

Strengthening charging infrastructure in Thane

DEVELOPING THANE-SPECIFIC OPERATING MODEL

Two-wheelers:
78,162
Three-wheelers:
4,548



51% of
travel demand
is work-related

Two-wheelers (72%) and autos (3%) together form major share of transport mix. At the same time, **environmental pollution** and **congestion** is escalating in the city.

Government imposed **Green Tax on polluting vehicles**, which did not lessen the pollution, and rather caused resentment in public.

How did IFC help?

Thane identified as one of the focus cities under IFC's **Eco Cities Program**

Request from Thane Municipal Corporation for IFC's support on Electric Vehicles.

Market Assessment, Diagnostic Review, Cost estimation

Developing operating models for charging infrastructure

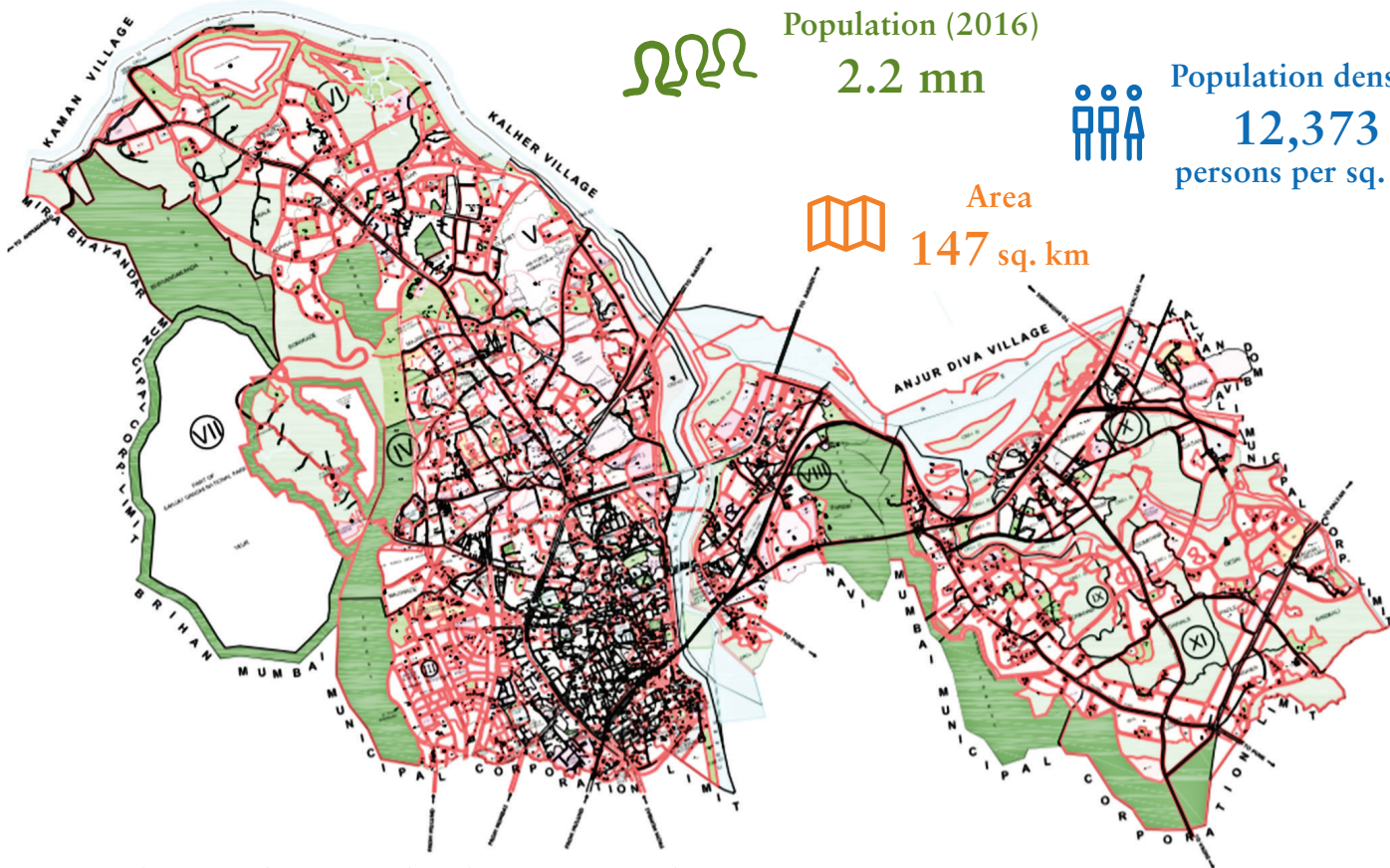
Financing alternatives for setting infrastructure

Stakeholder workshops focused on charging infrastructure creation

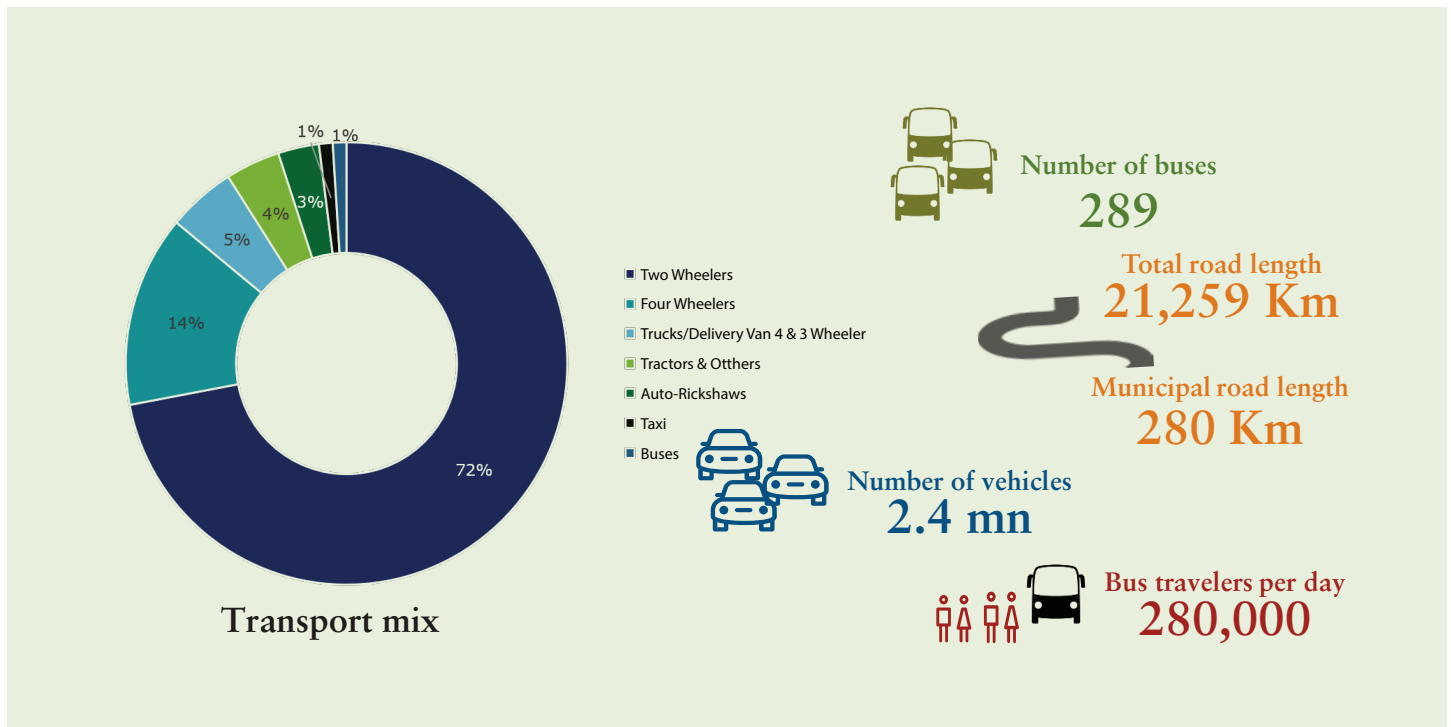
Key recommendations

- Offer incentives: preferential tariffs, direct subsidies, tax rebates for EVs
- TMC to provide land, and outsource installation to third-party vendor via PPP
- Develop infrastructure at public places (residence, offices, schools, parks, commercial complexes, railway/ bus stations)
- Amendment of building bye-laws, appointment of nodal officer
- Concurrence on operating models by General Body, TMC & establishment of Steering Committee to drive the initiative

Thane Municipal Corporation (TMC) announced **subsidized charging rates for 3 years**, (free charging in 1st year, 50% subsidy in 2nd year, 20% subsidy in 3rd year)



Source: Thane Municipal Corporation website, Thane Smart City Proposal



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