

Delhi Government's EV-Transition Policy Too Ambitious

New Delhi, March 23, 2022: Internet and Mobile Association of India (IAMAI) in a statement released to the media today said that the target set by the Government of National Capital Territory's (GNCTD) Transport Department regarding the transition to electronic vehicle (EV) fleets was too ambitious to be implementable. IAMAI, on behalf of its members, has conveyed this to the GNCTD Transport Department in a written submission, and recommended that the EV-transition target should be reduced to 10 percent by the end of 2023, so that it could be achieved with minimum disruption to the economy.

The target set under the department's Motor Vehicle Aggregators Scheme, 2021, mandates that aggregators shall ensure the following percentage of all new onboarded fleets to be EVs:

- Within the first six months from the day of grant of license 10%
- Within one year from the day of grant of license 25%
- Within two years from the day of grant of license 50%

In its submission IAMAI reiterated the companies' commitment to transitioning to EV fleets, however, the targets set forth by the Transport Department needed to be rationalized downwards.

IAMAI also suggested that the targets of EV-transition may not be mandated till platforms/ aggregators have strong use case / options of fleet products available. The EV-transition targets should not be so steep. Additionally, owing to the transient nature of the platform, it would be difficult to ascertain a license fee based on the exact number of vehicles (as prescribed in the draft policy).

Requirement of license for aggregators operating more than 50 vehicles in the NCT of Delhi will impact not only businesses, but also a large number of delivery partners that associate with platforms. IAMAI requested the Transport Department that an aggregator license for operating within NCT of Delhi should not be a regulatory mandate.

The draft policy asks aggregators to ensure that all vehicles (two wheelers, three wheelers and four wheelers) on-boarded at the time of registration shall bear commercial registrations. IAMAI highlighted that the applicable rules and regulations governing issuance of commercial registration for vehicles were limited to three wheelers and four wheelers only, and there was no process laid out for obtaining commercial registration for two wheelers. Most of the driver-partners use motor bikes or cycles which they have either rented or bought, and may not have commercial registration. IAMAI urged the government to modify the rules so that delivery-partners do not get excluded from this economy owing to vehicle registration type and that there should be no need to apply for a commercial licence especially for two wheelers.

IAMAI also requested that the policy should distinguish between aggregators of varying natures – those that provided passenger transport, the ones that undertook last-mile delivery and those that are involved in e-commerce. Some mobility clauses proposed in the draft policy may not be applicable for all.



About Internet and Mobile Association of India

Established in 2004, the Internet & Mobile Association of India (IAMAI) is a not-for-profit industry body and the country's only organization representing the digital services industry with over 350 Indian and multinational corporations as its members, which include established companies in diverse sectors of the digital ecosystem as well as start-ups. Its mandate is to expand and enhance the online and mobile value-added services sectors. It is dedicated to presenting a unified voice of the businesses it represents to the government, investors, consumers and other stakeholders. IAMAI represents varied sectors such as digital advertising, digital entertainment, TravelTech, online gaming, digital payments, Fintech, digital commerce, Edtech, Healthtech, Agritech, blockchain, Big data, ML, AI & IoT, AR/ VR, LogisticsTech and so on.

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