in the application ,resemble with those mentioned in the original bills/ vouchers produced before me during the time of physical verification and accordingly make my recommendation as under:

- A. Expenses incurred for Listing at Stock Exchange : ₹
- B. Total expenses found admissible : ₹
- C. Quantum of Subsidy recommended : ₹

Signature and Seal

**Form :9.1**  
**Statement of Expenditure for Listing at Stock Exchange**

|   | Item/s                                    | Amount paid<br>(in Rs) | Mode of<br>Payment | Remarks |
|---|---|------------------------|--------------------|---------|
| 1 | 2   | 3                      | 4                  | 5       |
| 1 | Listing Fee                               |                        |                    |         |
| 2 | Advertisement and Publicity<br>( Specify) |                        |                    |         |
| 3 | Any other expenditure 9<br>Specify)       |                        |                    |         |
|   | Total                                     |                        |                    |         |

Signature of the representative of concerned unit

**Form:9.2**  
**CheckList**  
**Financial Assistance to MSME's Listed in Stock Exchange**

Self Certified copies of the following documents to be uploaded along with the application form for claiming Financial Assistance to Stock Exchange :

1. Eligibility Certificate issued to the Unit under Industrial and Investment Policy of Assam, 2019
2. Statement of Expenditure as per **Form:9.1**
3. Bills/ Vouchers
4. Bank Statement Indicating Payments made for listing in Stock Exchange
5. Cancelled Cheque

**Form:10.0**  
**Claim application of Assistance for Environmental compliances under Industrial and Investment**  
**Policy of Assam , 2019**  
**(This shall be not available for Hotel /resort)**

- 1 Name and address of the unit :
- 2 Date of commencement of production :
- 3 No. and date of Eligibility Certificate under Industrial and Investment Policy of Assam, 2019 :
- 4 Any prior approval received from the PCBA for setting up of ETP :
- 5 Capacity of the Effluent Treatment plant (in ltr) :
- 6 Total land area for the Effluent Plant :
- 7 Total cost of the plant
  - a. Civil works :
  - b. Machinery :
  - c. other expenditure ( except consumables) :
- 8 Statement of Expenditure as per **Form:10.1** :
- 9 Date of operationalize the ETP :
- 10 Details of Bank Account where subsidy is to be deposited
  - a. Name of Bank :
  - b. Branch :
  - c. Account Number :
  - d. IFS Co :

I /We .....declare and affirm that particulars/statement furnished above ,are true to the best of my/our knowledge and belief and if any statement made herewith in connection with this claim is found to be false or misrepresentation of facts the amount of subsidy granted will be refunded by me/us to the Government.

Place: \_\_\_\_\_ Signature of the applicant(s)

Date: \_\_\_\_\_ Status in relation to the unit:  
 Seal:

**Comments of the Enquiry Officer**

Certified that I have personally verified particulars mentioned above with the original bills and vouchers and found them to be correct and beyond any reasonable doubt. I have also personally visited the unit **on.....** and physically verified the ETP of M/..... & found functioning. I also certify that the details with regard to price etc ,furnished by the unit in the application ,resemble with those mentioned in the original bills/vouchers produced before me during the time of physical verification and accordingly make my recommendation as under:

- |                                   |   |   |
|-----------------------------------|---|---|
| A. Total cost of the ETP          | : | ₹ |
| B. Expenditure found admissible   | : | ₹ |
| C. Quantum of Subsidy recommended | : | ₹ |

Signature and Seal

**Form:10.1**  
**Statement of Expenditure on Environmental Compliances**

| Sl. No. | Item/s   | Amount paid (in ₹) | Mode of Payment | Remarks |
|---------|--|--------------------|-----------------|---------|
| 1       | 2  | 3                  | 4               | 5       |
| 1       | Cost towards Civil works   |                    |                 |         |
| 2       | Cost towards plant & machinery, equipments, etc  |                    |                 |         |
| 3       | Any other expenditure directly related to effluent treatment plant ( Except consumables) |                    |                 |         |
|         | Total  |                    |                 |         |

Signature of the representative of concerned unit

**Form:10.2**  
**Check List**  
**Assistance for Environmental Compliances**

Self Certified copies of the following documents to be uploaded along with the application form for claiming for Assistance for Environmental Compliances :

1. Eligibility Certificate issued to the Unit under Industrial and Investment Policy of Assam, 2019
2. Approval from Pollution Control Board of Assam (PCB)
3. Statement of Expenditure as per **Form:10.1**
4. Bills/ Vouchers
5. Bank Statement indicating payments made
6. Cancelled Cheque

**Form:11.0**

**Claim application for Incentive to private Sector Infrastructure Developer under Industrial and Investment Policy of Assam , 2019**

- 1. Name and address of the unit :
- 2. Date of commencement of operation of the park :
- 3. No. and date of Eligibility Certificate under Industrial and Investment Policy of Assam, 2019 :
- 4. Total area of the Park ( in sq mtr and Bigha) :
- 5. Estimated cost of the Park :
- 6. Appraised cost of the Park :
- 7. Total Expenditure of the Park
  - i. Land & development :
  - ii. Civil works including :
  - iii. Road/drainage/ roads, etc :
  - iv. Effluent Treatment Plant :
  - v. Water supply arrangement :
  - vi. Power supply arrangement :
  - vii. Others :
- Total \_\_\_\_\_ :
- 8. No of plots and its sizes :
- 9. Term loan from the Bank/FI :
- 10. No. of units functioning in the park :
- 11. Investment as per **Form:11.1** :
- 12. Details of Bank Account where subsidy is to be deposited
  - i. Name of Bank :
  - ii. Branch :
  - iii. Account Number :
  - iv. IFS Code :

I /We .....declare and affirm that particulars/statement furnished above ,are true to the best of my/our knowledge and belief and if any statement made herewith in connection with this claim is found to be false or misrepresentation of facts the amount of subsidy granted will be refunded by me/us to the Government.

Place: Signature of the applicant(s)  
Date: Status in relation to the unit:  
Seal:

**Comments of the Enquiry Officer**

Certified that I have personally verified particulars mentioned above with the original bills and vouchers and found them to be correct and beyond any reasonable doubt. I have also personally visited the park on ..... and physically verified all the documents produced before me. I also certify that the details with regard to price etc ,furnished by the unit in the application ,resemble with those mentioned in the original bills/vouchers produced before me during the time of physical verification and accordingly make my recommendation as under:

- A. Total cost of the Infrastructure : ₹
- B. Expenditure found admissible : ₹
- C. Quantum of Subsidy recommended : ₹

Signature and Seal

**Form:11.1**  
**Statement of Expenditure for creation of Infrastructure Development**

| Sl. No. | Item/s*   | Amount paid (in ₹) | Mode of Payment |
|---------|---|--------------------|-----------------|
| 1       | 2   | 3                  | 4               |
| 1       | Cost of land including Stamp duty               |                    |                 |
| 2       | Land Development                                |                    |                 |
| 3       | Civil works including Road/drainage/roads, etc, |                    |                 |
| 3       | Effluent Treatment Plant                        |                    |                 |
| 4       | Water supply arrangement                        |                    |                 |
| 5       | Power supply arrangement                        |                    |                 |
| 6       | Others  |                    |                 |
|         | Total   |                    |                 |

\* Separate Statement to be submitted for each item.

Signature of the representative of concerned unit

**Form:11.2**  
**Check List**  
**Incentives to Private sector Infrastructure Developer**

Self Certified copies of the following documents to be uploaded along with the application form for claiming Incentive to Private sector Infrastructure Developer:

1. Eligibility Certificate issued to the Unit under Industrial and Investment Policy of Assam, 2019
2. Statement of Expenditure as per Form :11.1 and CA Certificate as per **Annexure:3.1**
3. Land documents
4. Estimate of the project
5. Bank/ FI 's appraisal
6. Bills/ Vouchers
7. Bank Statement indicating the payments made
8. Canceled Cheque

**Form:12.0**

**Claim application for Incentives for Employment generation under Industrial and Investment Policy of Assam , 2019**

- 1 Name and address of the unit :
- 2 Date of commencement of production/services rendered :
- 3 No. and date of Eligibility Certificate under Industrial and Investment Policy of Assam , 2019 :
- 4 No. of persons employed in the establishment
  - a. Direct :
  - b. Indirect :
- 5 No of persons employed as permanent nature **Form 12.1** :
- 6 Total monthly salary of the employees in the establishment :
- 7 Details of Bank Account where subsidy is to be deposited
  - a. Name of Bank :
  - b. Branch :
  - c. Account Number :
  - d. IFS Code :

I /We .....declare and affirm that particulars/statement furnished above ,are true to the best of my/our knowledge and belief and if any statement made herewith in connection with this claim is found to be false or misrepresentation of facts the amount of subsidy granted will be refunded by me/us to the Government.

Place: Signature of the applicant(s)

Date: Status in relation to the unit:

Seal:

**Comments of the Enquiry Officer**

Certified that I have personally verified particulars mentioned above with the employee register , etc and found them to be correct and beyond any reasonable doubt. I have also personally visited the unit **on.....** & found the unit functioning. I also certify that the details indicated in Form 12.1 resemble with the documents produced before me during the time of physical verification and accordingly make my recommendation as under:

- A. No of persons claimed as permanent : ₹
- B. Eligible permanent employees in the unit : ₹
- C. Quantum of Subsidy recommended @ ₹10000 per person : ₹

Signature and Seal

**Form:12.1**  
**List of Employees and compensation:**

| Sl No. | Name of the employee | Date of appointment | Employment Exchange Reg <sup>n</sup> No. | EPF No. | Monthly Salary | Contribution towards EPF | Contribution towards Employees State Insurance (if any) | Institute/ Organization in which skill up gradation training imparted | Expenditure incurred for the training (in ₹) | Remarks |
|--------|----------------------|---------------------|--|---------|----------------|--------------------------|---|---|--|---------|
| 1      | 2                    | 3                   | 4  | 5       | 6              | 7                        | 8   | 9   | 10   | 11      |
|        |                      |                     |  |         |                |                          |   |   |  |         |
|        |                      |                     |  |         |                |                          |   |   |  |         |
|        |                      |                     |  |         |                |                          |   |   |  |         |

**Declaration:**

1. I do hereby declare that the above employees are working in our organization for more than 12 (twelve) months on regular basis & the statutory dues to respective organization have been paid regularly by our organization.
2. The employees at Sl. \_\_\_\_\_ have successfully completed the skill up gradation training.
3. Subsidy granted, if any will be returned if the employee is removed/ dismissed from the service within 12 (twelve) months from the date of receipt of the subsidy.

Signature of the representative of concerned unit

**Form:12.2**  
**Check List**  
**Incentive for Employment Generation**

Self Certified copies of the following documents to be uploaded along with the application form for claiming Incentive for employment generation :

1. Eligibility Certificate issued to the Unit under Industrial and Investment Policy of Assam, 2019
2. Statement of employee as per **Form:12.1**.
3. Employment Certificate submitted at the time of applying Eligibility Certificate
4. Challan of EPF, ESI etc.
5. Bank Statement indicating the payment made towards EPF, ESI etc.
6. Cancelled Cheque

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