ಕರ್ನಾಟಕ ರಾಜ್ಯಪತ್ರ

ಅಧಿಕೃತವಾಗಿ ಪ್ರಕಟಿಸಲಾದುದು

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ಭಾಗ – ೪ಎ Part – IVA	ಬೆಂಗಳೂರು, ಬುಧವಾರ, ೧೨, ಫೆಬ್ರವರಿ, ೨೦೨೫(ಮಾಘ, ೨೩, ಶಕವರ್ಷ, ೧೯೪೬) BENGALURU, WEDNESDAY, 12, FEBRUARY, 2025(MAGHA, 23, SHAKAVARSHA, 1946)	ನಂ. ೮೮ No. 88

PROCEEDINGS OF THE GOVERNMENT OF KARNATAKA

Sub: Karnataka Clean Mobility Policy 2025-30 – reg.

Read: 1) G.O. No. CI 117 SPI 2017, dated 25.09.2017
2) G.O. No. CI 357 SPI 2020, dated 01.06.2021

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PREAMBLE:

Electric vehicles (EVs) are becoming increasingly popular because of important advantages they offer eco-friendliness from a systemic standpoint; cheaper fuel cost; lower maintenance expenses etc. Government of India (GoI) has been supporting electric mobility efforts in the Country.

Karnataka, as the pioneering state to introduce a dedicated Electric Vehicle (EV) policy, has experienced remarkable growth in the EV sector. The State has successfully attracted investments totaling INR 25,000 crore, spanning the entire value chain, encompassing battery pack and cell manufacturing, component production, original equipment manufacturers (OEMs), charging and testing infrastructure and investments in research and development, with an additional planned investment of INR 15,000 crore as on 31st August 2023.

Karnataka has around 2.5 Lakh EVs registered in the State, securing the state's rank as the third highest in the nation. This underscores the state's determined endeavors to reshape the mobility landscape. Furthermore, at present Karnataka State is having 5403 EV Charging Stations installed by GoK and Private agencies.

The State Government had announced Karnataka Electric Vehicle and Energy Storage Policy on 25.09.2017 and amended on 01.06.2021 for promoting EV adoption in the State. This has validity for a period of 5 years or till the announcement of the New Policy.

In order to leveraging advantages and opportunities available for sustained development of this promising segment, a comprehensive Clean Mobility Policy is essential which would enable growth of the clean mobility sector in the State.

Invest Karnataka-2025: Global Investors Meet is scheduled to be held from 11th-14th February, 2025, which is a prestigious event of the State, wherein, the State Government has to unveil the Karnataka Clean Mobility Policy 2025-30 to attract new investments. Hence, Karnataka Clean Mobility Policy 2025-30 will be placed and ratified in the next Cabinet Meeting.

In view of the above, a decision has been taken by the Government to formulate and adopt Karnataka Clean Mobility Policy for the period 2025-30. Hence, the following order:

GOVERNMENT ORDER No. CI 117 SPI 2024(e),
BENGALURU, DATED 11.02.2025.

In the circumstances explained in the preamble, Government is pleased to announce the **Karnataka Clean Mobility Policy 2025-30** as detailed in **Annexure,** enclosed to this Order, to position Karnataka as the premier destination for clean mobility vehicle manufacturing by leveraging strategic advantages and nurturing a skilled workforce to support sustainable growth and create a comprehensive clean mobility vehicle eco-system in the State.

The Government of Karnataka envisions attracting investments of Rs 50,000 Cr across the entire clean mobility vehicle value chain, generating approximately 100,000 new jobs during the Policy Period.

The policy objectives are as follows:

- Making Karnataka #1 in Asia in Future Clean Mobility, fueled by Equitable and Sustainable Development
- Accelerating Clean Mobility Vehicle Adoption in Karnataka through a Robust Charging Infrastructure Network or hydrogen stations
- Create a Clean Mobility Vehicle ecosystem that fosters innovation in the State of Karnataka

Karnataka Clean Mobility Policy covers the following activities or products:

- Clean mobility vehicle and Clean Mobility components:
  - Manufacturing/Assembly of Electric Vehicles (fixed battery/ swappable battery), hydrogen based vehicles, fuel cell based electric vehicles.
  - Manufacturing of clean mobility cells, clean mobility battery pack/module manufacturing and assembly (Li Ion cells, fuel cells, hydrogen cells or any advanced chemistry battery cells).
  - Manufacturing of clean mobility vehicle components
- Lithium ion and fuel cell components
- Manufacturing of Electric Vehicle Charging/Swapping Infrastructure Equipment and Hydrogen stations
- Re-use and Recycling of batteries through recycling centers set up by clean mobility battery manufacturers and other players.
- Clean Mobility vehicle testing facility includes testing of battery/cell materials and components.

The Karnataka Clean Mobility Policy 2025-30 and package of incentives and concessions shall come into effect from 11.02.2025 and will be valid for a period of 5 years or till a new policy is announced.

This order is issued with the concurrence of the Finance Department vide Note No. FD/151/Exp-1/2024, dated 10.02.2025; Transport Department vide Note No. TD/89/TDO/2024, dated: 30.05.2024; Energy Department vide Note No. ENERGY/107/VSC/2024, dated: 07.05.2024; Revenue Department vide Note No. RD/19/MNMU/2024, dated: 05.10.2024; Comments of Urban Development Department in File No. CI/117/SPI/2024 (P6); and approval of the competent authority in File No. CI/117/SPI/2024.

By Order and in the name of the
Governor of Karnataka,

-Sd/-
(Dr. S. SELVAKUMAR)
Principal Secretary to Government,
Commerce & Industries Department.

Annexure to G.O. No. CI 117 SPI 2024, Dated 11.02.2025

Commerce and Industries Department

Karnataka Clean Mobility Policy 2025-2030

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1 Market landscape

1.1 Indian Electric Vehicle Market landscape

In an era marked by rapid technological advancements and a growing emphasis on sustainable development, the global Electric Vehicle (EV) industry has emerged as a transformative force reshaping the landscape of transportation. As nations around the world collectively address the challenges posed by climate change, urbanization, and energy security, the EV industry has garnered unprecedented attention for its potential to revolutionize mobility. The shift towards electrification stands as a testament to the industry's remarkable growth trajectory, underscored by a surge in demand, substantial investments in research and development, and an evolving infrastructure ecosystem.

In India, the momentum of EV adoption is building, requiring investments exceeding $30 billion by 2030 to meet anticipated demand. With Electric Vehicle penetration projected to reach approximately 25%-30% for two-wheelers and three-wheelers, 12%-15% for four-wheelers, and about 6% for buses, the nation is poised for substantial transformation in its transportation landscape.

Furthermore, the Electric Vehicle sector is witnessing the entry of numerous high-valuation startups. This dynamic landscape also sees established Original Equipment Manufacturers (OEMs) channeling investments into manufacturing and making significant investments in EV startups, bolstering their market positions, and contributing to the sector's accelerated growth.

The Government of India is driving the Electric Vehicle market through supportive policy guidelines such as:

- The Production Linked Incentive (PLI) scheme to stimulate the manufacturing of Electric Vehicles and fuel cell vehicles, backed by an allocation of approximately INR 26,000 crore.
- The PLI scheme designed to foster the production of Advanced Chemistry Cell (ACC) batteries, supported by an investment of INR 18,100 crore.
- The FAME II scheme aimed at incentivizing demand for Electric Vehicles and the creation of charging infrastructure, supported by an outlay of INR 10,000 crore.

1.2 Karnataka Electric Vehicle Market landscape[1]

Karnataka, as the pioneering state to introduce a dedicated Electric Vehicle (EV) policy, has experienced remarkable growth in the EV sector. The state has successfully attracted investments totaling INR 25,000 crore, spanning the entire value chain, encompassing battery pack and cell manufacturing, component production, original equipment manufacturers (OEMs), charging and testing infrastructure, and investments in research and development, with an additional planned investment of INR 15,000 crore as on 31st August 2023.

Karnataka has around 2.5 Lakh EVs registered in the State, securing the state's rank as the third highest in the nation. This underscores the state's determined endeavors to reshape the mobility landscape. Furthermore, at present Karnataka State is having 5403 EV charging stations installed by GoK and private agencies. Budget 2024-25 has announced 2500 EVCS under PPP mode and 100 charging stations through ESCOMs fund at a cost of Rs. 35 crore to be taken up.

Karnataka stands poised to lead the EV revolution, equipped with a thriving automotive sector complemented by a substantial pool of skilled technical professionals, robust research and development capabilities, and extensive manufacturing expertise.

In recent years, Karnataka has initiated numerous programs and courses across ITIs, Polytechnics, and colleges. A notable partnership between the Government of Karnataka and Tata Technologies Ltd seeks to transform 150 ITIs into technology hubs, offering training to approximately 20,000 individuals annually through long-term and 1 lakh professionals annually through short-term courses. These comprehensive offerings encompass various aspects of EV technology, including designing, battery management, technical aspects, electrical and mechanical engineering, and testing protocols.

Additionally, over 20 Polytechnics provide diploma programs in Electrical Engineering and Electrical Vehicle technology. Leading educational institutions have also collaborated with industry leaders to provide specialized Electric Vehicle Electives, further bolstering the state's commitment to nurturing a skilled workforce for the EV sector.

1.3 Other Emerging Tech Market landscape

The advancement of sustainable mobility solutions is crucially dependent on embracing cleaner and more efficient technologies, with hydrogen fuel cells emerging as pivotal gen, renowned for its role in significantly reducing carbon emissions, is becoming a cornerstone in the quest for a greener planet. The hydrogen economy is projected to expand significantly, with its market value expected to reach between $100 billion and $200 billion by 2040, depending on the scale of global decarbonization efforts.

The innovation within the hydrogen fuel cell domain is driven by five key technologies: Alkaline Fuel Cells (AFC), Molten Carbonate Fuel Cells (MCFC), Solid Oxide Fuel Cells (SOFC), Phosphoric Acid Fuel Cells (PAFC), and Proton Exchange Membrane Fuel Cells (PEMFC). These technologies are lauded for their environmental benefits, including minimal greenhouse gas emissions, reduced particulate matter, and low noise pollution. Furthermore, the ability to domestically produce fuel cells diminishes dependence on oil imports, enhancing energy security due to their production feasibility anywhere with access to water and electricity.

The fuel cell market is poised for substantial growth, with an annual growth rate of 50% forecasted until 2030, largely propelled by transportation applications. The anticipated global capacity of fuel cell market is forecasted to be 120 GW by 2030.

Notably, Proton Exchange Membrane Fuel Cell (PEMFC) technology dominates the sector, capturing more than 75% of sales, primarily due to its suitability for transportation.

Fuel cell technology offers promising benefits, including quick refueling times of 5-10 minutes, a driving range of approximately 500 kilometers, and zero emissions. The next decade is expected to witness groundbreaking advancements in this technology, potentially reducing manufacturing costs by 40-60% by 2030.

Currently, numerous leading Original Equipment Manufacturers (OEMs) are working on fuel cell technology. Examples include a multinational automobile manufacturer that has developed a Fuel Cell Vehicle with over 500km autonomy and a refueling time of just 5 minutes, and another manufacturer focusing on Hydrogen trucks equipped with 190kW fuel cells and high-pressure tanks. Moreover, several companies are pioneering solutions for material handling forklifts, hydrogen-fueled passenger trains, and inland cargo vessels, with other applications being in nascent stages of development.

In summary, the shift towards more sustainable mobility technologies signifies a transformative era both globally and in India. Fuel cells and hydrogen are not just alternatives but are quickly becoming fundamental to the sustainable transportation landscape. With strategic investments and initiatives, India is poised not only to follow global trends but to lead and redefine the narrative in sustainable mobility.

2 Vision & Mission

To position Karnataka as the premier destination for Clean Mobility Vehicle manufacturing, spanning the entire value chain from battery and cell manufacturing, component production, original equipment manufacturers, charging, hydrogen &testing infrastructure, to research and development. We aim to achieve this by leveraging strategic advantages, collaborating with the industry, and nurturing a skilled workforce to support sustainable growth and create a comprehensive Clean Mobility Vehicle ecosystem in the state.

3 Objectives

The Government of Karnataka envisions attracting investments of Rs 50,000 Cr across the entire Clean mobility vehicle value chain, generating approximately 100,000 new jobs during the Policy Period, and establishing a comprehensive and supportive Clean Mobility vehicle ecosystem in the State.

The policy objectives are as follows:

3.1 Making Karnataka #1 in Asia in Future Clean Mobility, fueled by Equitable and Sustainable Development

- Develop sizable clusters at the right price point to attract manufacturing units.
- Provide initial incentives to stimulate interest from players across the complete Clean Mobility Vehicle value chain.

3.2 Accelerating Clean Mobility Vehicle Adoption in Karnataka through a Robust Charging Infrastructure Network or hydrogen stations

- Accelerate identification of strategically located land parcels aligned with power infrastructure and leverage OMCs (Oil Marketing Companies) for rapid development of stations.
- Offer favorable power tariffs to charging stations.

3.3 Create a Clean Mobility Vehicle ecosystem that fosters innovation in the State of Karnataka

- Encourage the establishment of common facilities and testing infrastructure within the clusters.
- Foster collaborative linkages between industry, academia, and start ups to create clean mobility specific curriculum.
- Promote Research & Development, spurring innovations in future mobility
- Encourage the recycling industry, fostering a circular economy within the State.

This policy framework seeks to transform Karnataka into a pioneering force in the field of clean mobility, embracing sustainable practices and equitable growth while fostering innovation and creating a robust ecosystem for clean mobility vehicles throughout the State.

4 Policy Measures

Five strategic policy measures have been outlined below to foster comprehensive development of the Clean Mobility Vehicle ecosystem within the State of Karnataka

- Incentives and Concessions
- Establishment of Clean Mobility clusters
- Development and facilitation of robust network of charging infrastructure/ hydrogen stations
- Support for creation of common infrastructure and testing facilities
- Support for Research, Innovation and Skill Development

4.1 Incentives & Concessions

Given the sector is at the cusp of revolution, the Government of Karnataka will facilitate and support the manufacturing of Clean Mobility Vehicles, components like battery pack, cells and cell components, motors, hydrogen tanks, fuel stack, power electronics and EV electrical, charging infrastructure, hydrogen stations, testing infrastructure, recycling of batteries and R&D for the sector.

4.1.1 Eligibility and Coverage

Following activities/products for which investments are made during the policy period as per Section 7 would be eligible for availing incentives under this policy.

1. Clean mobility vehicle and Clean Mobility components

- Manufacturing/Assembly of Electric Vehicles (fixed battery/swappable battery), hydrogen based vehicles, fuel cell based electric vehicles.

  Note: In the policy document, Clean Mobility Vehicle to refer to all the above technologies, unless specified otherwise

- Manufacturing of clean mobility cells, clean mobility battery pack/module manufacturing and assembly (Li Ion cells, fuel cells, hydrogen cells or any advanced chemistry battery cells).

- Manufacturing of clean mobility vehicle components as follows:
  - Electric motor & drive including Electric motors, Electric driveline systems, Integrated power box unit, Electric Axles/Half Shafts, and power transfer units
  - Motor Controllers/Power Control Units, Inverters/converters, Battery pack Controllers and on-board chargers
  - AC/DC charging inlet
  - Battery system including Battery Cells/Pack, Battery Management System, Thermal management system
  - Auxiliary Battery System
  - EV specific electrical infrastructure including high voltage wiring and components
  - Electric compressor

2. Li-ion & fuel cell components

- Cathode Active Materials using advanced technologies like NMC, LFP etc.
- Anode Materials using Graphite, Copper, Silicon, Carbon black etc.
- Separator (Polyethylene & Polypropylene)
- Carbonate Solvents like Lithium hexafluorophosphate, Ethylene carbonate, Diethyl carbonate etc.
- Processing of minerals used for Li-ion processing only, e.g Li, Ni, Co, Mn
- Consumables like
  - Packaging foil-Pouches/Cans/Cases
  - Steel casing
  - Cylindrical – Metal housing, Insulation Ring, heat Shrinkable PVC, Foam
  - Prismatic – Metal Housing, Insulation Foil

3. Manufacturing of Electric Vehicle Charging/Swapping Infrastructure Equipment and Hydrogen stations

4. Re-use and Recycling of batteries through recycling centers set up by clean mobility battery manufacturers and other players.

5. Clean Mobility vehicle testing facility includes testing of battery/cell materials and components.

   Note: Components manufacturers shall supply minimum 50% of their products to EV and clean mobility OEM (original equipment manufacturer).

4.1.2 Demand Side Incentives and Concessions

4.1.2.1 Road tax and registration charges

To encourage the widespread adoption of electric vehicles, Government of Karnataka exempts from payment of taxes on all categories of electric vehicles both transport and non-transport vehicles including e-rickshaws and e-carts, except for motor cars, jeeps, omni buses and private service vehicles run on electricity having cost of the vehicle which exceeds Rs. 25 lakhs under Karnataka Motor Vehicles Taxation Act, 1957 vide Notification No. TD/07/TDR/2024, dated 30.03.2024.

4.1.2.2 Other measures to promote Clean Mobility vehicle adoption

In order to promote adoptability of Clean Mobility vehicle in private transport the following measures will be taken in line with the announcements of Government of India.

- To support last mile connectivity, e-rickshaws/EV auto rickshaws will be encouraged and supported by the Transport and Urban Development Departments including BMRCL, KRIDE, BMTC, KSRTC etc., while keeping in mind the provisions under the purview of the Motor Vehicle Act.

- Existing two wheelers, three wheelers and four wheelers, passenger, and cargo vehicles, will be encouraged for retrofitting provided the same are factory fitted, approved by Government in terms of safety, and meet all the regulatory compliances along with being FAME 2 compliant or any other notified rules/regulations of the Government of India made from time to time.

  Transport Department will notify guidelines / online procedure.

- Encourage a focused approach by Directorate of Municipal Administration for clean mobility in Tier II and Tier III cities for retrofitting of existing two wheelers, three wheelers and charging infrastructure.

- City Corporations, City Municipalties, Town Municipal Councils and Town / Pattana Panchayats in Karnataka will be encouraged to use clean mobility vehicles for solid waste management.

- To encourage adoption of clean mobility vehicles in short route public transport, a flexible stage carrier permit policy for clean mobility buses allowing multiple/variable routes outside the BMTC Area will be examined.

- E-commerce and delivery companies across the State will be encouraged to replace their fleet of two wheelers/three wheelers to clean mobility vehicles in a phased manner with an intention to achieve 100% clean mobility by 2030.

- Encouraging private companies and schools through any mechanisms to convert their fleet of school buses and company cars/vans etc., into electric/hydrogen.

4.1.3 Supply Side Incentives and Concessions

4.1.3.1 Incentives and Concessions for Micro, Small and Medium Enterprises

Support	Details	
	General	**Special Category (SC/ST, Women, Minorities, Physically Challenged and Ex-Servicemen)**
Capital Subsidy for **Micro** Industries	Zone 1: 30% of VFA (max of INR 30 Lakh) Zone 2: 25% of VFA (max of INR 25 Lakh) Zone 3: 20% of VFA (max of INR 10 Lakh) VFA – Value of Fixed Assets	Zone 1: 35% of VFA (max of INR 35 Lakh) Zone 2: 30% of VFA (max of INR 30 Lakh) Zone 3: 25% of VFA (max of INR 15 Lakh) VFA – Value of Fixed Assets
Capital Subsidy for **Small** Industries	Zone 1: 25% of VFA (max of INR 200 Lakh) Zone 2: 20% of VFA (max of INR 150 Lakh) Zone 3: 20% of VFA (max of INR 50 Lakh) VFA – Value of Fixed Assets	Zone 1: 30% of VFA (max of INR 225 Lakh) Zone 2: 25% of VFA (max of INR 175 Lakh) Zone 3: 25% of VFA (max of INR 75 Lakh) VFA – Value of Fixed Assets
Note on Subsidy for Micro and Small Enterprises	The capital subsidy will be disbursed in 2 installments.	

Support	Details
	Capital Subsidy
Capital Subsidy for Medium Industries	Capital Subsidy after commercial production disbursed in 4 annual and equal disbursements Zone 1: 25% of VFA (max of INR 10 Cr.) Zone 2: 20% of VFA (max of INR 8 Cr.) Zone 3: 20% of VFA (max of INR 4 Cr.) VFA – Value of Fixed Assets

Type of Support	**General Category**	**Special Category** (SC/ST, Women, Minorities, Physically Challenged and Ex-Servicemen Entrepreneurs)
Exemption from Stamp Duty for MSMEs	**Exemption from stamp duty and concessional registration charges:** Stamp duty to be paid in respect of loan agreements, credit deeds, mortgage and hypothecation deeds executed for availing loans from State Financial Corporation, National Level Financial Institutions, Commercial Banks, Regional Rural Banks, Co-operative Banks, Khadi and Village Industries Board, Khadi and Village Industries Commission, Karnataka State SC/ST Development Corporation, Karnataka State Minority Development Corporation and other institutions which may be notified by the Government from time to time for the initial period of five years only and for lease deeds, lease-cum-sale, sublease, transfer of lease hold rights and absolute sale deeds executed by industrial enterprises in respect of industrial plots, sheds, industrial tenements, flatted factories by Karnataka Industrial Areas Development Board, Karnataka State Small scale Industries Development Corporation, KEONICS, Industrial Co-operatives, approved private industrial estates/parks, SPVs formed by GoK/GoI and other approved industrial parks shall be exempted as below:	
	Zone1:100% Zone2:100% Zone3: 100%	Zone1:100% Zone2:100% Zone3: 100%
Concessional Registration Charges for MSMEs	All Zones:**INR1/-perINR1,000/-**	AllZones:**INR1/-perINR1,000/-**
	1. The exemption of stamp duty and concessional registration charges are also applicable to lands purchased under Section 109 of the KLR Act, 1961.	

	2. The exemption of stamp duty and concessional registration charges are also available for registration of final sale deed in respect of lands, sheds, plots, industrial tenements after the expiry of the lease period at the rate as specified in the Industrial Policy which was in vogue at the time of execution of lease-cum-sale deed. Note: 100% reimbursement of stamp duty shall be provided in Lieu of 100% exemption of Stamp Duty till such time an amendment is made in the Karnataka stamp act. However, Enterprises can avail stamp duty exemption and concessional registration charges as per Karnataka Electric Vehicle and Energy Storage Policy 2017 / Karnataka Industrial Policy 2020-25 till such time an amendment is made to the Karnataka Stamp Act in all Zones.	
Reimbursement of Land Conversion Fee for MSMEs	Zone1:100% Zone2:100% Zone3: 100%	Zone1:100% Zone2:100% Zone3: 100%
Exemption/ Reimbursement of Tax on Electricity Tariff or MSMEs	Zone 1: 100% for 7 years Zone 2: 100% for 6 years Zone 3: 100% for 3 years	Zone 1: 100% for 8 years Zone 2: 100% for 7 years Zone 3: 100% for 4 years

Sustainability and Responsible Industrialization by MSMEs		
Type of Support	**General Category**	**Special Category** (SC/ST, Women, Minorities, Physically Challenged & Ex-Servicemen Entrepreneurs)
Subsidy for setting up ETP	For All Zones 50% of cost of ETP (max.INR 50 Lakh)	For All Zones 75% of cost of ETP (max INR 60 Lakh)

4.1.3.2 Incentives and Concessions for Large/Mega/Ultra Mega Enterprises

The details of standard package of incentives and concessions offered for establishment of clean mobility Industries under Large, Mega, Ultra Mega category of enterprises are as under:

S.No	Incentive Head	Quantum
1	Capital Investment Subsidy	Zone 1 – 25% of VFA Zone 2 – 20% of VFA Zone 3 – 20% of VFA VFA-Value of Fixed Assets that includes land, Building, plant and, machinery and other assets directly used in production activity. Land will include only districts other than Bengaluru Urban and Bengaluru Rural up to an extent of 50 acres. The disbursement of the incentives will commence after the start of commercial production and will be disbursed in 5 equal disbursements.
2	Exemption/Reimbursement of stamp duty	100%
3	Concessional Registration Charges	INR 1/- per INR 1,000/-
4	Reimbursement of land conversion fee	100%
5	Subsidy for setting up Effluent Treatment Plant (ETP)	50% of the cost of Effluent Treatment Plants (ETPs), subject to a ceiling of INR 250 lakh

Capital Investment Subsidy

New/Expansion/Modernization/Diversification projects in manufacturing as defined in section 4.1.1 shall be eligible for a capital subsidy of 20-25 % of investment in Value of Fixed Assets, based on the zone, to be disbursed over 5 equal annual payments subject to subsidy on land applicable for maximum of 50 acres.

Zone	% Capital Subsidy
1	25% of VFA
2	20% of VFA
3	20% of VFA

Exemption of Stamp Duty

100 % Stamp duty to be paid in respect of (i) loan agreements, credit deeds, mortgage and hypothecation deeds executed for availing loans from State Government including VAT/SGST loan from Department and/or State Financial Corporation, Industrial Investment Development Corporation, National Level Financial Institutions, Commercial Banks, RRBs, Co-operative Banks, and other institutions which may be notified by the Government from time to time only and (ii) for lease deeds, lease-cum-sale, sub-lease, transfer of lease hold rights and absolute sale deeds executed in respect of industrial plots, sheds, industrial tenements, by KIADB, KEONICS, KSIIDC, Industrial Co-operatives and approved private industrial estates/parks shall be exempted.

Note:

1. The exemption of stamp duty and concessional registration charges are also applicable to lands purchased under Section 109 of the KLR Act, 1961.
2. The exemption of stamp duty and concessional registration charges are also available for registration of final sale deed in respect of lands, sheds, plots, industrial tenements after the expiry of the lease period at the rate as specified in the Industrial Policy which was in vogue at the time of execution of lease-cum-sale deed.
3. 100% reimbursement of stamp duty shall be provided in Lieu of 100% exemption of Stamp Duty till such time an amendment is made in the Karnataka Stamp Act. However, Enterprises can avail stamp duty exemption and concessional registration charges as per Karnataka Electric Vehicle and Energy Storage Policy 2017 / Karnataka Industrial Policy 2020-25 till such time an amendment is made to the Karnataka Stamp Act in all Zones.

Concessional Registration Charges

For all loan documents, lease deeds and sale deeds as specified in exemption of stamp duty above, the registration charges shall be at a concessional rate of Rs. 1.00 per Rs.1,000.

Reimbursement of Land Conversion fee

100% of the land conversion fee for converting the land from agriculture use to industrial use will be reimbursed.

Subsidy for setting up Effluent Treatment Plant

One-time capital subsidy up to 50% of the cost of Effluent Treatment Plants (ETPs), subject to a ceiling of Rs. 250.00 lakhs.

4.2 Establishment of Clean Mobility Clusters

The importance of establishing Clean Mobility clusters is underscored by their role in promoting the comprehensive development of the Clean Mobility Vehicle ecosystem. Concentrating all elements of the Clean Mobility Vehicle value chain, including OEMs and suppliers, within a single geographic location is essential. This approach serves to expedite research, innovation, and development, while also optimizing supply chain operations and fostering collaboration.

Thus, the state Government is dedicated to promoting the formation of Clean Mobility clusters through PPP and aim to stimulate progress in Clean Mobility Vehicle technology, encourage economic advancement, and contribute to a more sustainable future in transportation.

The identification of Clean Mobility clusters for establishing the entire value chain are based on three key parameters:

Sl.No	Parameter	Description
1	Land Availability - Size - Price - Acquisition Status	 - Sufficiently large parcels to ensure Clean Mobility Vehicle ecosystem development - Competitive prices to minimize upfront capital burden on investors - Acquired land are in advanced stages of acquisition that is free of any litigation
2	Distance from major city/airport	Proximity preferred for talent retention
3	Distance from auto cluster	Supply chain synergies to be drawn from clusters

The upcoming clusters are as follows:

1. **Gauribidanur, Chikkaballapur** – This cluster encompasses ~825 acre of acquired land. It is situated 70 kilometers away from Bengaluru and 90 kilometers from Hoskote, a prominent auto cluster housing renowned manufacturers such as Honda and Volvo.

2. **Chikkamalligewada, Dharwad**- The second cluster spans around 1000 acres of land. It is conveniently positioned 30 kilometers from Hubballi Airport and 26 kilometers from the Hubli-Dharwad cluster.

3. **Harohalli, Ramanagara** – The third cluster spans around 700 acres of land. It is 40 kilometers from Bengaluru and ~20 kilometers from the Bidadi auto cluster housing Toyota.

The Clean Mobility clusters aim to provide following components to ensure maximum benefit to the investors:

- Ready to occupy land parcels
- Ready built factory/sheds
- Plug & Play incubation facility
- Testing labs
- Proving Grounds
- Homologation facility

Within each Clean Mobility cluster, prospective stakeholders will find a seamless transition from vision to reality.

4.2.1 Ready to occupy land parcels and ready built factory/sheds

The ready-to-occupy land parcels would be strategically positioned to accommodate various manufacturing units and facilities. The pre-built factory/sheds would provide a head start to manufacturing operations, reducing initial setup time and costs.

4.2.2 Plug & Play incubation facility

The plug-and-play incubation facility would serve as an innovation hub, offering a conducive environment for startups and emerging players to develop and refine their vehicle-related projects. These facilities would be equipped with essential infrastructure and services, ensuring that innovators can focus on their work without logistical hindrances.

4.2.3 Testing labs and Proving Grounds

Indoor testing laboratories would be designed to facilitate research, development, and quality control processes, fostering precision and efficiency in Clean Mobility Vehicle manufacturing. The proving grounds and testing tracks would offer a real-world simulation environment for rigorous testing and validation of Clean Mobility Vehicle prototypes and components.

4.2.4 Homologation Facility

The dedicated homologation facility within the state in one or more of the Clean Mobility Vehicle clusters would ensure that the manufactured Clean Mobility Vehicles meet stringent regulatory standards and quality benchmarks. This facility would aim to streamline the certification process, minimizing delays and enhancing the speed-to-market for Clean Mobility Vehicle manufacturers.

These comprehensive offerings within each Clean Mobility cluster would not only provide a strong foundation for manufacturing but would also nurture a collaborative atmosphere that encourages knowledge sharing, innovation, and cross-sector partnerships.

The vision is to create an environment where every facet of the Clean Mobility Vehicle ecosystem is seamlessly integrated, leading to accelerated growth, technological excellence, and sustainable progress in the field of electric mobility.

4.3 Development and facilitation of robust network of charging infrastructure/ filling stations

A comprehensive charging infrastructure/filling station is the cornerstone of the Clean Mobility ecosystem, vital for integrating clean mobility seamlessly into daily life. It not only boosts Clean Mobility Vehicle adoption by alleviating range concerns but also attracts investments, spurs job creation, and showcases our commitment to sustainability.

BESCOM is the State nodal agency for setting up of EV charging stations. Karnataka ranks first in the country in installing EV charging and total charging stations in the State are 5,059. BESCOM has envisioned ‘one state one app’ for EV charging named “BESCOM EV Mitra.”

We aim to push this initial impetus further through providing the right platform for the development of public and private charging infrastructure and hydrogen stations in the State.

4.3.1 Support Measures

To support the charging infrastructure and hydrogen stations, following measures would be taken:

- Government of Karnataka will identify potential places and provide land belonging to Government/Government agencies, wherever available, on long lease basis for setting up of EV fast charging stations, battery swapping infrastructure and hydrogen stations by following a transparent bidding process.

- The land will be identified in line with power infrastructure and at strategic locations to promote faster clean mobility vehicle adoption.

- The ESCOMs will endeavor to supply power to EV charging stations on priority. However, to speed up the process of planning and execution, the Commerce and Industries Department, GoK to identify and assess the power requirement in areas for clean mobility clusters/manufacturing units and inform to Energy Department.

- Government of Karnataka will continue providing special tariff for EV charging stations/ swapping stations.

- State nodal agency BESCOM will provide a single window clearance system to streamline and give necessary permissions in a given time frame for setting up of charging infrastructure.

- BESCOM, the State nodal agency, will also serve as an EV Accelerator Cell, for development of e-mobility ecosystem in the state and act as a single window entity for all assignments related to development of e-mobility ecosystem in the state.

- To facilitate clean mobility on highways between prominent cities with heavy density of vehicles such as the Bengaluru-Pune highway, Bengaluru-Mysuru highway and others, fast charging station/battery swapping infrastructure will be provided at every 50 kilometers.

- BESCOM in coordination with apartment associations will provide charging station/swapping stations facilitating adoption of EVs.

- BMRCL/BMTC/KSRTC/BBMP will provide charging stations/swapping stations for two wheelers at their parking area to encourage clean mobility for last mile commute.

- Charging infrastructure for personal transport vehicles of Government employees would be made available at covered parking areas in all Government buildings across the State.

- Encourage lease/or pay-per-use/battery as a service business models with battery-swapping station network, integrated payment and tracking system by government entities/private players.

- Apportion some percentage of on-street parking and off-street parking to clean fuel vehicles in any future parking policies made for other cities in Karnataka by DULT.

4.3.2 Incentives for Charging and Hydrogen stations for all Zones

There are 3 types of charging stations for electric vehicles:

- Fast charging
- Slow charging
- Battery switching/swapping

For hydrogen vehicles, there are hydrogen stations.

4.3.2.1 **Fast charging stations** for all Zones.

All fast charging stations for 2W, 3W, cars and buses will be offered the following incentives:

Vehicle Type	Incentive	Number of Charging Stations to be incentivized
2W, 3W, cars and buses	Capital Subsidy of 25%; up to Rs. 10,00,000 per station	500

4.3.2.2 **Slow charging stations**

No incentives for slow charging station.

4.3.2.3 **Battery switching/swapping**

All battery switching/swapping stations for 2W, 3W, cars and buses will be offered the following incentives for all zones:

Vehicle Type	Incentive	Number of battery switching/swapping Stations to be incentivized
2W, 3W	Capital Subsidy of 25%; up to Rs. 3,00,000 per station	500
Cars	Capital Subsidy of 25%; up to Rs. 5,00,000 per station	200
Buses	Capital Subsidy of 25%; up to Rs. 10,00,000 per station	200

4.3.2.4 Hydrogen Stations

All hydrogen stations will be offered the following incentives for all zones:

Vehicle Type	Incentive	Number of battery switching/swapping Stations to be incentivized
All	Capital Subsidy of 25%; up to Rs. 1Cr per station	25

4.4 Support for creation of common infrastructure and testing facilities

A shared Clean Mobility vehicle testing and certification facility along with testing facilities with a focus on material, cell, and battery testing can significantly contribute to the development, integration, calibration, evaluation, and certification of various clean mobility vehicle components, including power trains and energy storage systems.

This Clean Mobility Vehicle testing facility offers numerous benefits to the Clean Mobility Vehicle ecosystem, catering to a wide range of beneficiaries, from startups in the clean mobility sector to manufacturers of Clean Mobility vehicles, motors, hydrogen tanks, battery packs, hydrogen stations, and charging equipment. The advantages include:

- Cost reduction in testing and final product manufacturing
- Decreased waiting time for product testing
- Support for evaluating design functionality, product development, and analysis of field failures
- Ensuring compliance with safety and regulatory standards outlined in the Central Motor Vehicle Rules

The Government of Karnataka is actively planning to establish testing laboratories, proving grounds, and a homologation facility within the state, either through funding from the Central Government under the NATRIP (National Automotive Testing and R&D Infrastructure Project) scheme or through investments from private entities through PPP.

4.5 Support for Research & Skill Development

Karnataka is well poised to lead the Clean Mobility Vehicle revolution, boasting a thriving automotive sector bolstered by a substantial pool of technical professionals, robust R&D capabilities, and extensive manufacturing expertise. To solidify its position as a Clean Mobility Vehicle industry hub, the state aims to employ specialized full-time professionals. This specialized workforce demands skills in areas such as Material

Sciences, Electrochemistry, HV Electrical/Power Electronics, Software Development, Thermal Management, Mechanics/Structural Design, among others.

Technology in Advanced chemistry batteries are evolving at a faster pace with a view to have batteries with high energy density, long cycle life, high recyclability and safety credentials with low upfront cost. To encourage research and development, in these areas, Government of Karnataka will support enterprises achieving these world class bench marks by reimbursing 30 percent of the R& D cost incurred by the first such enterprise operating in the state, subject to a maximum of Rs 1.00 crore during the policy period. The modalities and other eligibility criterion etc., will be decided by the technical committee.

In recent years, Karnataka has initiated several programs and courses across ITIs, Polytechnics, and colleges. Notable among these is a partnership between the Government of Karnataka and Tata Technologies Ltd, offering long-term and short-term courses. These offerings encompass EV designing, battery management, EV technical, electrical, mechanical, and testing aspects. Furthermore, more than 20 Polytechnics offer diplomas in Electrical Engineering and Electrical Vehicle technology. Leading colleges have also collaborated with industry giants to provide Electric Vehicle Electives.

To capitalize on Karnataka's robust academic ecosystem and its collaboration with prominent auto companies, the Government of Karnataka will undertake the following actions:

4.5.1 Enhance ITI adoption through industry collaboration, increasing clean mobility curriculum coverage in ITIs located near auto/clean mobility clusters, and strengthening Industry-ITI partnerships. Benefits include:

- About 40% reduction in employee training costs.
- Time savings of 2-4 months in training.
- Creation of a readily available talent pool for new mobility skills.

4.5.2 Foster collaboration among industry leaders, startups, local and international universities to design clean mobility-focused curricula in software development, electrochemistry, thermal management, mechanics/structural design, and power electronics. This collaboration will also facilitate talent absorption through internships and placements.

4.5.3 Additionally, to ensure global knowledge transfer in clean mobility, the Government will encourage partnerships with renowned international universities offering courses related to clean mobility, such as Stanford University, Delft University of Technology, and Oxford Brooks University.

4.5.4 Start ups will be encouraged to develop business models focused on clean mobility vehicles.

4.5.5 A venture capital fund will be set up for research in **clean** mobility, advanced chemistry batteries, **battery management systems etc.**

Investment Facilitation

Karnataka Udyoga Mitra will facilitate, speed-track and enable a combined online application in order to get the clearances from environmental, labour and other line departments.

5 Technical Committee to define/certify a Clean Mobility Vehicle Enterprise

A Technical Committee will be constituted under the Chairmanship of a Sector expert along with a maximum of 4 other members with Additional Director (P&P), Department of Industries & Commerce as Member Secretary with a mandate to define/certify activities / components / products that fall outside the scope of the section 4.1.1 of the policy. Such activities/products, which seek incentives and concessions under the Karnataka Clean Mobility policy, will be under the purview of this committee for assessment and validation.

Activities / components / products covered under section 4.1.1 of the policy will be automatically eligible to avail incentives and concessions without coming before the Technical Committee for certification.

6 Review, monitoring & course correction mechanism

A State Level co-ordination Committee will be constituted under the Chairmanship of Additional Chief Secretary/ Principal Secretary of Commerce and Industries Department to regularly review implementation of all provisions of the policy and achieving the targets, suggest mid-course corrections etc. Interpretation of provisions of the policy and decisions thereon of this committee shall be final.

Separate operational guidelines for administration of the policy with the approval of the State Level Co-ordination Committee will be issued for the guidance of the concerned agencies and officers.

A Working Sub-Committee under the Chairmanship of Commissioner, Industries & Commerce will also be constituted to monitor the implementation of the Policy. This Committee will ensure that, necessary facilitation is extended to investors and provide feedback to the State Level co-ordination Committee on the progress at regular intervals

7 Validity of the policy

This policy shall be valid for a period of **five years** from the date of issue of Government Order or till a new policy is introduced by Government of Karnataka.

In the event that a project is sanctioned within the stipulated policy duration, and if the execution of one or multiple phases transpires beyond the policy period, all corresponding incentives including capital subsidies, etc., will remain applicable in accordance with the prevailing policy in effect during the project's approval. Furthermore, investors shall be given the choice to transition to the updated policy framework should they opt to do so.

Appendix 1

Definitions and Terms and Conditions for Sanction of Incentives and Concessions Under the Karnataka Clean Mobility Policy

1. As per the MSMED Act, 2006, MSMEs have been defined as follows:

- Micro Enterprises- Investment in Plant and Machinery or Equipment does not exceed INR 1 crore and turnover does not exceed INR 5 crore.
- Small Enterprises- Investment in Plant and Machinery or Equipment does not exceed INR 10 crore and turnover does not exceed INR 50 crore.
- Medium Enterprises – Investment in Plant and Machinery or Equipment does not exceed INR 50 crore and turnover does not exceed INR 250 crore.

For the calculation purpose of incentives for MSMEs, the following definitions will be used irrespective of the definitions under the MSMED Act.

Category	Criteria
Micro	Investment in Plant and Machinery or Equipment < INR 1 Crore
Small	Investment in Plant and Machinery or Equipment between INR 1 Crore to INR 10 Crore
Medium	Investment in Plant and Machinery or Equipment between INR 10 Crore to INR 50 Crore

2. **Large Enterprise:** An Industrial Unit that is not classified as a Medium Enterprise and with an investment in fixed assets up to INR 300 crore shall be classified as a large-scale enterprise.

3. **Mega Enterprise:** Projects with an investment in fixed assets above INR 300 crore and up to INR 1000 crore.

4. **Ultra-Mega Enterprise:** Projects with an investment in fixed assets above INR 1000 crore.

5. Project cost includes the investment on land, building, plant & machinery, preoperative expenses, working capital margin, investment in Technology for design & manufacturing etc.

6. Value of Fixed Asset: Fixed assets shall mean the total investment made on land, building and plant and machinery including R&D equipment and any such other productive assets like tools, jigs and fixtures, dies, utilities like boilers, compressors, diesel generating sets, cranes, material handling equipment, transportation charges of machinery, equipment, electrical wiring and erection charges of machinery and equipment. {Assembly/Changing/Swapping infrastructure equipment & R&D equipment} and such other equipment directly related to production purposes.

7. Employment: Direct employment shall mean employees who are on the roles of the respective companies which will include contract labour engaged in production line. The percentage of contract labour engaged should not exceed 40% of total labour force.

8. Quantum of Incentive for Expansion/Diversification/Modernization: To be eligible for incentives under expansion / diversification / modernization program, the Enterprise has to increase the installed capacity by at least 25% of the declared capacity or average production during immediate 3 years prior to commencement of the commercial production in the expansion/ diversification/ modernization program, whichever is more and has to make an additional investment of at least 25% of the original fixed investment of the existing unit.

9. While calculating the investment for expansion/ diversification/modernization of enterprises, only the new investment made for expansion/ diversification / modernization shall be taken to arrive at the value of fixed assets (VFA).

10. Sanction of Incentives & Concessions as per this Government Order is subject to the following terms and Conditions:

    a. All new EV Enterprises shall create maximum possible employment opportunities and provide a minimum 70% of employment to the local people on overall basis [100% employment to local people in case of Group D category will be insisted] and this will be monitored during disbursement of incentives and concessions.

    b. The above requirements regarding employment to local people will be monitored by the DIC for a period of 5 years. Failure of the industries to provide employment to local people as stipulated above will be reported to the concerned DLSWCC/SLSWCC/SHLCC, which will recommend for recovery of incentives and concessions sanctioned to the unit, for which purpose a suitable under-taking will have to be furnished by the unit concerned before sanctioning incentives and concessions.

    c. The quantum of investment subsidy shall be computed on the value of fixed assets as approved by the financial institutions or commercial banks.

d. Micro, Small, and Medium Enterprises (MSME) have been classified based on investment in plant & machinery or equipment & turnover as per the MSMED Act, 2006. The incentives and concessions under this policy will reckon these definitions of MSME and shall automatically stand revised to the revision made by the Government of India from time to time and eligible incentives and concessions will be as per the new definition from the date of change in the definitions, subject to enabling orders issued by the State Government.

e. Anything not defined or explained in this policy are to be taken from the Karnataka Industrial Policy 2025-30.

f. The incentives and concessions under this policy will come into force from the date of issue of the Government Order. Once the Karnataka Clean Mobility Policy 2025-30 comes into operation, the Karnataka Electric Vehicle & Energy Storage Policy-2017 stands withdrawn. However, enterprises which have been sanctioned and have partly availed incentives and concessions under earlier policy shall continue to enjoy those benefits as per respective sanction orders.

g. Wherever clean mobility enterprises availed subsidy under any other schemes of Government of Karnataka, only differential amount of subsidy, if any, would be provided under this policy. However, Industrial enterprises which are in the process of being established at the time of announcement of this policy shall have an option of availing incentives and concessions under this 2025-30 Policy, if such enterprises commence commercial production on or before six months from the date of announcement of this Policy.

Appendix – 2

Zonal classification

The classification of taluks are as follows:

Sl. No.	Districts	Total No. of Taluks	Zone 1	Zone 2	Zone 3
1	Bengaluru (U)	5			Anekal
					Bengaluru (N)
					Bengaluru (S)
					Yelahanka
					Bengaluru (E)
2	Bengaluru (R)	4			Devanahalli
					Doddaballapura
					Hoskote
					Nelamangala
3	Bengaluru (S) (Ramanagara)	5	Magadi	Harohalli	
			Channapatna	Ramanagara	
			Kanakapura		
4	Chitradurga	6	Holalkere	Chitradurga	
			Hiriyur	Challakere	
			Hosadurga		
			Molkalmuru		
5	Davanagere	6	Channagiri	Davanagere	
			Jagalur	Harihar	
			Honnali		
			Nyamati		
6	Chikkaballapura	8	Gudibande	Chintamani	
			Bagepalli	Gowribidanur	
			Chickaballapura		
			Siddlaghatta		
			Manchenahalli		
			Cheluru		
7	Kolar	6	Srinivasapura	Kolar	
			Bangarpet	Malur	

Sl. No.	Districts	Total No. of Taluks	Zone 1	Zone 2	Zone 3
			KGF		
			Mulbagal		
8	Shivamogga	7	Soraba	Shivamogga	
			Sagar	Bhadravathi	
			Hosanagara		
			Shikaripura		
			Thirthahalli		
9	Tumakuru	10	Madhugiri	Tumakur	
			Turuvekere	Kunigal	
			Koratagere	Sira	
			Gubbi	Tiptur	
			Pavagada		
			Chikkanayakanahalli		
10	Chamarajanagar	5	Yelandur		
			Gundlupet		
			Hanur		
			Chamarajanagar		
			Kollegal		
11	Chikkamagaluru	9	Mudigere	Kadur	
			Shringeri	Chikkamagaluru	
			Koppa		
			Tarikere		
			Ajjampur		
			N R Pura		
			Kalasa		
12	Dakshina Kannada	9	Belthangadi	Bantwal	
			Puttur	Moodbidri	
			Sulya	Mangaluru	
			Ullal		
			Mulki		
			Kadaba		

13	Hassan	8	Arakalgud	Hassan	
			Belur	Arasikere	
			Alur	C R Patna	
			H N Pura		
			Sakleshpura		
14	Kodagu	5	Madikeri		
			Somwarpet		
			Virajpet		
			Ponnampete		
			Kushalnagar		
15	Mandya	7	Pandavapura	Srirangapatna	
			Nagamangala	Mandya	
			Malavalli	Maddur	
			K R Pet		
16	Mysuru	9	K R Nagara	Nanjangud	
			Hunsur	Mysuru	
			T Narisipura		
			Periyapatna		
			H D Kote		
			Saligrama		
			Saraguru		
17	Udupi	7	Baindur	Karkala	
			Kapu	Udupi	
			Hebri	Kundapura	
			Bhramhavara		
18	Bagalkote	10	Bilagi		
			Badami		
			Mudhol		
			Jamkhandi		
			Hunagund		
			Guledgudda		
			Rabakavi-Banahatti		
			Terdal		
			Ilkal		

			Bagalkote		
19	Belagavi	15	Bailhongal		
			Belagavi		
			Soundathi		
			Chikkodi		
			Raibag		
			Khanapur		
			Ramdurg		
			Hukkeri		
			Athani		
			Gokak		
			Nippani		
			Kagavada		
			Mudalgi		
			Yaragatti		
			Kittur		
20	Vijayapura	13	Sindgi		
			Indi		
			Muddebihal		
			B Bagewadi		
			Alamela		
			Babaleshwar		
			Nidagundi		
			Vijayapura		
			Tikota		
			Chedachana		
			Kolhar		
			Devarahipparagi		
			Talikote		
21	Dharwad	8	Navalgund		
			Dharwada		
			Hubballi (U)		

			Hubballi (R)		
			Kalghatagi		
			Kundaghol		
			Annigeri		
			Alnavar		
22	Gadag	7	Mundargi		
			Nargund		
			Ron		
			Shirahatti		
			Gajendragad		
			Lakshmeshwar		
			Gadag		
23	Haveri	8	Savanur		
			Shiggaon		
			Hirekerur		
			Hanagal		
			Ranebennur		
			Byadagi		
			Rattihalli		
			Haveri		
24	Uttara Kannada	12	Honnavar		
			Sirsi		
			Mundagod		
			Yellapura		
			Siddapura		
			Haliyal		
			Joida		
			Bhatkal		
			Ankola		
			Kumta		
			Dandeli		
			Karwar		
25	Ballari	5	Sandur		
			Ballari		

			Siraguppa		
			Kurugodu		
			Kampli		
26	Bidar	8	Bhalki		
			Bidar		
			Humnabad		
			Basava Kalyana		
			Aurad		
			Chitaguppa		
			Hulusur		
			Kamala Nagar		
27	Kalaburagi	11	Afzalpur		
			Kalaburagi		
			Aland		
			Jewargi		
			Sedam		
			Chittapur		
			Chincholi		
			Kalagi		
			Kamalapur		
			Yedrami		
			Shahabad		
28	Yadgiri	6	Yadgiri		
			Shahapur		
			Shorapur		
			Hunasagi		
			Vadagera		
			Gurumitkal		
29	Koppal	7	Kushtagi		
			Yelburga		
			Gangavathi		

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			Raichur		
			Manvi		
			Arakera		
			Lingasugur		
			Devadurga		
			Maski		
			Siravara		
31	Vijayanagara	6	H B Halli		
			Hospete		
			Hadagali		
			Kudligi		
			Kottur		
			Harappanahalli		
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ಮುದ್ರಕರು ಹಾಗೂ ಪ್ರಕಾಶಕರು:- ಸಂಕಲನಾಧಿಕಾರಿಗಳು, ಕರ್ನಾಟಕ ರಾಜ್ಯಪತ್ರ, ಸರ್ಕಾರಿ ಕೇಂದ್ರ ಮುದ್ರಣಾಲಯ, ಬೆಂಗಳೂರು