

“Provided that the period for which the Director holds the office on his initial appointment may, in public interest, on the recommendation of the Committee under sub-section (1) of section 4A and for the reasons to be recorded in writing, be extended up to one year at a time:

Provided further that no such extension shall be granted after the completion of a period of five years in total including the period mentioned in the initial appointment;”.

RAM NATH KOVIND

President.

DR. REETA VASISHTA,

Secretary to the Government of India.



Department of New & Renewable Energy

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Notification

1-2/Admin/NRE/21-22/176

The following Policy is approved by the Government and is hereby published for the general information of the public.

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**GOA ELECTRIC MOBILITY PROMOTION
POLICY-2021**

1. Introduction:

1.1 Adoption of Electric Vehicles ('EVs') for daily commute is essential for a wide range of goals, including better air quality, reduced noise pollution, enhanced energy security along with lowered carbon dioxide and greenhouse gas emissions. With vehicular pollution being a persistent source of reduced air quality within the State, rapid adoption of zero emission vehicles is of great importance.

1.2 Under the National Electric Mobility Mission Plan (NEMMP), Government of India has envisioned 6-7 million electric

and Hybrid vehicles on Indian roads by 2020. Towards this goal, the Faster Adoption and Manufacturing of Hybrid and Electric vehicles (FAME) scheme has been launched by Department of Heavy Industries, Government of India. Its target is saving 120 million barrels of oil and 4 million tons of CO₂ as well as lowering of vehicular emissions by 1.3% by 2020. FAME India scheme has four focus areas—technology development, demand creation, pilot projects and charging infrastructures.

1.3 Based on the recent techno-economic developments in EV sector and the vision of Government of India, a need is felt by Government of Goa to formulate a policy for promotion of this sector in Goa. Building on indigenous strengths of tourism and IT industries, Government of Goa aims to make Goa as a model State in EV.

1.4 With a coastline of about 104 kms. and inland waterways of about 250 kms., Goa is among the fastest growing states in the country. The Goan economy is largely dependent on tourism as annual tourists are almost five times that of the local population. Goa has a total population of 15 lakh and receives about 75 lakh tourists every year. The movement of these seasonal tourists is largely dependent on unorganized transportation including unmetered taxis, motorcycles, ferry boats and rickshaws.

1.5 Despite the unorganized nature of the transport sector, Goa stands on top in the country in terms of per capita vehicles with 625 vehicles for every 1,000 people in the state and is also ranked 15 in the world in terms of vehicle density. According to estimation by Goa Automobile Dealers Association (GADA), on an average, every Goan household has about 2 bikes and one car. With an urbanization rate of 62%, these numbers are only expected to grow. Hence, there is an eminent need to ensure growth of this sector does not further environmental degradation. Adoption of new energy vehicles (NEVs) would also be supported by utility growth in the state.

1.6 In terms of utilities, Goa is a power surplus state. Out of the State's 580 MW power demand, approximately 18% is currently met by clean energy sources.

2. *Vision:*

2.1 To establish Goa state as a model of International Standards for Electric Vehicle adoption across passenger and commercial segments, supported by a world-class charging infrastructure and eco-system. This would be achieved by active incorporation of all sustainable initiatives including smart-city development, promotion of energy conservation and creation of integrated transport mechanisms.

3. *Title:*

3.1 This policy shall be known as the "Goa Electric Mobility Promotion Policy-2021".

4. *Key Definitions:*

4.1 Electric Vehicle (EV): 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'. For the purpose of this policy EV would also include hybrid electric vehicles, plug-in hybrid electric vehicles and mild hybrid vehicles.

4.2 EV Components: Major components of EV include motor controller, electric engine (motor), regenerative braking, drive system, and related parts/assemblies.

4.3 EV Battery: An Electric-Vehicle Battery (EVB) or traction battery is used to power the propulsion of Battery Electric Vehicles (BEVs). Vehicle batteries are usually a secondary (rechargeable) battery. For the purpose of this policy, only advance chemistry cell and batteries will be considered.

4.4 EV Charging Station & Equipment: An electric vehicle charging station, electric recharging point, charge point and

EVSE (electric vehicle supply equipment), supplies electric energy for the recharging of electric vehicles. The charging station equipment shall include charging posts, charging cabinets, fully automated charging stations integrated with power distribution equipment, etc. For the purpose of this policy both fast-charging and slow-charging stations shall be considered.

4.5 EV Charging Infrastructure: The policy envisages two main types of charging facilities, viz. Public charging stations:—

4.5.1 Commercial – at fuel stations, roadside, malls, offices state highway etc.

4.5.2 Public institutions – schools, government buildings, bus depots etc.

4.5.3 Private charging stations:- Residential localities, residential buildings and Domestic user facility (individual).

5. *Pioneer EV Units:*

5.1 The first two mega manufacturing units, with fixed capital investment (FCI) of over INR 250 crores, for manufacturing of EVs, EV components and/or batteries in the State.

6. *Mega EV Enterprises:*

6.1 Mega EV enterprise is a manufacturing enterprise where fixed capital investment (FCI) on manufacturing facility is more than INR 250 crore or which creates direct employment for at least 500 persons.

6.2 Ultra-mega EV enterprises, is a manufacturing enterprise where fixed capital investment on manufacturing across the state is INR 1500 crore which generates 3000 employments.

7. *MSM EV Enterprises:*

7.1 As per Industries Department of Goa, MSME is defined as those units with investment in plant & machinery ranging from under INR 25 lakhs and up to, but not exceeding, INR 10 crores.

7.2 Startup is a company or project under taken by entrepreneur to seek, develop and validate a scalable business model.

8. *Objectives:*

- 30% of annual vehicles registered in Goa, starting from the year 2025, would be electric.
- To promote conversion of ICE Vehicles to EV subject to approval from RTO.
- To convert 50% of all ferries to electric by 2025.
- To create 10,000 direct and indirect jobs in the sector by 2025.
- To encourage start-ups and investment in the field of electric mobility and associated sectors.
- To promote service units which would include electric vehicles and battery repair and maintenance stations.
- To promote R&D, innovation and skill development within the EV sector.
- Financial Incentives - Purchase incentives, Scrapping incentives, Interest subvention on loans.
- To provide waiver on road tax and registration fees.
- To establish a wide network of charging stations and swappable battery stations, and develop publicly owned database of the same.

9. *Administration:*

9.1 Department of New and Renewable Energy shall be responsible for administration of the policy including constitution of High Powered Committee & State Electric Vehicle Board consisting of officials from Government of Goa, Department of Transport, Goa Electricity Department, and Goa Energy Development Authority and develop an intensive public outreach programme focused on creating awareness about the benefits of electric vehicles and key elements of the policy.

10. *Operative Period:*

10.1 This Policy shall be applicable for a total of 5 years, from the date of its notification in the Official Gazette. All provisions of this Policy shall be applicable during the Operative Period unless mentioned otherwise.

11. *Scope and eligibility:*

11.1 This Policy shall be applicable to all classes of Electric Vehicles including 2-wheelers, 3-wheelers, 4-wheelers including passenger cars and commercial light/heavy vehicles that are registered and operated in Goa. This Policy shall be applicable to Battery Electric Vehicles (BEV), Strong Hybrid Vehicles and Plug-in Hybrid Electric Vehicles (PHEV), as per FAME-II notifications and provisions.

12. *Manufacturing Incentives:*

12.1 Incentives to units engaged in manufacturing of electric vehicles, batteries, EV components, shall be applicable as outlined below. Units that qualify for incentives under this policy shall not avail any other incentives from Government of Goa.

13. *Pioneer, Mega and Large Units:*

13.1 The package of incentives to Pioneer, Mega and Ultra-Mega units manufacturing Electric Vehicles and associated components shall be given with the recommendation of the High-Power Committee formed under this policy. Fixed Capital Investment (FCI) shall include equity investment on land, plant and machinery.

13.2 The following incentives shall be given:—

- Capital subsidy of up to 20% of Fixed Capital Investment (FCI) upto Rs. 5 Crores whichever is lower.
- 100% net SGST reimbursement on setting up of manufacturing plant.
- 50% stamp duty exemption on purchase of land.

14. *Micro Small and Medium Enterprises (MSME):*

14.1 MSMEs:

14.1.1 Under this policy, manufacturing MSME's will be eligible for incentives as per schemes in force through GIDC, EDC, Directorate of Industries, Trade and Commerce and others.

14.2 Micro Units:

- A capital subsidy of 30% of FCI provided the subsidy on building/office is restricted to Rs. 5 lakh whichever is lower.
- 100% net SGST reimbursement for setting up the plant.
- 100% stamp duty exemption.

14.3 Startup:

- A capital subsidy of 50% of the cost of capital expenditure provided the subsidy is restricted to Rs. 15 lakhs whichever is lower.
- 100% net SGST reimbursement for setting up of plant/station.
- 100% stamp duty exemption.
- Price preference of 20% on the purchase made by the State Government.

14.4 Small & Medium Units:

- A capital subsidy of 30% of the cost of capital provided the subsidy on building/office is restricted to Rs. 10 lakhs whichever is lower.
- 100% net SGST reimbursement for setting up of plant.
- 50% stamp duty exemption.
- Price preference at the rate of 15% on the purchase made by the Government Departments is available to the registered Small-Scale Units.

14.5 Utilities:

- 30% electricity duty reimbursement for 5 years.

- Support in construction of Effluent Treatment Plant (ETP) with 50% capital subsidy upto Rs. 10 lakhs whichever is lower.

15. *Electric Two Wheelers:*

15.1 As more than two-thirds of new vehicle registrations in Goa comprise of two wheelers (i.e., motorcycles and scooters), with the most popular segments being motorcycles between 110-125 cc and scooters between 90-125 cc, any attempt at electrification of Goa's vehicle fleet needs to address these segments to achieve significant reduction in air pollution.

15.2 The demand generation incentives for two wheelers offered under the policy shall be based on battery capacity (i.e. energy content measured in kWh) used in vehicles. The incentives listed below shall be available only for the electric two wheelers with Advanced Batteries.

15.3 To avail the demand incentives, the electric two wheelers shall have to fulfill the following performance and efficiency eligibility criteria.

Sr. No.	Criteria	Threshold value
1.	Min. top speed	40 km/hr.
2.	Min. acceleration	0.65 m/s ²
3.	Max. electric energy consumption	Not exceeding 7 kWh/100 km.
4.	Warranty	At least 3 years comprehensive warranty including that of battery from manufacturer.

15.4 Two wheeler Original Equipment Manufacturers (OEMs) shall have to register their e-vehicle models, including swappable battery models, meeting eligibility criterion tabulated/specified above with the Department of Transport, Government of Goa. Applications for registration by the two wheeler OEMs shall have to be supported with certification from testing agencies recognized under Rule 126 of Central Motor Vehicle Rules, 1989. The Department of Transport shall

register and publish online the list of e-vehicles models eligible for the two wheeler incentives, based on these applications.

15.5 A purchase incentive as well as incentive for conversion of ICE to EV as indicated in the scheme notified by Government based on battery capacity shall be provided per vehicle to the registered owner. In terms of scheme, registered owner of two wheelers (i.e., two wheelers eligible for the Purchase Incentive) shall also be eligible for a Scrapping Incentive for scrapping and de-registering old ICE two wheeler registered in Goa subject to evidence of matching contribution from the dealer or OEM, and Confirmation of scrapping and de-registration of the ICE vehicle by the RTO.

15.6 Ride hiring service providers shall be allowed to operate electric two-wheeler taxis, subject to operating within the guidelines to be issued by the Department of Transport, Govt. of Goa. It is expected that the incentives provided by the policy shall encourage delivery service providers (e.g., food delivery, e-commerce logistics providers, couriers) and operators renting two wheelers to tourist, to switch to using electric two wheelers.

15.7 To ensure the switch happens in a time bound manner, all two wheelers involved in commercial activity operating in Goa shall switch to complete electric by 31st December, 2025. For beyond 31st December, 2030, all the two wheelers sold in the state of Goa to be 100% electric. However, the existing registered ICE vehicles shall be allowed to operate until their end of life.

16. *Electric Auto Rickshaws (E-AUTOs):*

16.1 Government of Goa aims to incentivize the purchase and use of new electric autos ('e-autos') instead of ICE equivalents and simultaneously promote replacement of existing CNG/petrol/diesel autos by e-autos. Incentives listed below shall be provided under the policy by the

Government of Goa to all Electric L5M Category (passenger three wheelers or auto rickshaws) vehicles with advanced batteries listed as being eligible under FAME India Phase II (having fulfilled all the eligibility and testing conditions as specified under the scheme) and shall also include swappable models, where battery is not sold with the vehicle.

16.2 To support self-employment and wide ownership of e-autos, following incentives shall be provided to all individuals with an e-auto permit.

16.3 A purchase incentive as well as incentive for conversion of ICE to EV as indicated in the scheme notified by Government based on battery capacity shall be provided per vehicle to the registered owner of the e-auto.

16.4 Interest Subvention on loans and or higher purchase scheme for purchase of an e-auto through implementation partner.

16.5 In terms of scheme, registered owner of e-autos (i.e., vehicles eligible for the Purchase Incentive) shall also be eligible for a Scrapping Incentive for scrapping and de-registering old ICE auto rickshaws registered in Goa.

16.6 The auto-rickshaw permits linked to the de-registered ICE vehicle can be surrendered and exchanged for an e-auto permit at no additional cost.

17. *E-Rickshaws and E-Carts:*

17.1 This policy aims to support the use of E-rickshaws and E-carts that are safe and driven in compliance with regulations. Following incentives shall be provided to all individuals with a valid driving license, who want to purchase an E-rickshaw or E-cart. These incentives shall be available only for the purchase of one E-rickshaw or E-cart per individual.

17.2 A purchase incentive as well as incentive for conversion of ICE to EV as indicated in the scheme notified by Government based on battery capacity shall be provided per vehicle to the

registered owner for one E-rickshaw or one E-cart per individual. This incentive shall apply to all E-rickshaws and E-carts, including the models with Lithium ion batteries and swappable models, where battery is not sold with the vehicle.

18. *Electric Buses:*

18.1 Substantial addition of buses to the public transport fleet is expected in the period 2021-2025. The Government of Goa commits to providing appropriate incentives and other support necessary to ensure that pure electric buses constitute at least 50% of all new stage-carriage buses (i.e., for all public transport vehicles with 15 seats or more) procured for the city fleet including for last mile connectivity, with target induction of 500 pure electric buses by 2025.

19. *Goods Carriers (i.e., L5N and N1 vehicles):*

19.1 Light commercial vehicles used as goods carriers are useful for low capacity, short haul deliveries in congested areas of the city. The policy recognizes their importance and shall seek to incentivize rapid electrification of this fleet. Incentives listed below shall be provided by the Department of New and Renewable Energy Government of Goa and shall be applicable to all Electrical Vehicles in the category of L5N (three wheeled goods carriers) and N1 (goods carrier having gross vehicle weight not exceeding 3.5 tons) with advanced batteries listed as being eligible under FAME India Phase II (having fulfilled all the eligibility and testing conditions, as specified under the scheme) and shall also include swappable models, where battery is not sold with the vehicle.

19.2 A purchase incentive as well as incentive for conversion of ICE to EV as indicated in the scheme notified by Government based on battery capacity shall be provided per vehicle to the registered owner per e-Carrier.

19.3 Electric goods carriers in the above categories shall be completely exempted

from the prohibition on plying and idle parking of lights goods vehicles on identified roads of Goa during specified timings as notified by the Department of Transport, Government of Goa from time to time.

19.4 In terms of scheme, registered owner of e-carriers (i.e., vehicles eligible for the Purchase Incentive) shall also be eligible for a Scrapping Incentive for scrapping and de-registering old ICE goods carriers registered in Goa subject to confirmation of scrapping and de-registration of the ICE vehicle.

20. *Four Wheelers (E-Cars):*

20.1 A purchase incentive as well as incentive for conversion of ICE to EV as indicated in the scheme notified by Government based on battery capacity shall be provided per vehicle to the registered owner per e-car. The incentive shall be applicable only to electric four-wheeler with advanced batteries listed as being eligible under FAME India Phase II (having fulfilled all the eligibility and testing conditions as specified under the scheme) and shall also include swappable models, where battery is not sold with the vehicle.

20.2 To establish the feasibility for large scale adoption of electric passenger four wheelers, Government of Goa shall take the lead in transitioning its entire fleet to electric. All leased/hired cars used to commute Government of Goa officers shall be transitioned to electric within a period of one year from the date of notification of this policy. The Department of New and Renewable Energy shall be the nodal authority on behalf of Government of Goa to enable this transition.

20.3 In terms of scheme, registered owner of e-cars (i.e., vehicles eligible for the Purchase Incentive) shall also be eligible for a Scrapping Incentive for scrapping and de-registering old ICE goods carriers registered in Goa subject to confirmation of scrapping and de-registration of the ICE vehicle.

21. *Marine Fleet:*

21.1 Government will promote conversion of marine fleet operating on diesel (trawlers, fishing boats, ferry boats, etc.) into Hybrid (Solar+Electric) mode.

22. *Provisions applicable across Vehicle Segments:*

22.1 Road Tax and registration fees shall be waived for all Battery Electric Vehicles during the period of this policy.

22.2 The purchase/demand incentives offered under the policy (i.e., Purchase and Scrapping Incentives) for all Electric vehicles shall be given directly to the registered owners by Department of New and Renewable Energy Government of Goa, based on claims made by individual buyers after the purchase of the vehicle.

22.3 If the battery is not sold with vehicle, 50% of the Purchase Incentive shall be provided to the vehicle owner & the remaining amount of up to 50% would be provided to Energy Operators for defraying the cost of any deposit that may be required from the end users for use of a swappable battery.

22.4 Operational guidelines for delivery of all demand incentives offered under the policy (i.e., Purchase and Scrapping Incentives) shall be issued from time to time by the Department of New and Renewable Energy Government of Goa.

22.5 All electric vehicles registered in Goa shall be issued a green number plate in accordance with the notification No. F. No. RT-11028/03/2018-MVL dated 07-08-2018 of the Ministry of Road Transport and Highways, Government of India.

22.6 Specific areas to be identified like – Panjim Smart City, Heritage Zones, Tourist Zones, Airport and Railway stations etc. which will move towards 100% mandatory electric vehicles by 2025.

23. *Charging Infrastructure:*

23.1 Experience in other cities across the globe indicates that availability of charging

infrastructure is a key driver of Electric Vehicle adoption. The objective of this policy shall be to create an enabling environment for the provision of private as well as public charging infrastructure.

24. *Support for Charging Infrastructure:*

24.1 The State shall endeavour to have a charging station at every 25 kilometers on highways and every 3 kilometers within city limits. Battery swapping and fast charges are also included in the ambit of this policy and would be promoted.

24.2 All EV charging stations, both private and public, shall adhere to the protocols approved by the Government of India, as updated on date 1st October, 2019 i.e. Bharat EV Charger AC-001 and Bharat EV Charger DC-001, and any other protocols as and when notified. Additionally, solar-powered stations would be given top priority and encouraged in the case of both private and public charging stations.

25. *Private Charging Stations:*

25.1 Following changes in residential and commercial building bye laws will be made to make home and workplace parking “EV ready”.

25.2 All new and renovated non-residential buildings, as well as individual and other residential buildings, Co-op. Group Housing Societies and colonies managed by Residents Welfare Associations (RWAs), with parking demarcated for more than 10 equivalent car spaces ('ECS') will need to have at least 20% 'EV ready' ECS spots with conduits installed.

25.3 Designation of smaller conduits as “green buildings” that will be operating on clean energy as a model for other residential areas to follow.

25.4 Goa Electricity Department will work with owners of residential and non-residential buildings and Co-op. Group Housing Societies to ensure adequate supply infrastructure is made available for the installation of these charging points.

25.5 All housing and commercial establishments shall compulsorily register with Goa Electricity Department for installing charging stations with designated parking spaces. Additional duties on electricity will be waived.

26. Public Charging Infrastructure:

26.1 Providing accessible public charging facilities within 3 km travel from anywhere in Goa is a key objective of this policy. Considering that there are several stakeholders involved in the implementation of public charging infrastructure within Goa, a Working Group on Accelerated Rollout of Charging Infrastructure in Goa to be established by Department of New and Renewable Energy and Goa Electricity Department.

26.2 Government of Goa through Department of New and Renewable Energy will provide Concessional Locations for charging station at bare minimum lease rentals. These Concessional Locations shall be carved out from existing public parking zones such that they offer easy entry and exit. A list of Concessional Locations for the first phase of rollout shall be identified by GEDA within two months of notification of the policy. Locations to include but not limited to industrial estates, tech parks, petrol pumps, existing auto/bus stands.

26.3 Government of Goa may prepare a scheme for installation of Public Charging Station at concessional location to provide easy and affordable charging of electric vehicles.

26.4 Electricity will be provided at a lowered power tariff, as determined by the Joint Electricity Regulatory Commission (JERC) on an annual basis. Standard tariff would be applicable in all areas where stations are, including commercial, residential and industrial.

26.5 Regulators should also be recommended to waive off Fixed Demand Charges during the policy term.

26.6 Installation of first 50 charging stations in the state within three months

from the notification of policy at selected Kadamba Transport Corporation Ltd. (KTCL) bus depots, International Airports and Governments complexes other public places.

27. Capital Subsidy:

27.1 The State Government will incur all electricity infrastructure cost, up to INR 8,00,000/- associated with installation charging stations.

27.2 In the case of solar-powered charging stations, the state shall provide a 20% capital subsidy for installation.

28. Favourable Electricity Tariff for Captive and Private Charging Facilities:

28.1 Electricity tariff applicable for all Public and Captive charging stations for commercial use (i.e. charging facilities used by fleet owners) shall be as notified by Joint Electricity Regulatory Commission (JERC).

28.2 Tariff concessions outlined in para below shall also be extended to all Private Charging Points as well.

28.3 Charging stations operators shall be encouraged to use low cost and renewable sources of power. In consultation with JERC, the Government of Goa shall endeavour to provide: (a) Open Access without the condition of having contracted demand of 1 MW and above at every charging station or swapping kiosk. (b) Power banking –The Charger Operators who set up captive renewable energy facilities shall be given power banking facilities with Goa Electricity Department for operating in Goa over a period of one year. This shall encourage generation and use of renewable power.

29. Payment Infrastructure and Information Sharing:

29.1 The Charger Operators will be expected to accept payments through multiple modes such as cards, mobile wallets and UPI. Option for payments through the common mobility card payment system shall also need to be offered.

29.2 An open, publicly owned database shall be developed by Department of New and Renewable Energy offering historical and real time information on public charging infrastructure i.e., kWh, session length, vehicle type if available, number of events, location (latitude, longitude) of the charger, number of chargers at site, site classification, payment amount, pay structure (by hour, or by kWh, or by session), as well as payment rate.

29.3 The Charger Operators shall have to provide data to this public database. The database can be used free of charge by in-vehicle navigation systems and charging apps and maps.

30. *Recycling Ecosystem:*

30.1 Electric Vehicle batteries typically need to be replaced once they have degraded to operating at 70-80% of their capacities. EVs are therefore going to outlive the batteries powering them, with a vehicle requiring about two batteries in a 10-year life span. Batteries that have reached their end of life shall have to be either reused or recycled. Lack of adequate reuse or recycling shall have a high environmental cost. Not only do EV batteries carry a risk of giving off toxic gases if damaged during disposal, but core materials such as lithium and cobalt are finite and very expensive to extract.

30.2 The Policy shall encourage the reuse of EV batteries that have reached the end of their life and setting up of recycling businesses in collaboration with battery and EV manufacturers that focus on 'urban mining' of rare materials within the battery for re-use by battery manufacturers.

31. *Funding:*

31.1 The Government of Goa shall seek to fund a high proportion of the incentives proposed in the policy using the 'feebate' concept i.e. by adopting measures by which inefficient polluting vehicles incur a surcharge (fee) while efficient ones receive a rebate (bate).

31.2 Funding for the various incentives being offered under the Goa EV Policy shall

be obtained from the various sources indicated hereinbelow and aggregated and given to Goa Energy Development Agency (GEDA).

31.3 Pollution Cess on the sale of diesel and petrol is proposed to be applicable in the state of Goa at Government notified rate. The amount collected shall be transferred to GEDA on a monthly basis.

31.4 Any gap left shall be filled through allocations including budgetary, as may be decided and deemed appropriate by the Government from time to time.

31.5 GEDA shall open a Green fund called "Goa De-carbonization Fund" to achieve the goals of policy. Contribution to the de-carbonization fund shall be from the pollution cess on sale of diesel & petrol, Government Grants and other sources as per Government Policy.

32. *Support for Re-Skilling and Up-Skilling:*

32.1 Skill development courses in EV maintenance and component assembly will be started in ITI s and Polytechnics' to skill the workforce to augment the manpower required for the EV promotion and maintenance.

32.2 A stipend of up to 50% of the cost of course fee subject to a limit of INR 10,000/- per year per student in all skill development and re-skilling courses affiliated to Board of Technical Education and State Council for Vocational Training shall be offered.

33. *Ease of Doing Business (EoDB):*

33.1 Single Window System: As part of the Government of Goa's endeavour to promote EoDB in the state.

33.2 The Investment promotion Board will give single-window clearance for all types of investments in the state with a special focus on EV Manufacturing. Through the single window portal, the Government will also provide a channel for the units to provide policy inputs to the Government.

33.3 Through the single window system, all decisions regarding incentive approvals and payments will be provided within 90 working days, subject to due compliance of all procedures by the applicant.

34. *Framework for Implementation:*

34.1 State Electric Vehicle Board constituted with officials from Department of New and Renewable Energy, Department of Transport, Goa Electricity Department, Goa Energy Development Authority & other co-opted Members, will be the Nodal Authority for the implementation of the Goa Electric Vehicle Promotion Policy. A High-Power Committee will be constituted at the state level to monitor the implementation of this policy.

35. *Institutional Structure:*

35.1 A High-Power Committee will be constituted at the state level to monitor the implementation of this policy and develop procedures and modalities wherever required. The composition of the High-Power Committee will be as follows:

1. Chief Secretary	Chairperson.
2. Secretary, NRE	Member.
3. Secretary, Finance	Member.
4. Secretary, Transport	Member.
5. Secretary, Industries	Member.
6. Secretary, Power	Member.
7. Secretary, (TCP)	Member.
8. Secretary, Urban Development	Member.
9. Secretary, Panchayat Raj	Member.
10. Secretary, Skill Development	Member.
11. Secretary, P.W.D	Member.
12. Secretary, Tourism	Member.
13. CEO, Investment Promotion Board	Member.
14. Director, NRE	Member Secretary.

15. Director of Transport Member.

16. Managing Director, Member.
KTCL

17. Member Secretary, Member.
GEDA

18. President of GSIA

19. Two Invitees having Member.
experience in EV
operations/distribu-
tions/production

35.2 The High-Power Committee may invite representative from any Department, Corporation or Association or a person of eminence in the relevant field for its meeting as per need.

35.3 *Charter of High-Power Committee:*

- Approve the framework of implementation proposed by the Committee in time bound manner.
- Ensure that incentives are disbursed by relevant departments in stipulated timeframe.
- Monitor and ensure timely release of relevant orders/Government Resolutions/Government Notifications and amendment required.
- Bring about inter-departmental co-ordination in respect of matters related to this policy.
- Review the definition of EV, EV components, Battery and Charging Station or any other related definitions and approve the amendments as may be appropriate.
- Review the best practices.
- The High-Power Committee shall review the implementation and effectiveness of the Policy every six months and corrective measures/changes/amendments if required shall be done.