

Enhancing Electric Vehicle Infrastructures

What is the issue?

\n\n

\n

- For reducing carbon footprint union government promotes electric vehicles.
- But the government is not pursuing plans for a separate policy on electric vehicles (EVs).

\n

\n\n

What is the plan of India to promote electric vehicles?

\n\n

\n

- Union government has left to the automotive industry to determine the scale and pace of a transition from fossil fuels to electric motors.
- Union Ministry for Road Transport announced that the move towards EVs would be accelerated by the higher efficiencies and lower cost of EVs compared to those with internal combustion engines.
- Recently ministry of Heavy Industries and Public Enterprises also clarified that there is no target for a shift to electric vehicles by the year 2030.
- Union government is incentivising purchase of electric vehicles through the Faster Adoption and Manufacturing of (Hybrid &) Electric Vehicles in India (FAME) programme.
- Under this scheme the end users and consumers pay a reduced price.

\n

\n\n

What are the benefits of Electric vehicles?

\n\n

\n\n

\n

- Converting a significant part of the transport fleet, led by public transport, to electric or hybrid vehicles is predicted to sharply cut dependence on imported oil, and reduce carbon emissions.

\n

- The current economics of EVs favour larger vehicles in the longer term, given the high capital expenditure involved.

\n

- Which has good cost-benefit outcomes even now for two-wheelers and rickshaws.

\n

\n\n

What are challenges in electric vehicles transition?

\n\n

\n

- The level of growth means India's plan to only sell electric cars by 2030, would require nearly eight times the global stock of such vehicles.

\n

- There is no plan for the government to develop nationwide charging infrastructure.

\n

- Instead, the government hopes that by promoting the uptake of electric vehicles, it will create the ecosystem by which charging networks will become a necessity.

\n

- India has only 222 community EV charging stations when compared with nearly 56,000 traditional fuel stations.

\n

- In developing India's EV charging infrastructure there are other predominant dilemmas ranging from

\n

\n\n

\n

1. **Business model** - Free or revenue generating,

\n

2. **User type** - Mass transit or private EV owner,

\n

3. **Charging mechanism** - Battery swap, community charger or high-speed super-charger.

\n

\n\n

What measures needs to be taken?

\n\n

- \n
 - Developing India' electric vehicle charging infrastructure is of utmost importance, to see a growth rate in electric vehicles.
 - \n
 - Infrastructure is needed to produce, maintain and recycle a large number of batteries as the population of EVs rises.
 - \n
 - Infrastructures with considerable expertise in both power generation and power supply projects from both grid and renewable sources needs to be established.
 - \n
 - Whether operating on a commercial business model, charging a bus fleet, or ministerial cars, EV charging stations and networks demand a reliable power supply, this must be ensured.
 - \n
 - Public Private Partnership needs to be made with experience of delivering EV charging programmes for both mass transit as well as private ownership.
 - \n

\n\n

\n\n

Source: The Hindu, First Post

\n

