

F.No. 1(1)/2019-AEI
Government of India
Ministry of Heavy Industries & Public Enterprises
Department of Heavy Industry

Dated the 8th March 2019


OFFICE MEMORANDUM

Subject: Publication of notification in Gazette of India (Extraordinary) regarding Phase-II of FAME India Scheme.

The undersigned is directed to enclose herewith the Notification, duly signed by Joint Secretary (Auto), both in Hindi & English version, on the subject cited above for publication in the Gazette of India, Extraordinary, Part-II, Section-3, Sub-section (II).

2. This has approval of the Hon'ble Minister for Heavy Industries & Public Enterprises.

Encl: As Above.


(Ajay Kumar Gaur)
Under Secretary to the Govt. of India
Tel.No. 23061340
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उप सचिव अजय कुमार गौर
08/03/2019
Under Secretary
Ministry of Heavy Industries & Public Enterprises
भारी उद्योग विभाग/Dept. of Heavy Industry
उद्योग भवन, नई दिल्ली-110011
Udyog Bhawan, New Delhi-110011

To

The Manager
Government of India Press
Maya Puri
New Delhi.

Copy to:-

1. Society of Indian Automobile Manufacturers (SIAM), Core 4-B, 5th Floor, India Habitat Centre, Lodhi road, New Delhi-110003.
2. Society of Manufacturers of Electric Vehicles (SMEV), 50, Okhla Industrial Estate-III, New Delhi-110020.
3. All registered OEMs under DIDM of FAME India Scheme.

MINISTRY OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES
(DEPARTMENT OF HEAVY INDUSTRY)

New Delhi, dated the 8th March 2019

NOTIFICATION

S.O. (E) – Scheme for Faster Adoption and Manufacturing of Electric Vehicles in India Phase II (FAME India Phase II).

Background:

1. Department of Heavy Industry had launched a scheme, namely Faster Adoption and Manufacturing of (Hybrid &) Electric Vehicles in India (FAME India), for promotion of electric and hybrid vehicles with an outlay of Rs.795 Crore vide S.O. 830 (E) dated 13th March 2015.
2. Phase I of the FAME India Scheme was initially approved for a period of 2 years, commencing from 1st April 2015. The scheme has been extended from time to time, with the present extension being up to 31st March 2019 and with an enhancement in outlay from Rs. 795 Crore to Rs. 895 Crore.
3. Para 11 of the Notification of Phase-I of FAME Scheme provides for review of Phase-I based on outcome and experience gained during this phase as well as with inputs from stakeholders for implementation with appropriate allocation of funds in the future.
4. Accordingly, after review of the phase I, Department of Heavy Industry formulated the Scheme for Faster Adoption and Manufacturing of Electric Vehicles in India Phase

II (FAME India Phase II) with the approval of Union Cabinet as per the scheme parameters given in subsequent paragraphs.

Scheme Parameters: General:

5. The scheme is proposed to be implemented over a period of 3 years, w.e.f 1st April 2019, for faster adoption of electric mobility and development of its manufacturing eco-system in the country.
6. An Inter-Ministerial Empowered Committee "Project Implementation and Sanctioning Committee (PISC)" headed by Secretary (Heavy Industry) shall be constituted for overall monitoring, sanctioning and implementation of the scheme as per the composition given in Annexure 1.
7. This committee will have the power to sanction assistance for projects under the scheme and modify parameters for various components and sub components of the scheme including their outlay depending on emerging requirements with the overall objective of enhancing the coverage of e-mobility. This committee will also be the competent authority to decide other scheme parameters for smooth implementation of the scheme as well as to resolve issues as may come during implementation.
8. The scheme is proposed to be implemented through the following verticals:
 - a) Demand Incentives
 - b) Establishment of network of Charging Stations
 - c) Administration of Scheme including Publicity, IEC (Information, Education & Communication) activities.

9. The breakup of fund allocation year wise, component-wise, for the scheme's duration is given below –

(All amounts are in Rs. Crore)

Sr. No.	Component	2019-20	2020-21	2021-22	Total Fund requirement in crores
1	Demand Incentives	822	4587	3187	8596
2	Charging Infrastructure	300	400	300	1000
3	Administrative Expenditure including Publicity, ICE activities	12	13	13	38
Total for FAME-II		1134	5000	3500	9634
4	Committed expenditure of Phase -I	366	0	0	366
Total		1500	5000	3500	10000

10. To retain flexibility in the implementation of the scheme there shall be flexibility in changing inter se allocation among various components and sub-components and year wise fund allocation. PISC shall be the competent authority to modify fund allocations among different segments and different types of vehicles. This flexibility in the budget will be exercised depending upon the offtake in the different components as well as within different sub components of the scheme.

11. The efforts of the central government to promote e-mobility need supplemental support from State Governments. States need to offer bouquet of fiscal and non-fiscal incentives to be notified separately in order for entities dependent on State support

to be eligible for central assistance under this scheme. Some such non fiscal incentives include waiver / concessional road tax, exemption from permit, waiver / concessional toll tax, waiver / concessional parking fees, concessional registration charges etc. States would be encouraged to expand these incentives.

12. Department of Heavy Industry (DHI) shall be the nodal Department in Government of India and shall be responsible for planning, implementation and review of the scheme. DHI shall be the nodal agency for addressing issues related to the guidelines and for removal of difficulties in the implementation of the scheme. DHI shall issue guidelines as and when necessary in order to meet such objectives of the scheme.

Scheme Parameters: Demand Incentives:

13. Demand incentives are an important component of the scheme which directly help in demand generation of electric vehicles by way of reducing the cost of acquisition of such vehicles.

14. Demand incentive shall be available for consumers (buyers/end users) in the form of an upfront reduced purchase price of hybrid and electric vehicles to enable wider adoption, which will be reimbursed to the OEM by Government of India.

15. Following categories of vehicles shall be eligible for demand incentives.

- a. Buses (only Electric Vehicle technology)
- b. Four Wheelers {Electric (EV), Plug in Hybrid (PHEV) and Strong Hybrid (SHEV)}
- c. Three-wheeler (Electric) including Registered E-Rickshaws
- d. Two Wheelers (Electric)

Technology Definition of each of these categories to be notified separately.

16. Keeping in view the fact that cost of batteries is one of the main factors of difference in acquisition price of xEVs and ICE vehicles, the demand incentive would be based on battery capacity (i.e. energy content measured in Kw-Hr) used in the such vehicles. Keeping in view market and technology trends in batteries, PISC may revise the Demand Incentive and target number of vehicles from time to time.
17. With greater emphasis on providing affordable and environmentally friendly public transportation options for the masses, scheme will be applicable mainly to vehicles used for public transport or those registered for commercial purposes in 3W, 4W and Bus segments. However, privately owned registered 2Ws will also be covered under the scheme as a mass segment.
18. Vehicles, which are registered as "Motor Vehicle" as per the Central Motor Vehicle Rules (CMVR) shall only be eligible for the incentives.
19. Vehicles fitted with only advanced batteries satisfying certain performance criteria will only be eligible for the demand incentives under this scheme, and for this purpose 'Advanced Batteries' will be defined separately under the scheme.

Quantum of Demand Incentives:

20. In order to rationalize the incentives across segments and across vehicle technologies, it is initially proposed to extend uniform demand incentive @ Rs. 10000/- per KWh for all vehicles (including PHEV and Strong Hybrid) except Buses. This will be subject to review and revision by PISC.

21. To encourage public transport, for buses, initial uniform maximum demand incentives @ 20000/- per KWh is proposed subject again to review and revision by PISC. The amount of incentives for buses may further be subject to competitive bidding among the Original Equipment Manufacturers (OEMs) conducted by public sector transport undertakings for intra-city, inter-city or inter-State buses based on OPEX model.
22. The proposed incentives as stated above would be reviewed annually or earlier by the PISC based on price trends for various components and assemblies and market parameters such as offtake of vehicles. It shall allow the scheme to leverage limited budgetary funds for larger number of vehicles, within the overall outlay so as to provide economies of scale to the industry for sustainable manufacturing.
23. Demand Incentives for electric buses will be provided only on operational expenditure model adopted by State/city transport corporation (STUs) and other public entities working in the transport sector to augment the fleet of electric vehicles.
24. Vehicle segment wise approximate amount of incentives, initial target number of vehicles and other details are given in Annexure 2.

Conditions to avail Demand Incentives:

25. In order to restrict high-end vehicles from availing Government funded demand incentives, it is proposed to restrict incentives to vehicles with ex-factory price less than a particular threshold value as stated in Annexure 2.

26. Depending upon the offtake of vehicles under the scheme, maximum incentive per vehicle is proposed to be capped at certain percentage of cost of vehicle to be reviewed by PISC annually and as often as required. To begin with, the cap on incentives for buses will be 40% of the cost of vehicles and for all other categories it will be 20%.
27. In order to avail scheme incentive for any of the model manufactured by OEM, each such OEM, needs to be registered with DHI/NAB.
28. Each vehicle model needs to satisfy minimum technical eligibility criteria with regard to performance and efficiency of vehicles to be notified separately and get it type approved as per prescribed / standard test procedure at the recognised testing agencies as notified under the Rule 126 of Central Motor Vehicle Rules by the Ministry of Road Transport and Highways. These testing agencies are expected to have required testing facilities as required for testing of Electric and Hybrid Vehicles.
29. To meet the qualifying criteria for the demand incentives, the hybrid/electric vehicle (xEVs) including its variants and versions, should
- (a) be manufactured in the country and have such percentage of localisation as may be notified from time to time;
 - (b) meet provisions contained in Central Motor Vehicle Rules (CMVR) in terms of type approval, classification, categorization, definition, road worthiness, registration etc. as per the provisions contained in CMVR;

- (c) obtain certificate of FAME India Phase II eligibility fulfilment from recognised testing agencies;
- (d) be accompanied by at least three-year comprehensive warranty including that of battery from the manufacturer and to have adequate facilities for after sales service for the life of vehicle;
- (e) be fitted with suitable monitoring devices to know the mileage of vehicles to determine the total fuel savings on a real time basis; and
- (f) should appropriately display a sticker indicating that it has been purchased under the scheme. Format of the sticker will be provided by the Department of Heavy Industry.

Disbursement of Demand Incentives:

30. The demand incentive for all segments, except buses shall be disbursed through an e-enabled framework and mechanism set-up under DHI. The manufacturers of vehicles (OEMs or Original Equipment Manufacturers) will submit their claims for reimbursement of demand incentive on monthly basis to the Department of Heavy Industry for settlement. Detailed guidelines for reimbursement of claim through Demand Incentive Delivery Mechanism (DIDM) will be issued separately.

31. Detailed guidelines/ mechanism for deployment of electric buses and disbursement of demand incentives through State Transport Undertakings shall be notified separately.

Scheme Parameters: Charging Infrastructure:

32. The Scheme envisages support for setting up of adequate public charging infrastructure to instill confidence amongst EV users, through active participation and involvement of various stakeholders including Government agencies, industries, and Public Sector Enterprises (PSEs).
33. All these charging infrastructures will be established as per Ministry of Power Notification vide No. 12/2/2018-EV dated 14th Dec 2018 on the subject "Charging Infrastructure for Electrical Vehicles - Guidelines and Standards" and as amended from time to time.
34. In addition, for charging of electric buses, it is proposed to provide to the buyer one slow charger per e-bus and one fast charger for every 10 electric buses to be funded under the scheme.
35. Flexibility of funding for establishment of charging infrastructure to the extent of 100% of cost depending upon the project proposal shall be available for promoting electric mobility.
36. Projects for charging infrastructure will also include infrastructure projects required for extending electrification for running of vehicles like pantograph charging, flash charging etc.
37. Inter-linking of renewable energy sources with charging infrastructure, smart grid, use of ICT etc. shall be encouraged.

Scheme operationalization

38. For smooth operation and implementation of the scheme, knowledge partners / technical expertise and other logistic support shall be put in place.
39. A suitable IEC program shall be undertaken for creating consumer awareness and promotion of the scheme, on a need basis, through education and training, publicity, organization of business meets/seminars/conferences/symposia etc. by Department of Heavy Industry, Industry Association, Voluntary Organizations, etc.
40. Projects sanctioned under FAME India Scheme Phase I shall continue to be in operation as per terms and conditions issued at the time of sanction. Similarly, Electric Buses sanctioned to different state/city transport corporation under FAME India Phase I shall continue to be in operation as per terms and conditions at the time of sanction.
41. Department of Heavy Industry will be responsible for overall implementation of scheme and removing any obstacle if arises during the implementation of scheme.

[F.No. 1(1)/2019-AEI]


08/03/19
Pravin L. Agrawal

Joint Secretary to Government of India

Composition of Project Implementation and Sanctioning Committee (PISC)

(a) Secretary, Heavy Industry	Chairman
(b) CEO, NITI Aayog	Member
(c) Financial Advisor, Heavy Industry	Member
(d) Secretary, D/o DPIIT	Member
(e) Secretary, M/o RTH	Member
(f) Secretary, D/o EA	Member
(g) Secretary, M/o Power	Member
(h) Secretary, M/o NRE	Member
(i) Director ARAI	Member
(j) Joint Secretary, Heavy Industry	Member Secretary

Committee may co-opt any other member as and when required.

Vehicle segment-wise Incentives, Maximum Number of vehicles to be supported and other details.

Sr. No.	Vehicle Segment	##Maximum Number of vehicles to be supported	Approximate Size of battery in KWH	##Total Approximate Incentive @ 10000/KWh for all vehicles and 20000/KWh for Buses and Trucks	Maximum Ex-factory price to avail incentive.	Total Fund support from DHI.
1	Registered e-2 Wheelers	1000000	2 KWH	Rs. 20000/-	Rs. 1.5 Lakhs	Rs. 2000 Cr
2	Registered e-3 Wheelers (including eRikshaws)	500000	5 KWH	Rs. 50000/-	Rs. 5 Lakhs	Rs.2500 Cr
3	e- 4 Wheelers	35000	15 KWH	Rs. 150000/-	Rs. 15 Lakhs	Rs. 525 Cr
4	4W Strong Hybrid Vehicle	20000	1.3 KWH	Rs. 13000	Rs. 15 Lakhs	Rs. 26 Cr
5	e-Bus	7090	250 KWH	Rs. 50 Lakhs/-	Rs. 2 Crores	Rs. 3545 Cr
Total Demand Incentive						Rs. 8596 Crores

The proposed amount of incentives per KWH are, however, subject to review as per the reduction in battery costs & thereby reduction in vehicle cost and would be notified accordingly from time to time. It is to be noted that the number of vehicles and fund support among the sub components as above is fungible with the approval of PISC.


 Pravin L. Agrawal
 08/02/19

Joint Secretary to Government of India

F.No. 1(1)/2019-AEI
Government of India
Ministry of Heavy Industries & Public Enterprises
Department of Heavy Industry

Dated the 28th March 2019

OFFICE MEMORANDUM

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regarding Phase-II of FAME India Scheme.**

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2. This has approval of the Hon'ble Minister for Heavy Industries & Public Enterprises.

Encl: As Above.


(Ajay Kumar Gaur)

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To

The Manager
Government of India Press
Maya Puri
New Delhi.

Copy to:-

1. Director, ARAI, Pune, Maharashtra.
2. Director, ICAT, Manesar, Haryana.
3. Society of Indian Automobile Manufacturers (SIAM), Core 4-B, 5th Floor, India Habitat Centre, Lodhi road, New Delhi-110003.
4. Society of Manufacturers of Electric Vehicles (SMEV), 50, Okhla Industrial Estate-III, New Delhi-110020.
5. All registered OEMs under DIDM of FAME India Scheme.

MINISTRY OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES
(DEPARTMENT OF HEAVY INDUSTRY)

New Delhi, dated the 28th March 2019

NOTIFICATION

S.O. ____ (E) – Scheme for Faster Adoption and Manufacturing of Electric Vehicles in India Phase II (FAME India Phase II) has been notified in the Gazette of India vide S.O. No. 1300 (E) dated 8th March 2019.

2. Whereas clause 15 of the said notification mentions about separate notification for technology definitions of the eligible category of vehicles for availing demand incentives under the scheme.
3. Whereas clause 19 of the said notification further mentions about separate notification defining Advanced Batteries to be used in the vehicles to be eligible for availing demand incentives under this scheme.
4. Whereas clause 28 of the said notification also makes a reference for separate notification for defining performance & efficiency parameters for vehicles to be eligible under this scheme.
5. Now, therefore, (i) Technology Definitions for the eligible category of vehicles including that of Advanced Batteries and (ii) Performance & Efficiency of vehicles to be eligible for demand incentive under the scheme are hereby notified as per ANNEXURE-I and ANNEXURE-II respectively.
6. Further, the cost of vehicle, referred to in clause 26 of the said notification shall mean "Ex-Showroom Price" of vehicle and "Ex-Factory Price", referred in clause 25 of the said notification, shall mean "Price of vehicle at factory gate before applicable taxes"

[F.No. 1(1)/2019-AEI]

Pravin L. Agrawal
28/3/19

Pravin L. Agrawal
Joint Secretary to Government of India

xEV Technology Definitions (Including Advanced Batteries) (AS PER CLAUSE 19 of S.O. 1300(E) dated 8 th March 2019)	
xEV Technology	Technology Definition
Advanced Batteries	<p>'Advance Battery' represents the new generation batteries such as Lithium polymer, Lithium Iron phosphate, Lithium Cobalt Oxide, Lithium Titanate, Lithium Nickel Manganese Cobalt, Lithium Manganese Oxide, Metal Hydride, Zinc Air, Sodium Air, Nickel Zinc, Lithium Air and other similar chemistry under development or under use.</p> <p>In addition this battery should have specific density of at least 70 Wh/kg and cycle life of at least 1000 cycle.</p>
Electric Regenerative Braking System	An integrated vehicle braking system which provides for the conversion of vehicle kinetic energy into electrical energy during braking.
Engine 'Stop-Start' arrangement	A system by which the engine is started or stopped in a hybrid electric vehicle by vehicle control unit at operating conditions depending upon traction power required for the propulsion of the vehicle.
Off Vehicle Charging (OVC)	Rechargeable Energy Storage System (ReESS) in the vehicle has a provision for external charging.
Hybrid Electric Vehicle (HEV) ¹	<p>A vehicle that for the purpose of mechanical propulsion draws energy from both of the following on-vehicle sources of energy/power:</p> <ul style="list-style-type: none"> • A consumable fuel • Rechargeable Energy Storage System (ReESS)
Strong Hybrid Electric Vehicle (SHEV)	A 'Hybrid Electric Vehicle (HEV)' which has an engine 'Stop-Start' arrangement, 'Electric Regenerative Braking System' and a 'Motor Drive' (motor alone is capable to propel/drive the vehicle from a stationary condition).
Plug-in HEV (PHEV)/ Range Extended Electric Vehicle (REEV)	A 'Strong Hybrid Electric Vehicle (SHEV)' which has a provision for 'Off Vehicle Charging' (OVC) of 'Rechargeable Energy Storage System (ReESS)'.
Battery Electric Vehicle (BEV)	A vehicle which is powered exclusively by an electric motor; whose traction energy is supplied exclusively by traction battery installed in the vehicle; and has an 'Electric Regenerative Braking System'.

¹ Refer Automotive Industry Standard AIS 102.

Pratapal
28/3/19

Performance & Efficiency Eligibility Criteria for Electric 2W, 3W and 4W categories Vehicle Models under FAME India Phase II*
(AS PER CLAUSE 28 of S.O. 1300(E) dated 8th March 2019)

Sr. No.	Vehicle Segment	Vehicle Category ^{*1}	Vehicle Model Eligibility Criteria			
			(to be measured as per the standards/procedures specified in Annexure)			
			Minimum Range ^{*2} (km)	Maximum Electric Energy Consumption ^{*2} (kWh/100 km)	Minimum Max Speed ^{*3} (km / hr)	Minimum Acceleration ^{*3} (m/s ²)
1	e-2W	L1 & L2	80	Not Exceeding 7	40	0.65
2	e-3W	E-Rickshaw ^{*4,5} & E-Cart ^{*4,5}	80	Not Exceeding 8	NA	NA
3	e-3W	L5	80	Not Exceeding 10	40	0.65
4 (a)	e-4W (Passenger Carrier)	M1 (Length less than 4 m)	140	Not Exceeding 15	70	1.04
4 (b)		M1 (Length ≥ 4 m)	140	Not Exceeding 20	70	1.04
5	e-4W (LCV/ State Carriage / Maxi Cabs etc)	N1	100	Not Exceeding 30	50	1.04

Note:

* Eligibility criteria for e-Buses will be notified separately.
^{*1} As defined in the Central Motor Vehicles Rules (CMVR), 1989.
^{*2} As per applicable test standard / Procedure mentioned in CMVR, 1989.
^{*3} Measurement shall be carried out at Gross Vehicle weight (GVW)
^{*4} Shall need to comply with the type approval requirements as per L5 category under CMVR, 1989.
^{*5} Except for E-Rickshaw/E-Cart, all electric vehicles shall necessarily be equipped with 'Electric Regenerative Braking System'.

Prepared
28/3/19