GOVERNMENT OF INDIA MINISTRY OF HEAVY INDUSTRIES LOK SABHA UNSTARRED QUESTION NO. 3845 ANSWERED ON 12.08.2025

FAME SUBSIDIES AND DOMESTIC EV SUPPLY CHAIN DEPTH

3845. SHRI BAIJAYANT PANDA:

Will the Minister of HEAVY INDUSTRIES be pleased to state:

- (a) the percentage of Faster Adoption and Manufacturing of Hybrid & Electric Vehicles-(FAME)-II eligible vehicles in FY 2023-24 that met more than 50% domestic value addition;
- (b) the number of Original equipment manufacturers delisted or penalised for not meeting phased manufacturing programme (PMP) thresholds;
- (c) the policy mechanisms in place to ensure that components are not imported in SKD/CKD(Semi Knocked Down and Completely Knocked Down) from under loopholes;
- (d) the mechanisms in place for lifecycle cost assessment of imported e-vehicles; and
- (e) the roadmap to make the EV subsidy regime WTO-compliant while preserving India's Make in India priority.

ANSWER THE MINISTER OF STATE FOR HEAVY INDUSTRIES (SHRI BHUPATHIRAJU SRINIVASA VARMA)

- (a): Domestic Value Addition was not a parameter under the FAME-II Scheme. FAME-II scheme required domestic manufacturing of EVs including domestic manufacturing of components through the Phased Manufacturing Programme (PMP).
- **(b):** Under the FAME-II scheme, 6 OEMs have been penalized on account of violation of PMP, out of which 3 OEMs have been de-registered and debarred under the scheme.
- (c): To ensure that components are not imported in SKD/CKD (Semi Knocked Down and Completely Knocked Down), OEMs were required to follow PMP timelines, which ensured progressive localisation. The FAME-II scheme ended on 31.03.2024.
- (d): No such assessment has been done by Ministry of Heavy Industries.
- **(e):** The scheme, currently implemented by the Ministry of Heavy Industries for the promotion of the electric vehicle (EV) ecosystem, aims to provide a level playing field for Indian original equipment manufacturers (OEMs) as well as those from abroad, while preserving India's *Make in India* priority.
