



THE ADMINISTRATION OF UNION TERRITORY OF LADAKH.

Transport Department

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Subject:-Ladakh Electric Vehicle and Allied Infrastructure Policy 2022.

Order No:-09-Trans (UTL) of 2022,

Dated: -17.08.2022.

Sanction is hereby accorded to the adoption of **Ladakh Electric Vehicle and Allied Infrastructure Policy, 2022** as per annexure - **I & II** appended to this order for its implementation w.e.f 17.08.2022.

All commercial/non-commercial e-vehicles purchased/procured from the date of implementation of this policy shall be entitled to avail incentives as provided in Ladakh Electric Vehicle and Allied Infrastructure Policy, 2022.

By order of the Administration of UT Ladakh.

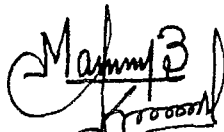
Sd/-
(Saugat Biswas) IAS
Commissioner/Secretary

No.M-17067/45/2021 O/o OSD TRANSPORT/1416-31

Dated: -17.08.2022

Copy to the: -

1. All Administrative Secretaries.
2. Additional Director General of Police, Ladakh.
3. Joint Secretary, (JKL), Ministry of Home Affairs, GoI.
4. Joint Secretary, (MVL), MoRTH, GoI.
5. Divisional Commissioner, Ladakh.
6. Deputy Commissioner/CEO, LAHDC, Leh/Kargil.
7. Superintendent of Police (Traffic), Ladakh.
8. Joint Director, Information Ladakh.
9. Regional Transport Officer, Ladakh.
10. Technical Director, NIC, Leh for uploading the order on the UT Website.
11. Deputy Residential Commissioner, Ladakh at new Delhi.
12. Incharge, District Motor Garages, Leh/Kargil.
13. OSD with the Lieutenant Governor for information of the Hon'ble Lieutenant Governor.
14. Pvt. Secretary to Advisor Ladakh for information of the Advisor.
15. Superintendent, Archives, Archaeology & Museums.
16. Order/Stock file (w.2.s.c).


(Manoj Kumar) JKAS 17.08.2022
Deputy Secretary

ANNEXURE – I
To Order No.09-TRANS(UTL) of 2022
Dated:-17.08.2022.

Ladakh Electric Vehicle and Allied Infrastructure Policy, 2022

UT Administration, Union Territory of Ladakh



1. INTRODUCTION

With the bifurcation of J&K State under the J&K Reorganization Act, 2019, Ladakh gained the status of Union Territory in August 2019 and its development has been a priority of Government of India. Ladakh – Vision 2050 has been prepared to creatively deliberate on the development potential of the region while considering its sensitive ecology, rich heritage and culture and aspirations of its local people. Ladakh has recently prepared Vision-2050 which incorporates numerous sustainable development goals and ambition to make Ladakh Self-Sustainable, SMART, Integrated and Carbon Neutral.

Currently, given the vast geographical expanse of the region and the immense tourism inflow with its high transport requirements, the dependence on fossil fuel powered vehicles is enormous. This Policy therefore recognizes the need for a measured approach towards growth and development in the region and in the transport segment, it aspires towards a well-developed approach to kick-start the adoption of Electric Vehicle in the Union territory of Ladakh and seeks to put in place a comprehensive set of measures for giving impetus to the adoption of Electric Vehicles along with their regulation.

2. VISION

Ladakh, a globally competitive carbon neutral region, with conducive policy and infrastructure to support adoption of Electric Vehicles.

3. OBJECTIVES

- To promote sustainable mobility in Ladakh by kickstarting the sale and use of EVs.
- To encourage research, innovation and skill development in EV technology.

4. POLICY TARGETS

- Rapid adoption of Electric Vehicles of all new domestic and commercial vehicle registrations.
- Promotion of electric vehicles in Public Transportation and government fleets.
- Policy targets (but not restricted to):

Sl. No.	Vehicle Segment	Ceiling for Early Bird	2023 – 2027
1	Two-Wheeler	35	172
2	Three-Wheeler (E-Rickshaw/ E-Cart)	10	40
3	Three-Wheeler	10	40
4	Car (Including Taxis)	40	167
5	Bus	11	49
6	E- Four-Wheeler (LCV, Stage Carriage/Maxi Cabs)	10	41
	Total	116	509

5. STRATEGIC DRIVERS

- Providing direct fiscal & non-fiscal incentives to increase the adoption of EV technology.

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- Creating of dedicated Charging infrastructure for charging of EVs.
- Establishing of Research & Development Centres to promote innovation and Excellence.

6. DEFINITIONS

In the context of this Policy, the Electric Vehicle Technology sector consists of Electric vehicle (EV), EV Components (battery, Charging Infrastructure etc.) and Allied Infrastructure as defined below:

6.1 Electric vehicle (EV): As per Government of India Notification dated 16.09.2005 under Central Motor Vehicle Rule, 1989 Rule no. 2(u) "Battery Operated Vehicle" means a vehicle adapted for use upon roads and powered exclusively by an electric motor whose traction energy is supplied exclusively by traction battery installed in the vehicle.

6.2 EV Approval and Standardization¹: The Indian government enacted the Central Motor Vehicle Rules (CMVR) in 1989 covering regulations for automobiles and automotive components. Under this law, Rule No. 126 was established to define the process of Type Approval for automotive components via the AIS (Automotive Industry Standard) certification scheme. Currently there are five government-owned autonomous testing agencies nationwide charged with type approval. The five testing agencies are listed below:

- Automotive Research Association of India, Pune (ARAI)
- Central Institute of Road Transport, Pune (CIRT)
- International Centre for Automotive Technology, Manesar (ICAT)
- Global Automotive Research Centre (GARC)
- National Automotive Test Tracks, Indore (NATRAX)

AIS certification is based mainly on safety requirements and is mandatory for many types of safety related vehicle components.

AIS049: CMVR type approval for EV.

AIS138 Part1, Part2/IS 17017 standard applies for charging infrastructure.

Vehicle	Description
2 Wheelers	Electric vehicles having power more than 250 W and having a maximum design speed of more than 25 kmph.
3 Wheelers*	Electric vehicles having power more than 250 W and speed more than 25 kmph.

¹ <https://www.araiindia.com/services/certification-and-standardisation>; [India's EV Industry Caught In A Maze Of Certifications \(inc42.com\)](https://www.inc42.com); [Automotive Testing Institutes & Testing Labs in India- ARAI, ICAT - E-Vehicleinfo](https://www.araiindia.com)

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4-Wheeler Passenger Vehicles	Electric vehicles
Buses	Electric vehicles

*In addition to the mandatory requirements, 3-wheeler manufacturer should also study AIS 093 (Body standardization for 3-wheeler), which gives guidelines.

Table 1: The Different Dimensions of EV Certification

Particulars	Description
Certifications Mandatory for EV Start-up (Either of the one mentioned)	<ul style="list-style-type: none"> Automotive Research Association of India, Pune (ARAI) Central Institute of Road Transport, Pune (CIRT) International Centre for Automotive Technology, Manesar (ICAT) Global Automotive Research Centre (GARC) National Automotive Test Tracks, Indore (NATRAX)
Three Main Categories of E-Mobility Certifications for Start-ups	<ul style="list-style-type: none"> For the Electric Vehicles: AIS 041 For EV Power Measurement, AIS 049 for CMBR for BEV Type Approval, AIS 038 For Construction and Functional Safety For The Batteries: AIS 048 Standard for Safety Requirements For EV Charging Stations: AIS 138
Factors that decide Standards	<ul style="list-style-type: none"> Segment Class of the Vehicle Vehicle Specification Performance Parameter
Common Standards Used in India	<ul style="list-style-type: none"> Automotive Industry Standards Commonly Known as AIS Central Motor Vehicle Rules (CMVR) International Standards like IS, ECE, ISO, SAE
Some Tests based on which standards decided	<ul style="list-style-type: none"> Water Ingression Tests Nail Penetration Test for Batteries Crash Test for Vehicles Pass by Noise Gradeability Norms for fuel Efficiency

6.3 EV Components: Major components of Electric Vehicle include the Motor, Reducer, the on-board charger, Electric Power Control Unit (EPCU) and related parts /assemblies.

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