

to conserve those monuments and all those things. But, our concern is there, and we are trying to fill up all those vacancies, and we are trying to remove all those shortcomings through either ITIs, or, through other measures. Definitely, there is a shortcoming of trained manpower for conservation of these monuments.

Promotion of Electric Vehicles

*292. DR. PRABHAKAR KORE: Will the Minister of HEAVY INDUSTRIES AND PUBLIC ENTERPRISES be pleased to state:

(a) whether it is a fact that Government proposes to make all passenger and commercial vehicles in the country powered by electricity by 2030;

(b) the number of Electric Vehicles (EV) sold in the country during the last two years, State-wise; and

(c) the details of additional initiatives in the proposed plan to encourage making of Electric Vehicles (EV) for manufacturing sector?

THE MINISTER OF STATE IN THE MINISTRY OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRI BABUL SUPRIYO): (a) to (c) A Statement is laid on the Table of the House.

Statement

(a) to (c) There is no proposal at present to make all passenger and commercial vehicles in the country powered by electricity by 2030. However, National Mission on Electric Mobility (NMEM) launched by Department of Heavy Industry in 2012 has specified the Target for Electric and Hybrid Vehicles by 2020 as given below.

Battery Electric Vehicles (BEV) 2 Wheelers	3.5 to 5 million
Other Battery Electric Vehicles (BEV) 3 Wheelers, 4 Wheelers, Buses, Light Commercial Vehicles	0.2 to 0.4 million
Hybrid Vehicles; 4 Wheelers, Buses and Light Commercial Vehicles	1.3 to 1.4 million
TOTAL	5 to 7 million

The details of State-wise sales figure of Hybrid and Electric Vehicles (xEVs) under 'Faster Adoption and Manufacturing of (Hybrid and) Electric Vehicles in India' (FAME India) scheme launched w.e.f. 1st April, 2015 is given in the Annexure (See below).

There is, at present, no decision to provide additional incentives to encourage making of Electric Vehicles (EV) for manufacturing sector other than those available to other sectors under different schemes of the Government of India.

Annexure

*Details of State-wise Sales of Hybrid and Electric Vehicles (xEVs) from
1st April, 2015 till 28th February, 2017*

State	Battery Electric Vehicles (BEV) 2 Wheelers	Other Battery Electric Vehicles (BEV) 3 Wheelers, 4 Wheelers, Buses, Light Commercial Vehicles	Hybrid Vehicles; 4 Wheelers, Buses and Light Commercial Vehicles	Total Sales
1	2	3	4	5
Andaman and Nicobar Islands	0	0	74	74
Andhra Pradesh	876	0	2684	3560
Assam	127	0	113	240
Bihar	514	0	227	741
Chandigarh	613	0	773	1386
Chhattisgarh	455	1	710	1166
Dadra and Nagar Haveli	9	0	602	611
Delhi	2925	137	9412	12474
Goa	0	0	405	405
Gujarat	5774	0	12349	18123
Haryana	1126	1	3713	4840
Himachal Pradesh	0	0	76	76
Jammu and Kashmir	0	0	149	149
Jharkhand	166	0	450	616
Karnataka	1708	821	5237	7766
Kerala	1697	1	4634	6332
Madhya Pradesh	461	0	1953	2414
Maharashtra	2606	199	15245	18050
Manipur	0	0	11	11
Meghalaya	0	0	5	5
Nagaland	0	1	0	1

1	2	3	4	5
Odisha	332	0	393	725
Puducherry	120	0	259	379
Punjab	705	0	3103	3808
Rajasthan	2694	26	3211	5931
Tamil Nadu	1642	0	5589	7231
Telangana	893	18	4150	5061
Tripura	4	0	3	7
Uttar Pradesh	3872	1	4386	8259
Uttarakhand	1387	0	194	1581
West Bengal	4467	34	1365	5866
TOTAL	35,173	1,240	81,475	1,17,888

DR. PRABHAKAR KORE: Sir, this is a very important question regarding pollution. सर, आप देश की राजधानी दिल्ली का हाल देखिए, यहां कितने vehicles हैं? जो बड़े-बड़े शहर हैं, आज उनमें commercial vehicles और private vehicles हैं। इन vehicles से सभी शहरों का हाल बहुत खराब है। इसलिए ग्लोबल वार्मिंग और पॉल्यूशन के कारण आज world में लोग सबसे ज्यादा electric vehicles use कर रहे हैं। मेरा गवर्नमेंट से क्वेश्चन है कि आपकी जो फिगर है, जो electric vehicles कमर्शियल, प्राइवेट रूप में, जिसमें two wheelers में स्कूटर्स की फिगर सबसे ज्यादा है, लेकिन जो four wheeler ज्यादा से ज्यादा चलता है और उसका electrical conversion करने के लिए नई hybrid technology भी आ गई है, उस technology पर गवर्नमेंट ने क्या कदम उठाये हैं ?

SHRI BABUL SUPRIYO: Sir, through you, I would like to reply to my hon. colleague that while there is no specific proposal to make all passenger and commercial vehicles in the country powered electrically by 2030, it is definitely a huge concern given the global warming and all that, which is plaguing the planet earth. It is very important that we actually move from fuel empowered vehicles to electric powered vehicles. I would like to tell you that the National Mission on Electric Mobility, NMEM, launched by the Department of Heavy Industries, in 2012, has a specific target of electric and hybrid vehicles by 2020. Apart from that, a separate scheme called FAME is also effective till 31st March, 2017. We do have a goal in front of us. If I can give you the specific target numbers on the battery electric vehicles, which you call BEV, is three to five million for two wheelers. For other battery electric vehicles, it is 0.2 to 0.4 million, and for hybrid vehicles, the specific thing that he asked for four wheelers, the target is 1.3 to 1.4 million. Approximately, we are looking at about five to seven million vehicles being hybrid and electric-operated ones by 2020. That is the goal.

We are modifying the scheme for transport sector. Right now, Phase-I is running. I just wanted to give a specific answer, Sir. Phase-I is in place, in which Smart Cities are being taken into consideration. Major metro agglomerations like NCR of Delhi, Greater Mumbai, Kolkata, Chennai, Bengaluru, Hyderabad, Ahmedabad are taken into consideration. All State capitals and cities with a population of more than one million are under Phase-I. On Phase-II, we are modifying the scheme and public transport will be the main focus like buses, autos, etc., the specific thing that he asked.

डा. प्रभाकर कोरे: सभापति जी, my second question is, वर्ल्ड में, particular यूरोप में, 2030 में most of the countries including Germany are going to go totally electrical and hybrid vehicles even for commercial. सर, इंडिया में जो vehicles ज्यादा नहीं बिक रहे हैं, उसका एक कारण है। आप अपनी रिपोर्ट में दो स्टेट्स देखिए। यह महाराष्ट्र और गुजरात में ज्यादा है, क्योंकि वहां पर इन vehicles को ज्यादा से ज्यादा सब्सिडी दे रहे हैं। इसको पहले से प्लान किया गया है। आगे, यानी 20 साल बाद के pollution को अभी प्लान करना पड़ेगा। लास्ट मूमेंट पर, जब दिल्ली में यह हो गया ...(व्यवधान)... एक नंबर की गाड़ी आज चलाओ। ...(व्यवधान)...

MR. CHAIRMAN: Question please.

SHRI PRABHAKAR KORE: Sir, that is most important. दूसरे दिन, ईवन नंबर की गाड़ी चलाओ, इस व्यवस्था से यह प्रॉब्लम solve नहीं होगी। इसलिए मेरा क्वेश्चन है कि यद्यपि इंडिया में इसका production तो हो रहा है, पर वह गाड़ी ज्यादा नहीं बिक रही है, क्योंकि इसका price इतना है ...(व्यवधान)... क्या गवर्नमेंट का इसको ज्यादा सब्सिडी देकर support करने का कोई इरादा है?

श्री बाबुल सुप्रियो: सभापति जी, मैं आपके माध्यम से ऑनरेबल colleague को बताना चाहता हूँ कि उन्होंने अपने क्वेश्चन में ही ज्यादा आन्सर दे दिए हैं, शायद उनको मालूम था कि अभी एक मिनट बाकी है। मेरे पास इसके बहुत सारे जवाब हैं, लेकिन जैसे कि मैंने पहले कहा है कि we are modifying Phase-II. इसमें जो incentives हैं, the demand-incentive benefits will be passed on to the consumers upfront at the time of purchase of xEV itself by way of paying reduced price. जिस-जिस प्रदेश में हमने electrical vehicles का बाजार देखा है, जो बनाते हैं, जो सप्लाय है, वे डिमांड के हिसाब से ही vehicles की सप्लाय देते हैं। हमने जिस-जिस प्रदेश में डिमांड देखी है, obviously, वहां पर जो पुशिंग है, electric vehicles को पुश करने की जो बात है, प्रोत्साहन देने की बात है, वह आपको आंकड़ों के हिसाब से थोड़ा ज्यादा दिखेगी, लेकिन मैं आपसे यह कहना चाहता हूँ कि जो मेन कंसर्न है, यानी कि not only about private vehicles, but public vehicles को electric vehicles बनाने का जो main aim है...। हमने इस विषय को बहुत ही गंभीरता से लिया है। ग्लोबल वार्मिंग में जैसे हमारे प्रधान मंत्री जी ने पेरिस सम्मेलन में जो बातें कहीं हैं, इसी को आगे रखकर फेज-टू में हम और भी अच्छे तरीके से लोगों को प्रोत्साहित करेंगे।