

LETTERS TO THE EDITOR

Electronic vehicles

While larger allocation of funds to expedite the launch of E-Vehicles remains a priority, it is the lacking infrastructure, low number of charging-points and a high purchase-price—that has hitherto impeded the implementation of the concept. Keeping in view the rising levels of PM2.5 and PM10 levels in Tier1/Tier2 cities, it may not be a bad idea to mandate the use of e-vehicles in near future. Authorities are continually improving the policy-framework to attain standardisation by, uniformly promoting e-mobility. Tax-exemption on initial capital-expenses is equally important to incentivise the manufacturers as well as buyers of electric vehicles, in order to establish a viable/workable means of transport and reduce cost of oil-imports, across a large geography. While a lower customs-duty/GST rate on components can encourage the large-scale production of e-vehicles, a differential registration-rate and exemption from road tax/parking charges can motivate the consumers. Initiatives to develop e-highways, offer charging stations in residential/commercial spaces, improve existing facilities, develop on-spot metering and payment services; ought to be executed as a large-scale project and accomplished at the earliest. Fluctuating oil prices and turbulent global-cues, demand that application of alternative fuels be explored diligently, to attain operational viability in the longer-run. Electric vehicles promise low-noise, zero hydro-carbon emission and minimal maintenance-costs. However, challenges in integration of advanced equipments/accessories, limited seating-capacity, inherent design for short-distance travel, questionable safety at high-speed and a high battery-replacement cost - call for continued efforts towards R&D and innovation.

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