

Opportunities and Support Measures for EV Activities

Office of the Board of Investment

6th July 2023

Agenda



01 Thailand
Board of Investment

02 Sector of Opportunities:
Electric Mobility

03 BOI Incentives

04 Ministry of Finance's
Special Packages

BOI's Role: To Drive the Investment to the New Economy

About BOI

BOI is a government agency under the Office of the Prime Minister



Promoter

drives and promotes investment in private sector in alignment with the country's development strategy & the changing world context



Integrator

integrates Government support tools such as tax, finance, and non-tax incentives in a whole package



Facilitator

coordinates with agencies to develop the ecosystem & facilitate ease of investment & eliminates problems/ obstacles



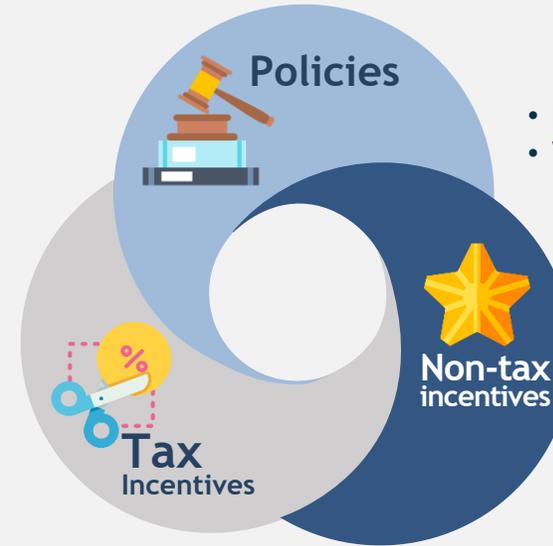
Connector

links large-scale with small-scale enterprises, Thais with foreigners, across industries & locations to expand business opportunities

Overseas Offices



BOI's Investment Promotion Measures



- Land ownership
- Work permit & visa facilitation
- 100% foreign ownership
- No local content requirements

- No export requirements
- No restrictions on foreign currencies

- Corporate income tax exemption up to 13 years
- 50% Corporate income tax reduction for 5 years
- Exemption of import duties on machinery
- Exemption of import duties on raw or essential materials imported for exports
- Exemption of import duties on goods imported for R&D
- Double deduction for the cost of transportation, electricity and water
- 25% deduction for the cost of installation or construction of facilities

9 Measures to drive the “New Strategies” for the vision of “New Economy”

BOI Investment Incentive Scheme

Basic Incentives

Activity-Based

- Agriculture, Food & Biotechnology
- Medical
- Machinery and Vehicles
- Electrical and Electronics
- Metal and Materials
- Chemicals and Petrochemicals
- Public Utilities
- Digital Industries
- Creative Industries
- High-Value Services

Incentive

≤13 years CIT exemption



Additional Incentives

Competitiveness Enhancement

- Research & Development (R&D)
- Support academic/ research institutes, or technology and human resource development fund
- IP licensing fee
- Advanced technology training
- Development of local suppliers
- Product and packaging design

Area-Based

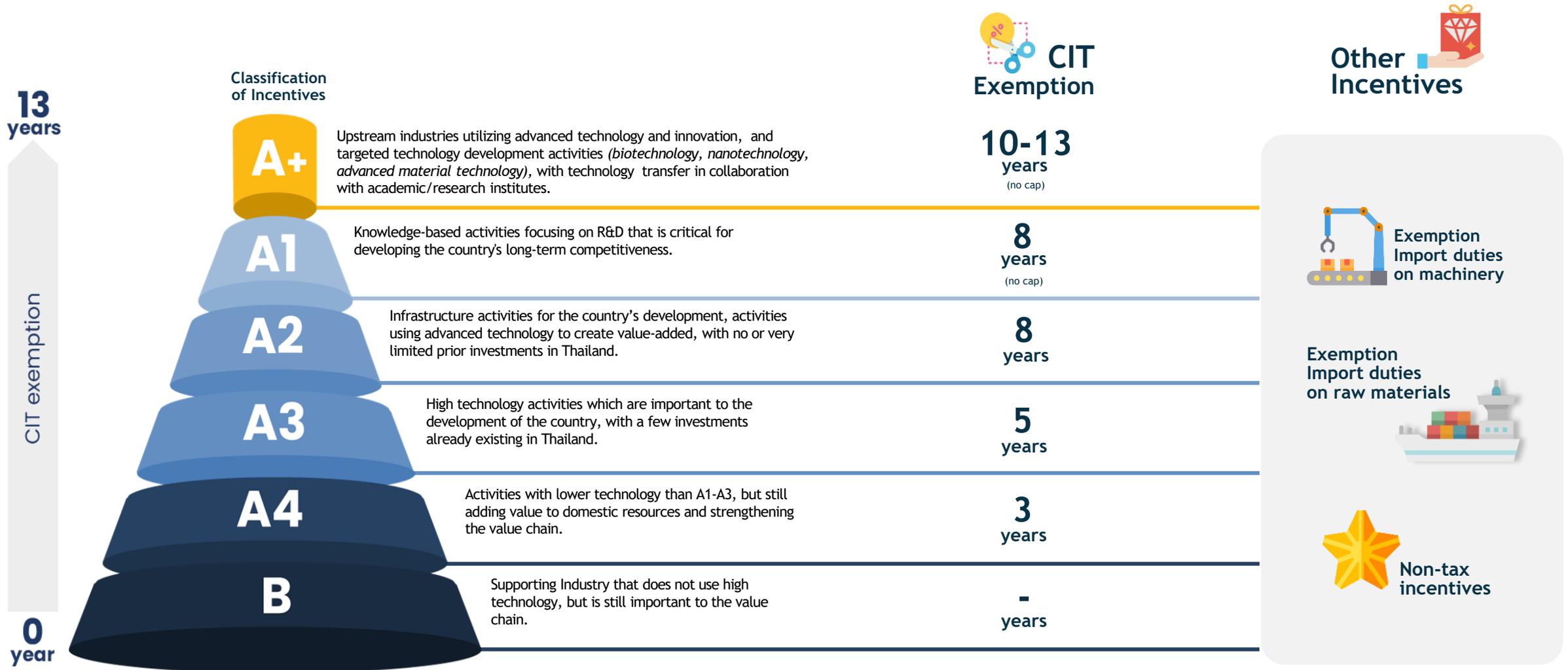
- EEC 3 provinces
- SEZ 10 provinces
- 4 Special Economic Corridors
- Southern border provinces
- 20 provinces with lowest income
- Industrial Estates/Zones
- Science and Tech Parks (TSP, Food Innopolis, Space Krenovation Park)
- Yothee Medical Innovation District

Agenda-based

- Investment Stimulation Measure for Economic Recovery
- Smart and Sustainable Industry Measure
- Social and Local Community Development Measure
- Comprehensive Relocation Measure
- Retention and Expansion Measure



Investment Promotion measures for Targeted Industries



Agenda



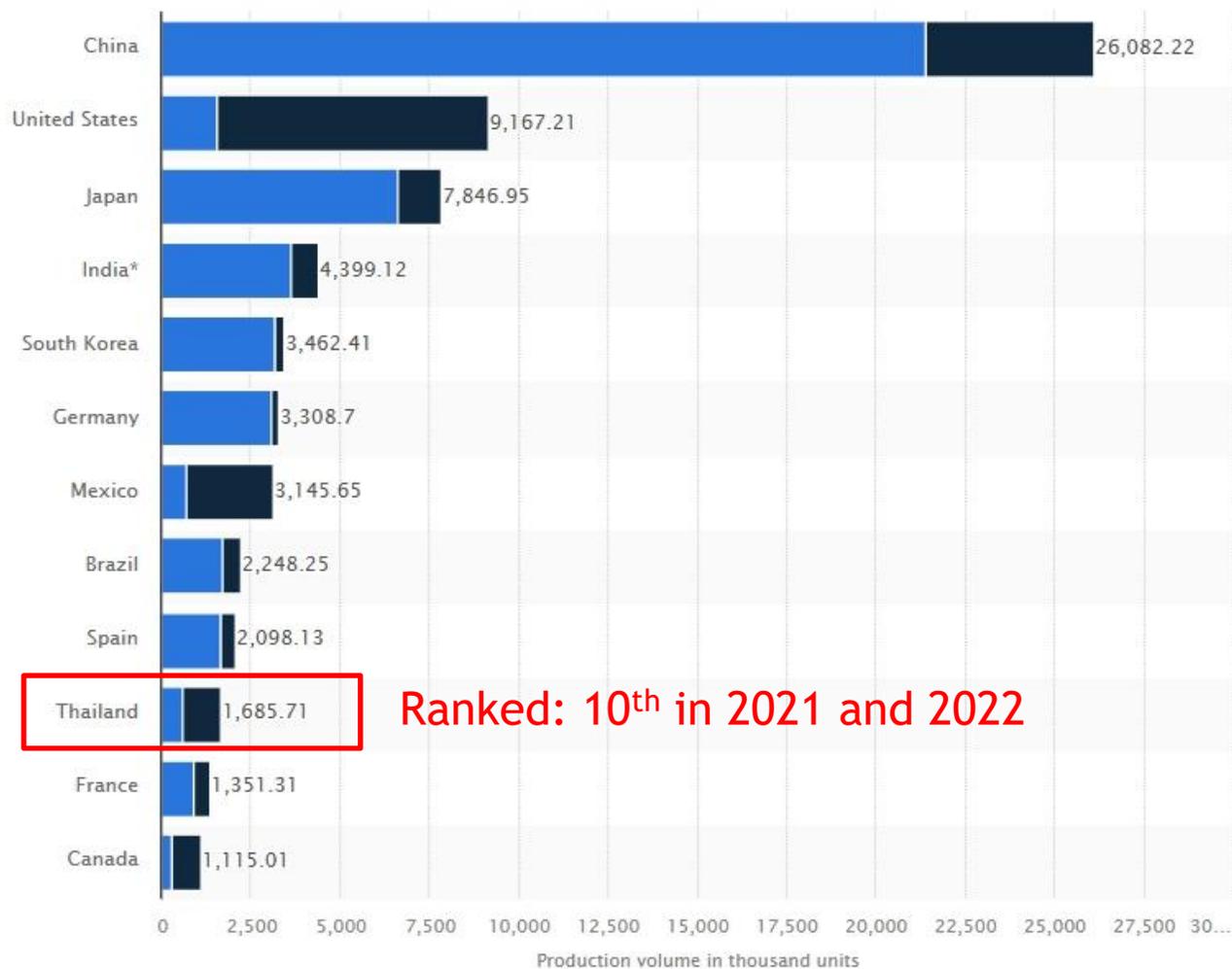
01 Thailand
Board of Investment

02 Sector of Opportunities:
Electric Mobility

03 BOI Incentives

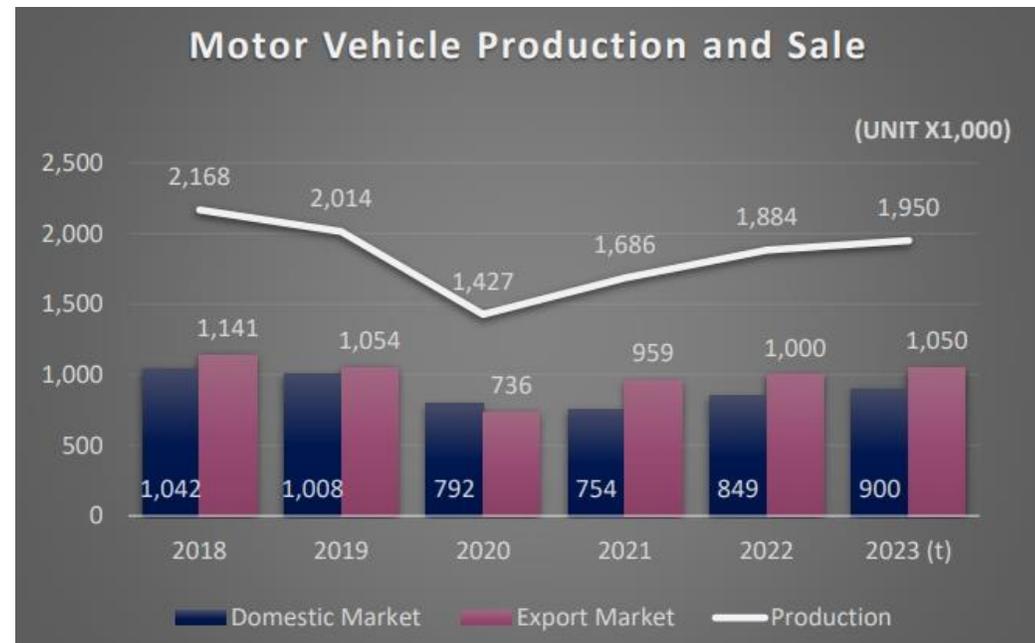
04 Ministry of Finance's
Special Packages

Motor Vehicle Production Volume



Ranked: 10th in 2021 and 2022

● Cars ● Commercial vehicles

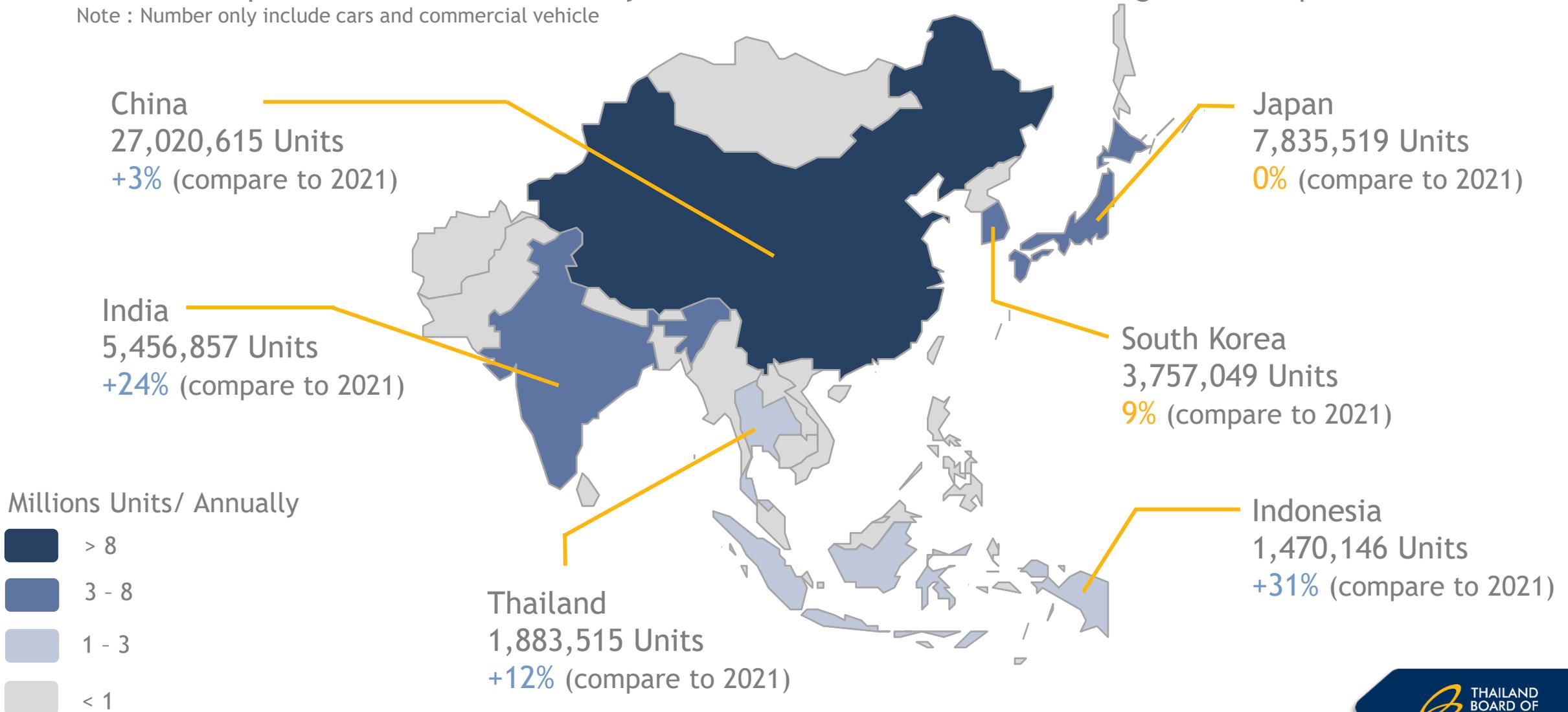


- 3 million Production Capacity
- 1.88 million Production Units in 2022
- 0.85 million Domestic Sales in 2022
- 1.00 million Export Sales in 2022
- 1.95 million Production Expected in 2023

Thailand is one of a major vehicle production base in Asia

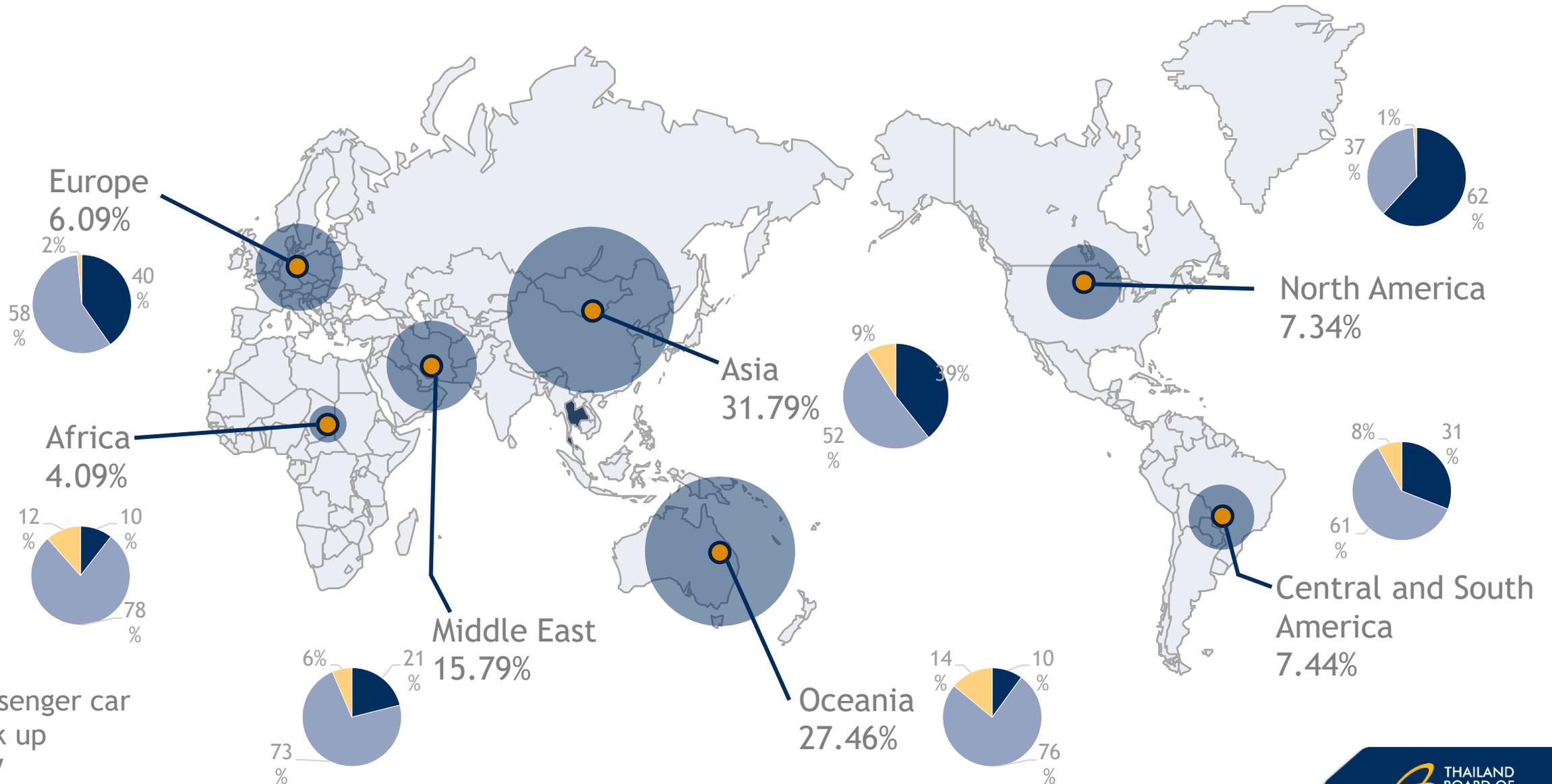
The Vehicle production increase in many countries after the reduction during COVID-19 pandemic.

Note : Number only include cars and commercial vehicle



Source: International Organization of Motor Vehicle Manufacturers (OICA)

Export Destination for Thailand Automobile in 2022



Developing Focus of Thai Automotive Industry

2005

1-tonnage truck pickup promotion scheme, Thai's first Automobile Product Champion



1960s
Promotion of local product to substitute import



The early day of Thailand automobile industry

1980s

Promotion of local product to export
Vehicles, parts had sprouted and lead to economy of scale



2017 - present
EVs production and sales scheme
Incentives for investment and usage demand



2007- 2013
Eco-Car 1, Eco-car 2
NGV package for Trucks, Buses
and Big Bikes Investment promotions

Thailand Government Target and Ambition Support EVs Development



Reduce Green houses Gas Target



Carbon Neutrality
By 2050



Net-Zero Greenhouse
Gas Emission
By 2065



Future Industry

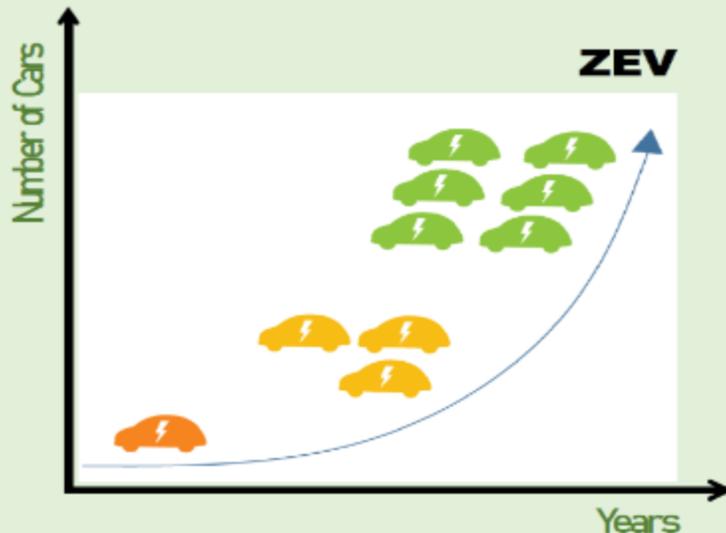


Next-Generation
Automotive

Target of “ZEV” Manufacturing and Usage in Thailand

Target 30 @ 30

Year 2030
30% of the Car Production
in Thailand is “ZEV”



Target	Classification	Volume of ZEV (Year)	
		2025	2030
Using (การใช้งาน)	Passenger car / Pickup car	225,000 (30%)	440,000 (50%)
	Motorcycle	360,000 (20%)	650,000 (40%)
	Bus & truck	18,000 (20%)	33,000 (35%)
Manufacturing (การผลิต)	Passenger car / Pickup car	225,000 (10%)	725,000 (30%)
	Motorcycle	360,000 (20%)	675,000 (30%)
	Bus & truck	18,000 (35%)	34,000 (50%)

Source: The Plan of the National Electric Vehicle Policy Committee

With 30@30 aspiration, Thailand will be ranked among top global BEV Manufacturers by 2025

2025 Global BEV Vehicles Manufacturing Ranking

Rank	Country	Volume (Million Units)
1	China	7.35
2	USA	2.17
3	Germany	2.00
4	Japan	1.08
5	France	0.63
6	South Korea	0.62
7	Mexico	0.56
8	Czech	0.36
9	UK	0.31
10	Spain	0.27
11	Thailand	0.23
12	Italy	0.19
13	Poland	0.11
14	Hungary	0.10
15	India	0.08

2030 Global BEV Vehicles Manufacturing Ranking

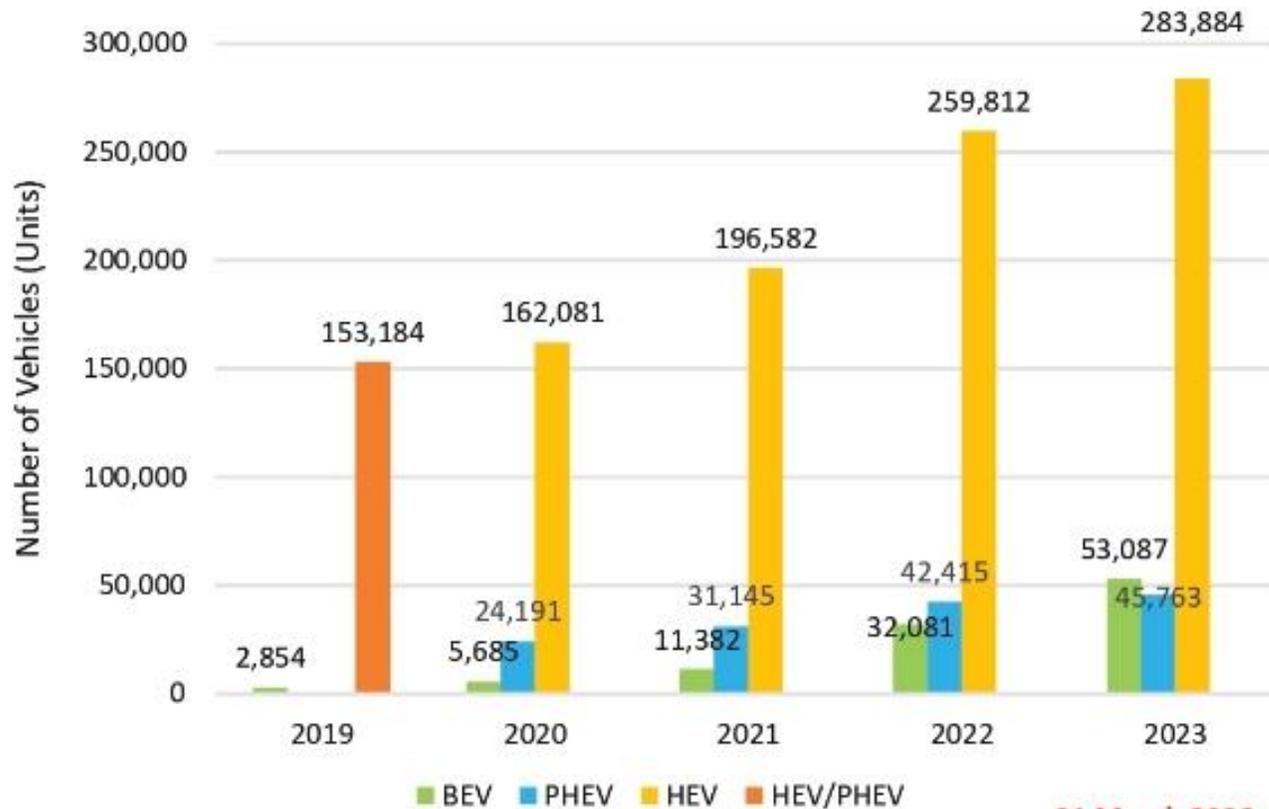
Rank	Country	Volume (Million Units)
1	China	15.54
2	USA	4.90
3	Germany	4.86
4	Spain	2.36
5	Hapan	1.80
6	France	1.56
7	South Korea	1.10
8	Czech	1.09
9	Mexico	0.90
10	Thailand	0.73
11	Italy	0.71
12	UK	0.69
13	India	0.55
14	Hungary	0.45
15	Romania	0.26



Accumulated Number of xEV Registration in Thailand

Accumulated Number of xEV Registration
จำนวนยานยนต์ไฟฟ้าสะสม

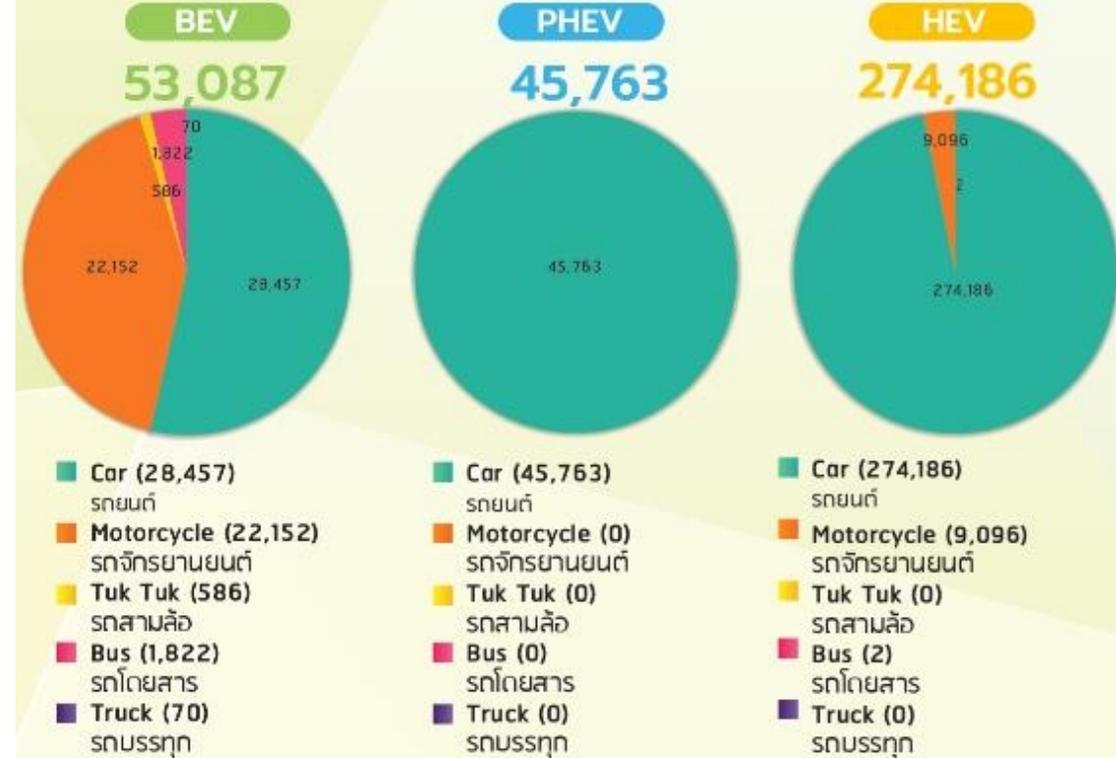
Between 2018-2023
ระหว่างปี 2561-2566



31 March 2023

Accumulated Number of xEV Registration in 2023
จำนวนยานยนต์ไฟฟ้าสะสม

As of 31 March 2023
ณ วันที่ 31 มี.ค. 2566



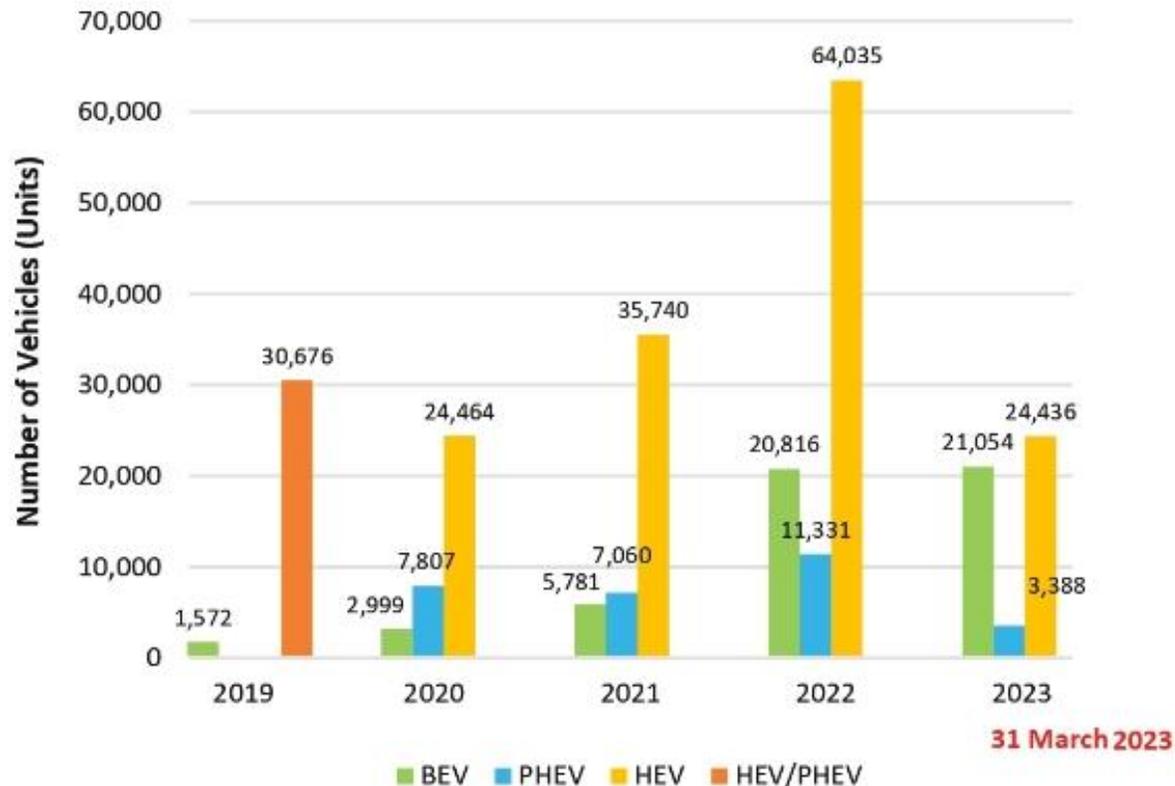
New Number of xEV Annual Registration in Thailand

New Number of xEV Registration

จำนวนยานยนต์ไฟฟ้าที่จดทะเบียนใหม่

Between 2018-2023

ระหว่างปี 2561-2566

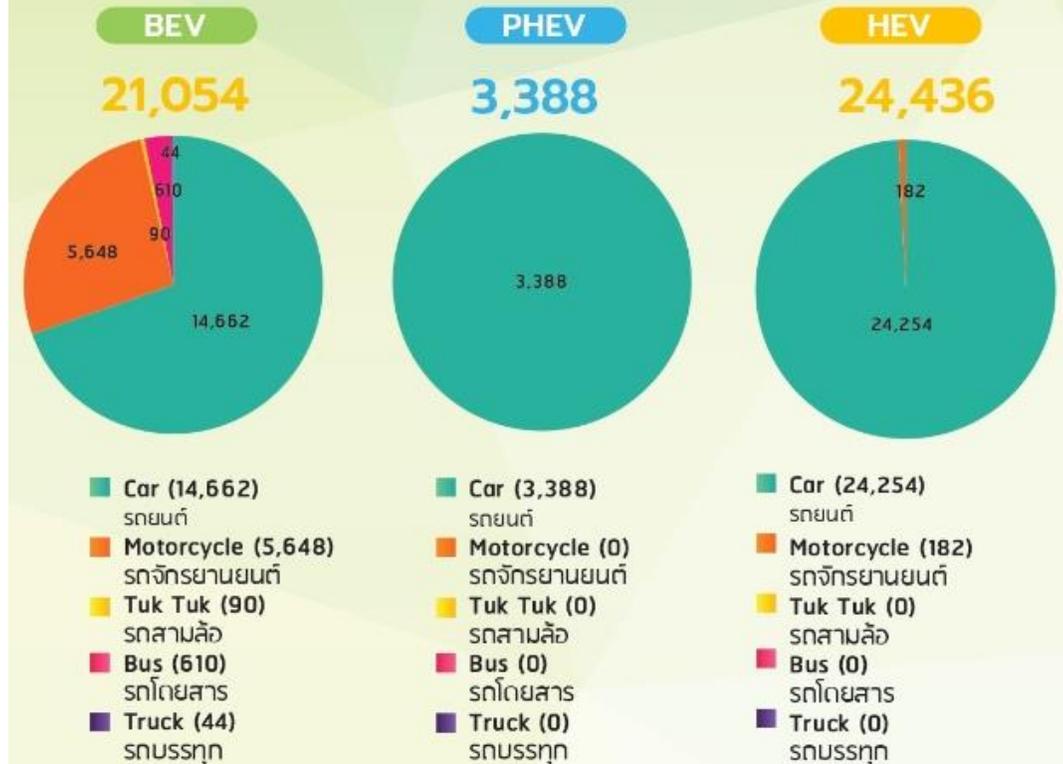


New Number of xEV Registration in 2023

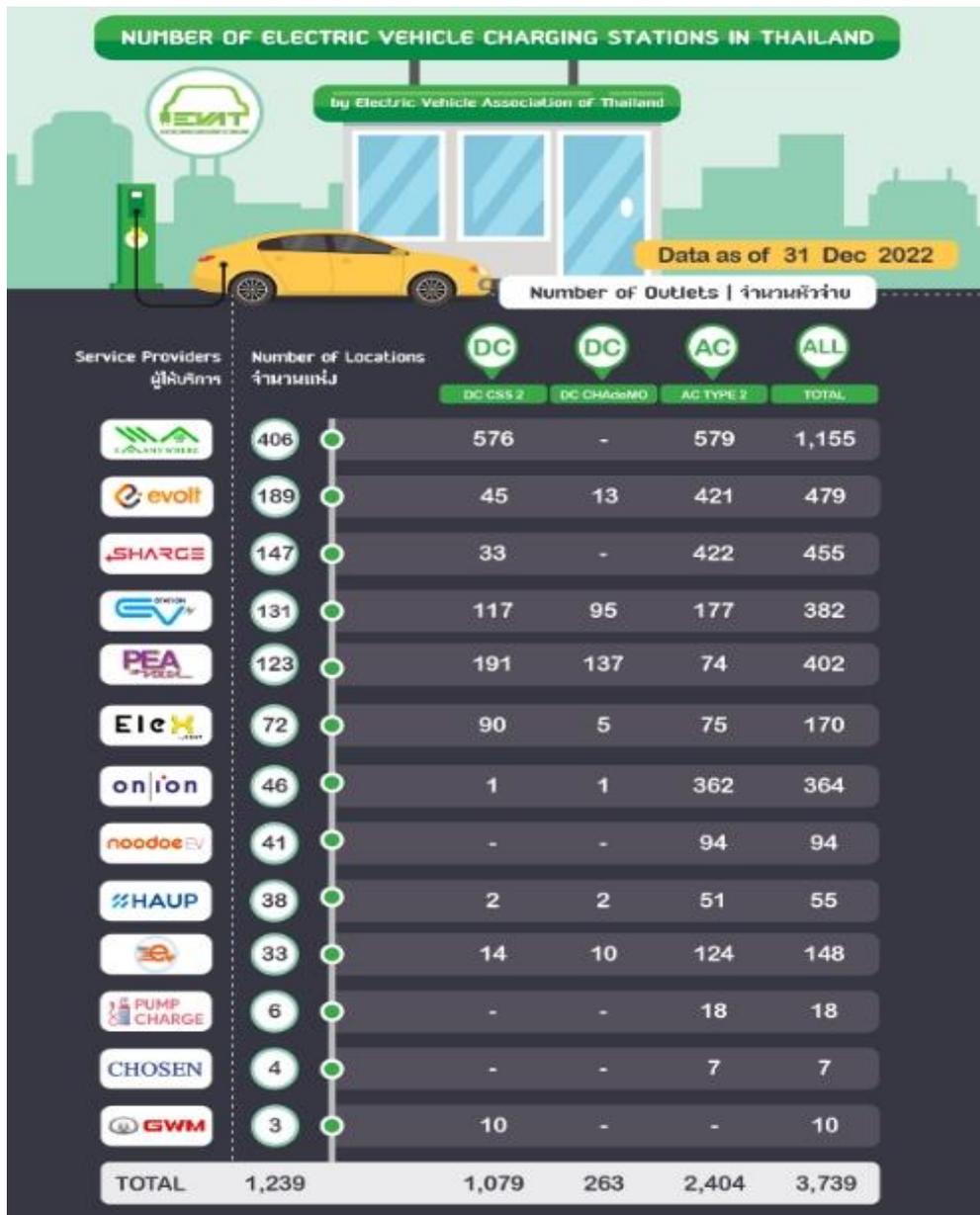
จำนวนยานยนต์ไฟฟ้าที่จดทะเบียนใหม่

1 January - 31 March 2023

1 ม.ค. - 31 มี.ค. 2566



Total Number of EV Charging Stations in Thailand



Source: Electric Vehicle Association of Thailand (EVAT) as of 31 Dec 2022

Thai Government Supports for EVs

Institutional Infrastructure

Environment:



Department of Industrial Work to prepare EV battery end-of-life plan



Pollution Control Department to enact Acts for EV battery end-of-life management

Infrastructure:



Ministry of Energy to subsidy Charging Station



TISI to proceed on National Automotive and Tire Testing Facility

Safety & Standards:



TISI to proceed on standards of EV charging system, electromagnetic compatibility, battery for EV and DC meter for billing system charging Station

Government Incentives

BOI Package:

- HEV, PHEV, BEV, FCEV
- Platform + Key Parts
- Charging & Swapping Station

HR Development:

- Skilled Labor

Special Tax Rate:



- Special Excise Tax Rate
- Import Duty Exemption on imported BEV for BOI Promoted companies

Market Stimulus

Domestic Market Stimulation:

- Target of 20% use of BEV in Public procurement
- AOT to use more PHEV, BEV
- IEAT, MOST to use BEV in EEC
- EPPO promotes Taxi Conversion to BEV
- Fine Arts Department to use BEV at large national heritage sites
- EV Stimulation Package by the Ministry of Finance (EV3)



Agenda



01 Thailand
Board of Investment

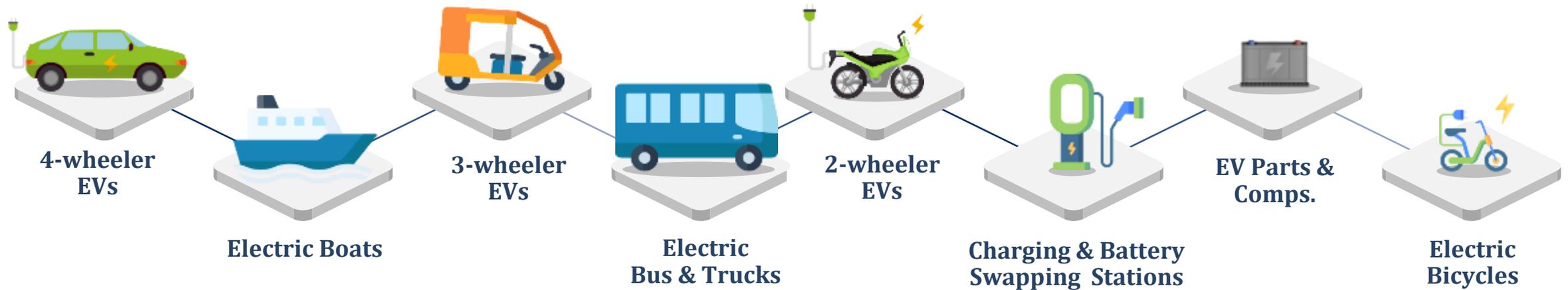
02 Sector of Opportunities:
Electric Mobility

03 BOI Incentives

04 Ministry of Finance's
Special Packages

BOI Promotion on Battery Electric Vehicles (BEV)

BOI promotes every various types of **battery electric vehicles (BEV)**, including **BEV platforms** and Development of **Software & Digital Platform** with an aim of developing the country as Asia's manufacture hub of EVs.



INCENTIVES



Exemption
Import duties on
raw materials
Used in R&D



Exemption
Import duties on
machinery



Exemption
Import duties on
raw materials



CIT Exemption:
3 - 13 years

Battery Electric Vehicles (BEV)



Front axle module (FWD or AWD)

- E-motor
- Power electronics
- HV Inverter
- Reducer
- Brake system
- Suspension system
- Front axle
- Wheel assembly

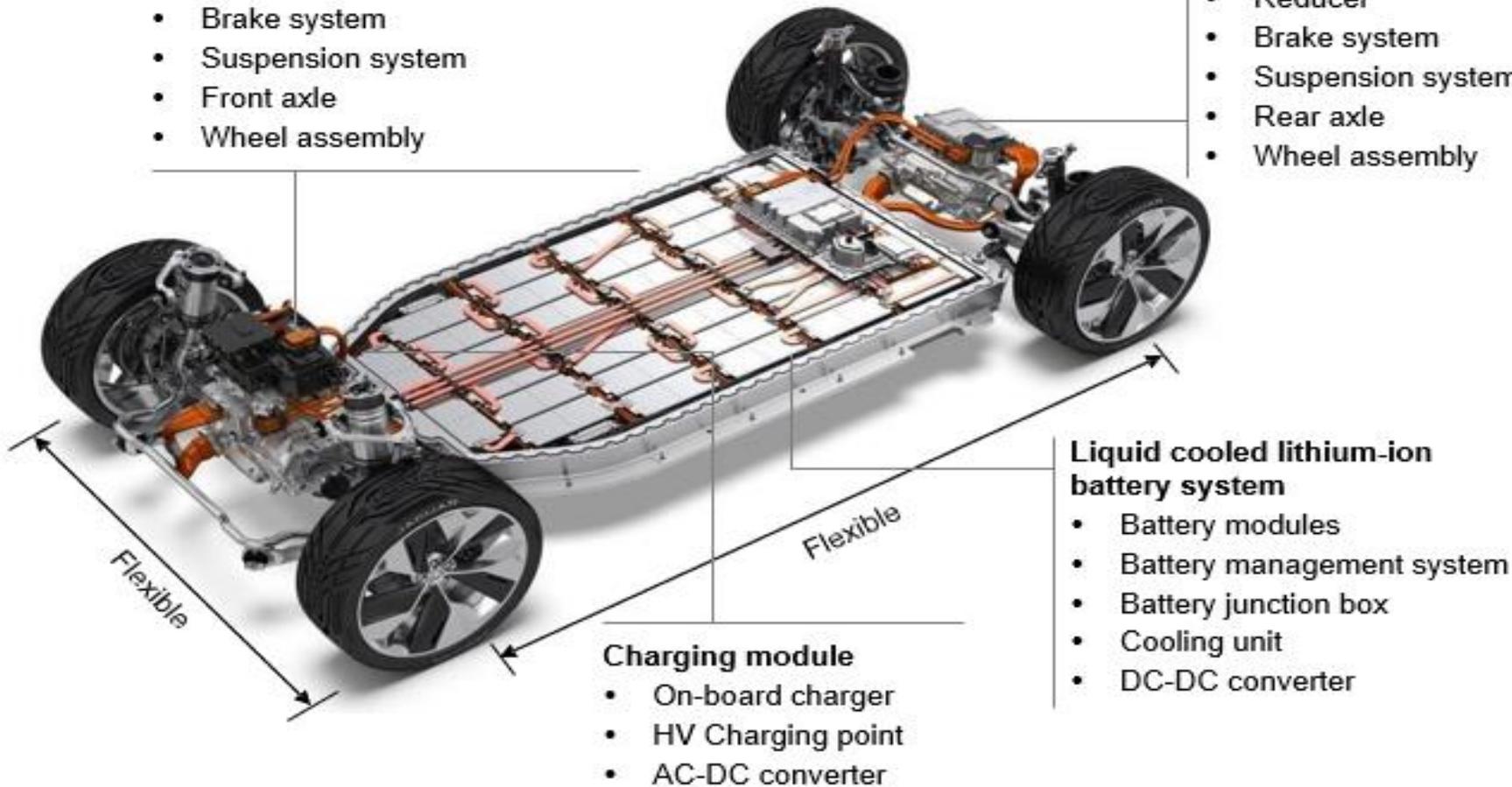
Rear axle module (RWD or AWD)

- E-motor
- Power electronics
- HV Inverter
- Reducer
- Brake system
- Suspension system
- Rear axle
- Wheel assembly

Including: BEV **“PLATFORM”**
for Electric Car, Electric
Tricycle and Electric Bus
and Truck

Platforms must include:

- (1) Energy Storage System
- (2) Charging Module
- (3) Front & Rear Axle Module





CIT Exemption:
Max. 13 years

Manufacture of BEVs, PHEVs, HEVs, and BEV Platforms



CONDITION

3.8 Manufacture of BEVs, PHEVs, HEVs, and BEV Platforms

1. Within 3 years after the date of promotion certificate issuance: manufacture of all categories of electric vehicles must be started, and electric battery must be started from cell or module manufacture.
2. Within 3 years after the starting date of electric car manufacture: at least 1 out of 3 key parts (Traction Motor, DCU, BMS) must be additionally manufactured. Additionally, for HEV and PHEV, at least 2 parts in accordance with activity 4.8.3 must be manufactured.
3. In case of domestic sale, the products must receive stipulated standards, i.e. UN R100, R13H, R94/95, and Euro5 (only for HEV/PHEV).

Machinery importing time shall not be allowed to extend, except for justified reasons.



INCENTIVE

Total investment capital of not less than 5 billion baht

HEV: **No CIT exemption**
PHEV: **3-year CIT exemption**
BEV: **8-year CIT exemption**

Max. 13 years

+ 1 to 5-year exemption in case of R&D

No additional exemption in case situated in the industrial estate

Total investment capital of less than 5 billion baht

HEV: **No CIT exemption**
PHEV: **3-year CIT exemption**
BEV: **3-year CIT exemption**

Max. 11 years

+ 1-year exemption

per part in case other key part is manufactured in addition to standard requirements.

+ 1-year exemption

in case actual manufacture is >10,000 car/year in any year within 3 years (only for BEV)

+ 1 to 5-year exemption in case of R&D.

No additional exemption in case situated in the industrial estate



Exemption
CIT



Exemption
Import duties on
raw materials
Used in R&D



Exemption
Import duties
on machinery



Exemption
Import duties on
raw materials



Non-tax
incentives

INCENTIVES



CIT Exemption:
Max. 12 years

Manufacture of Battery Electric Motorcycles



CONDITION

3.9 Manufacture of Battery Electric Motorcycles

1. Must propose the plans in package.
2. Must manufacture battery electric motorcycles and electric batteries within 3 years the date of promotion certificate issuance. (Machinery importing time shall not be allowed to extend, except for justified reasons.)

In case of domestic sale, the products must receive stipulated standards, i.e. UN R136, UN R75 and UN R78.

INCENTIVE

A4

3
years
Exemption
CIT (with cap)

+ 1-year exemption

if the battery manufacture starts from the cell or module production process within 3 years as from the promotion certificate issuance date.

+ 1-year exemption

per part in case other key part (BMS, Motor, or DCU) is additionally manufactured within 3 years as from the promotion certificate issuance date.

+ 1 to 5-year exemption in case of R&D.

No additional exemption in case situated in the industrial estate



Exemption
CIT



Exemption
Import duties on
raw materials
Used in R&D



Exemption
Import duties
on machinery



Exemption
Import duties on
raw materials



Non-tax
incentives

INCENTIVES



CIT Exemption:
Max. 12 years

Manufacture of Battery Electric Tricycles and Platforms

CONDITION

3.10 Manufacture of Battery Electric Tricycles and Platforms

1. Must propose the plans in package.
2. Must manufacture electric tricycles and electric batteries within 3 years as from the promotion certificate issuance date. (Machinery importing time shall not be allowed to extend, except for justified reasons.)

In case of domestic sale, the products must receive stipulated standards, i.e. UN R136.

INCENTIVE

A4

3 years
Exemption
CIT (with cap)

+ 1-year exemption

if battery manufacture starts from the cell or module production process within 3 years as from the promotion certificate issuance date.

+ 1-year exemption

per part in case other key part (BMS Motor, or DCU) is additionally manufactured within 3 years as from the promotion certificate issuance date.

+ 1 to 5-year exemption in case of R&D.

No additional exemption in case situated in the industrial estate



Exemption
CIT



Exemption
Import duties on
raw materials
Used in R&D



Exemption
Import duties
on machinery



Exemption
Import duties on
raw materials



Non-tax
incentives

INCENTIVES



CIT Exemption:
Max. 12 years

Manufacture of Battery Electric Bus & Truck and Platforms



CONDITION

3.11 Manufacture of Battery Electric Bus and Truck and Platforms

1. Must propose the plans in package.
2. Must manufacture battery electric bus or truck and electric battery within 3 years as from the date of promotion certificate issuance. (Machinery importing time shall not be allowed to extend, except for justified reasons.)

In case of domestic sale, the products must receive stipulated standards, i.e. UN R100.

INCENTIVE

A4

3 years
Exemption
CIT (with cap)

+ 1-year exemption

if battery manufacture starts from the cell or module production process within 3 years as from the promotion certificate issuance date.

+ 1-year exemption

per part in case other key part (BMS, Motor, or DCU) is additionally manufactured within 3 years as from the promotion certificate issuance date.

+ 1 to 5-year exemption in case of R&D.

No additional exemption in case situated in the industrial estate



Exemption
CIT



Exemption
Import duties on
raw materials
Used in R&D



Exemption
Import duties
on machinery



Exemption
Import duties on
raw materials



Non-tax
incentives

INCENTIVES



CIT Exemption:
Max. **10 years**

Manufacture of Battery Electric Bicycles (e – Bike)

CONDITION

3.12 Manufacture of Electric Bicycles (e – Bike)

1. **Must propose the plans in package.**
2. **Must manufacture e – Bike and the environmentally friendly technology battery within 3 years as from the date of promotion certificate issuance. (Machinery importing time shall not be allowed to extend, except for justified reasons.)**
3. **Must use frames from lightweight materials.**
4. **Must comply with the EN15194 standard or equivalent.**

INCENTIVE

A4

3
years
Exemption
CIT (with cap)



+ 1-year exemption

if traction motor manufacture within 3 years as from the promotion certificate issuance date.

+ 1-year exemption

if frame from lightweight material manufacture within 3 years as from the promotion certificate issuance date.

+ 1 to 5-year exemption in case of R&D.

No additional exemption in case situated in the industrial estate



Exemption
CIT



Exemption
Import duties on
raw materials
Used in R&D



Exemption
Import duties
on machinery



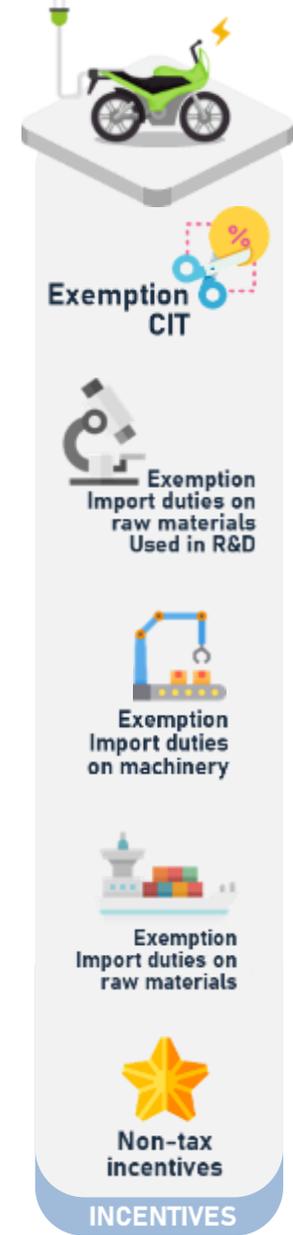
Exemption
Import duties on
raw materials




Non-tax
incentives

INCENTIVES

Manufacture of Fuel Cell Electric Vehicles (FCEV) & Fuel Cell System



-  Exemption CIT
-  Exemption Import duties on raw materials Used in R&D
-  Exemption Import duties on machinery
-  Exemption Import duties on raw materials
-  Non-tax incentives

INCENTIVES

CONDITION

3.13.1 Manufacture of Fuel Cell Electric Vehicle (FCEV)

Must propose the plans in package covering at least a manufacture project of FCEV and a manufacture project of Fuel Cell (own project or other manufacturers' project)

1. Machinery importation and installation plans
2. Manufacture plans of FCEV in year 1-3
3. Manufacture of procurement plans of other parts
4. Hydrogen Fueling Station development plans
5. Used battery management plans
6. Plans for developing local suppliers of raw materials and parts, with Thai shareholding of not less than 51% in providing technology training and technical assistance

INCENTIVE

3.13.1 Manufacture of Fuel Cell Electric Vehicle (FCEV)

3.13.2 Manufacture of Fuel Cell System's Components

3.14 Manufacture of Fuel Cell and Parts

A2

8

years

Exemption CIT

(with cap)

+ 1 to 5-year exemption in case of R&D.

EV Key Parts including Electric Battery

17 Key Parts for EVs

- Air Conditioning System
- DCDC converter
- Front / Rear Axle for EV bus
- Electrical Circuit Breaker
- EV Charging Equipment
- Smart Charging System
- On-board Charger
- Traction Motor
- Portable EV Charger
- Inverter
- BMS
- DCU
- **Battery***
- High Voltage Harness
- Reduction Gear
- Battery Cooling System
- Regenerative Braking System

A2

8
years
Exemption
CIT (with cap)



Battery*



Pack Assembly

A3

5
years
Exemption
CIT (with cap)



Module or CTP

A2

8
years
Exemption
CIT (with cap)



+
Incentive of 90% import duty reduction for raw and essential materials not available within the country for 5 years

Cell Production

A1

8
years
Exemption
CIT



+
Incentive of 90% import duty reduction for raw and essential materials not available within the country for 5 years

Exemption
CIT



Exemption
Import duties on
raw materials
Used in R&D



Exemption
Import duties
on machinery



Exemption
Import duties on
raw materials




Non-tax
incentives

INCENTIVES



CIT Exemption:
Max. 10 years

Charging Station



- CONDITION**
- Propose a plan to implement an EV Smart Charging System or to connect to an EV Charging Network Operator Platform.
 - Propose a procurement plan for parts and equipment
 - Must follow safety standards and rules of other relevant agencies



at least 40 chargers, 25% of which are fast chargers

(where at least 25% are rapid type)

A3

5
years
Exemption
CIT *(with cap)*

Exemption
Import duties
on machinery

Exemption
Import duties
on raw materials

Non-tax
incentives

other cases

A4

3
years
Exemption
CIT *(with cap)*

Exemption
Import duties
on machinery

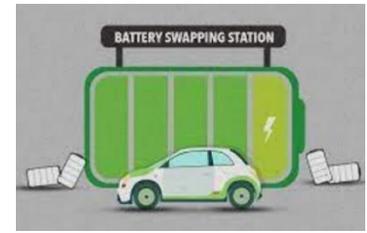
Exemption
Import duties
on raw materials

Non-tax
incentives



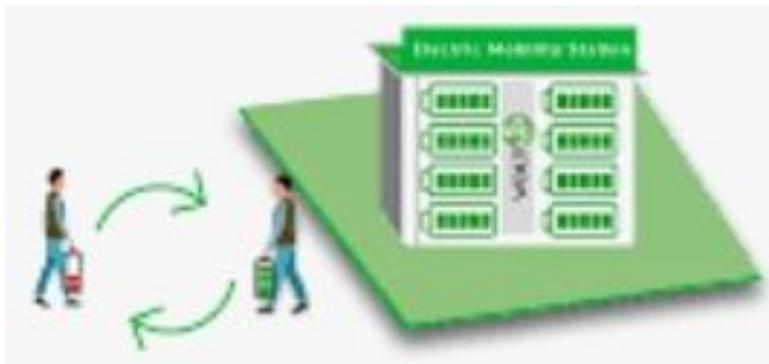
CIT Exemption:
Max. 10 years

Battery Swapping Station



CONDITION

- Propose a plan to implement an EV Smart Charging System or to connect to an EV Charging Network Operator Platform.
- Propose a procurement plan for parts and equipment
- Must follow safety standards and rules of other relevant agencies
- Battery will not be exempted from the import duties.
- Promoted Revenue must be derived from only the battery swapping service fee included electricity cost.



A3

5 years
Exemption
CIT (with cap)

Exemption
Import duties
on machinery



Exemption
Import duties
on raw materials



Non-tax
incentives



Promoted Projects on Electric Vehicles

(Source: BOI Information Database (BIS) as of 31st May 2023)

	75,710.0 MB. *	24 Projects **	719,195 Cars	Promoted Projects ** 24	Certificate Issuance (Projects) 16	Commercialized Distribution (Brands) 11
HEV (30,224.8 MB.)		6 Projects (6 Entities)	305,955			
PHEV (9,341.3 MB.)		7 Projects (7 Entities)	132,600			
BEV (33,970.1 MB.)		14 Projects (13 Entities)	276,640			
Battery Electric Bus (2,173.8 MB.)		2 Projects (2 Entities)	4,000			

Remarks: * Investment Values excluding Cost of Land and Working Capital
 ** 16 Promoted Entities. 1 entity can be promoted more than 1 project. 1 project can be manufactured more than 1 type of the EVs.

Promoted Projects on Electric Battery

(Source: BOI Information Database (BIS) as of 31st May2023)

Projects on “Battery for Electric Vehicle (xEV)”

Investment = 9,473.4 million Baht**

14 Entities (21 Projects) *

1. DTS Draexlmaier Automotive Systems (Thailand)
2. Toyota Motor Thailand
3. Honda Automobile (Thailand)
4. Thonburi Energy Storage Manufacturing
5. SAIC Motor – CP
6. Mine Mobility Corporation
7. MMTH Engine
8. Nissan Powertrain (Thailand)
9. Company under Great Wall Motor Group
10. Company under BYD Group
11. Vitchukhanee
12. MR. CHENG CHEW HO (not yet registered)
13. Raja Cycle
14. Somboon Tron Energy

Projects on “High-Density Battery” (for any Industries)

Investment = 9,554.4 million Baht **

9 Entities (9 Projects) *

1. Amita Technology (Thailand)
2. Beta Energy Solution
3. Nuovo Plus
4. Graphene Globe
5. B E V Technology
6. Garguar E Power
7. Company under Cherdchai Group (not yet registered)
8. Transpower Technology
9. Honglin Technology (Thailand)

Promoted Projects

23 Entities / 30 Projects *

Investment Values

19,027.8 million Baht **

หมายเหตุ : * 1 entity can be promoted more than 1 project

** Investment Values excluding Cost of Land and Working Capital

Promoted Projects on EV's Parts & Components

EV Parts & Components	17 Projects * (15 Entities)	Investment ** 5,980.4 MB	Example of Promoted Entities
Traction Motor	7 Projects (7 Entities)	2,586.0 MB	
Air Conditioning System	2 Projects (1 Entity)	557.3 MB	
Battery Management System	3 Projects (3 Entities)	237.6 MB	
Driving Control Unit	2 Projects (2 Entities)	107.5 MB	
On - board Charger	2 Projects (2 Entities)	644.0 MB	
Charging Devices	2 Projects (2 Entities)	157.0 MB	
DC/DC Converter	2 Project (2 Entity)	1,169.7 MB	
Inverter	1 Project (1 Entity)	309.4 MB	
High - voltage Harness	3 Projects (3 Entities)	118.2 MB	
Battery Cooling System	1 Project (1 Entity)	93.7 MB	

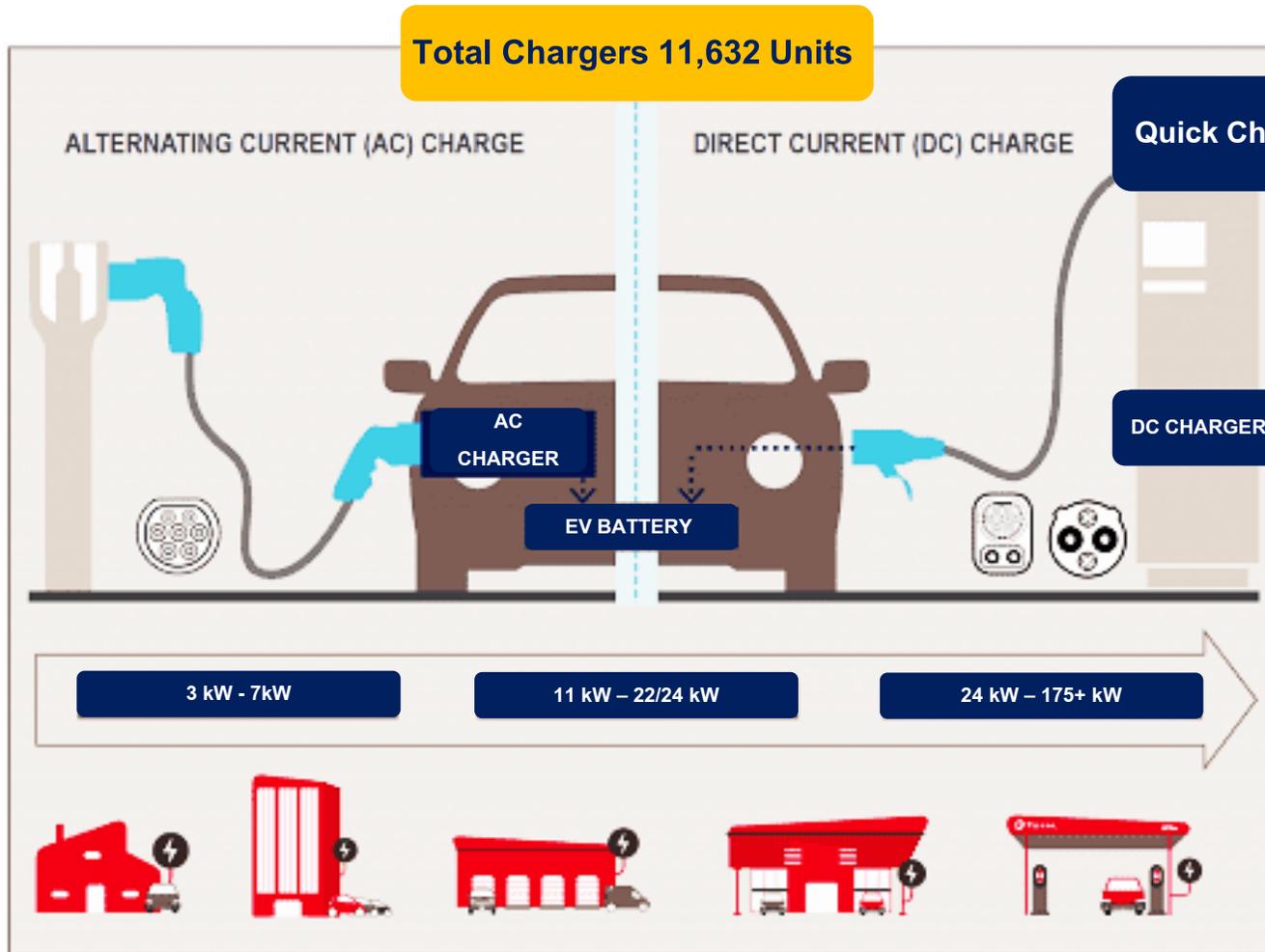
Notes

* 1 project can be manufactured more than 1 type of the EV's Parts

** Investment Values excluding Cost of Land and Working Capital

*** In 1 project of "DELTA" and "Grafeen Battery" manufacture more than 1 products so that the investment is estimated by product allocation

Promoted Projects on Charging Stations



10 Projects from 9 Promoted Entities

Investment Values 4,544.8 MB *

Remarks: * Investment Values excluding Cost of Land and Working Capital



Thailand Potential Auto Part Product

Engines



Diesels

Body Parts



Chassis

Brake Systems



Master Cylinders

Steering Systems



Steering Wheels

Electrical/ Electronics



Alternators

Others



Tires



Motorcycles



Bumpers



Linings



Gears



Motors



Rubber Products



Fenders



Pumps



Flashers Relays

Agenda



01 Thailand
Board of Investment

02 Sector of Opportunities:
Electric Mobility

03 BOI Incentives

04 Ministry of Finance's
Special Packages

EV Subsidy Package (EV3.0) and Tax Incentives by Ministry of Finance

	Passenger Cars		Pick-up Trucks	Motorcycles
Cash Subsidy	70,000 THB/ unit	150,000 THB/ unit	150,000 THB/ unit	18,000 THB/ unit
	SRP: ≤ 2 mil. THB Bat. capacity : 10-<30kWh	SRP: ≤ 2 mil. THB Battery capacity: ≥ 30 kWh	SRP: ≤ 2 mil. THB Battery capacity: ≥ 30 kWh	SRP: ≤ 150,000THB

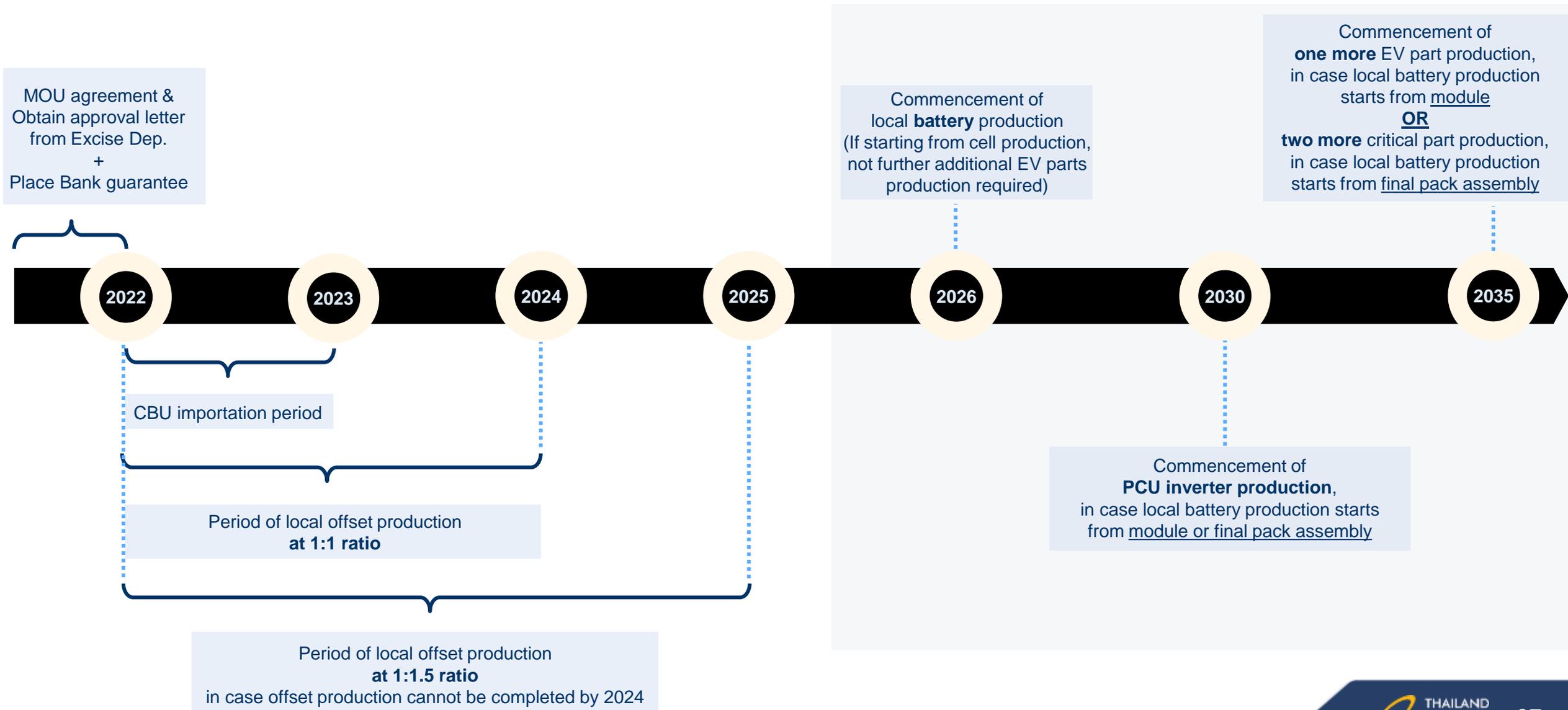
	Passenger Cars		Pick-up Trucks	Motorcycles
Excise Tax	2% (reduced from 8%)		0% (reduced from 10%)	1%
Import Tariff	Up to 40% Reduction	Up to 20% Reduction	No Reduction	No Reduction
	SRP: ≤ 2 mil. THB Bat. capacity : ≥ 10 kWh	SRP: > 2 - 7 mil. THB Battery capacity: ≥ 30 kWh		

Eligibility Conditions:

- Eligible manufacturers who import CBUs during **2022–2023** must produce off-set vehicles domestically by following conditions;
 - For those passenger cars with SRP of not over 2 mil.THB & battery capacity from 10 kWh, the local offset production can be any vehicle models **WHILE** the one for those passenger cars have SRP from more than 2 mil.THB but not exceeding 7 mil.THB & battery capacity from 30 kWh must be same models to the imported ones.
 - For the local offset production by the **end of 2024**, an import to local production ratio is **1:1**. If the production deadline is extended to the **end of 2025**, the ratio will increase to **1:1.5**.
- Must use locally produced battery from cells to final pack assembly to commence from **2026** or extendable, depending on conditions specified in Excise Department Announcement.
- Must sign an MOU agreement and obtain approval letter for tax incentives from Excise Department
- Manufacturers must place bank guarantee.

Time Frame	1 st Alternative	2 nd Alternative	3 rd Alternative
By January 1, 2026	Domestically manufacture or use domestic batteries with <u>cell production</u>	Domestically manufacture or use domestic batteries with <u>module production</u>	Domestically manufacture or use domestic batteries with <u>pack assembly</u>
By January 1, 2030	---	Use PCU inverters manufactured domestically	Use PCU inverters manufactured domestically
By January 1, 2035	---	Use traction motors/reduction gears/compressors for battery electric vehicles/BMS/DCU manufactured domestically by choosing 1 out of 5 parts	Use traction motors/reduction gears/compressors for battery electric vehicles/BMS/DCU manufactured domestically by choosing 2 out of 5 parts

Timeline: EV Subsidy Package (EV3.0)



Tentative EV Subsidy Package (EV3.5) and Tax Incentives by Ministry of Finance

Passenger Cars		Pick-up Trucks		Motorcycle is not included
Cash Subsidy	50,000 THB/ unit	100,000 THB/ unit	100,000 THB/ unit	
Spec.	SRP: ≤ 2 mil. THB Bat. capacity : 10-<50kWh	SRP: ≤ 2 mil. THB Battery capacity: ≥ 50 kWh	SRP: ≤ 2 mil. THB Battery capacity: ≥ 50 kWh	

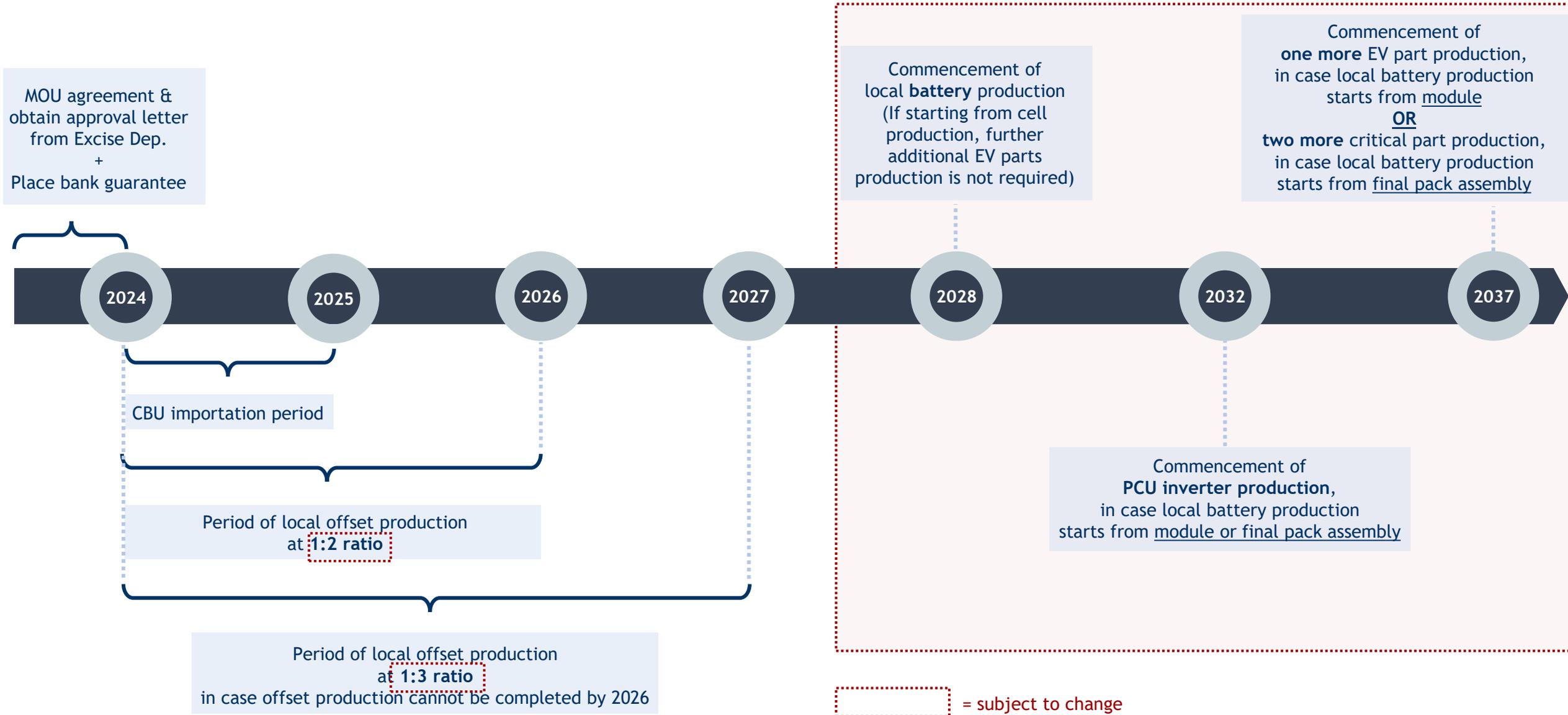
Passenger Cars		Pick-up Trucks		Motorcycle is not included
Excise Tax	2% (reduced from 8%)	0% (reduced from 10%)	0% (reduced from 10%)	
Import Tariff	Up to 40% Reduction	Up to 20% Reduction	No Reduction	
Spec.	SRP: ≤ 2 mil. THB Bat. capacity : ≥ 10 kWh	SRP: > 2 - 7 mil. THB Battery capacity: ≥ 50 kWh		

 = subject to change

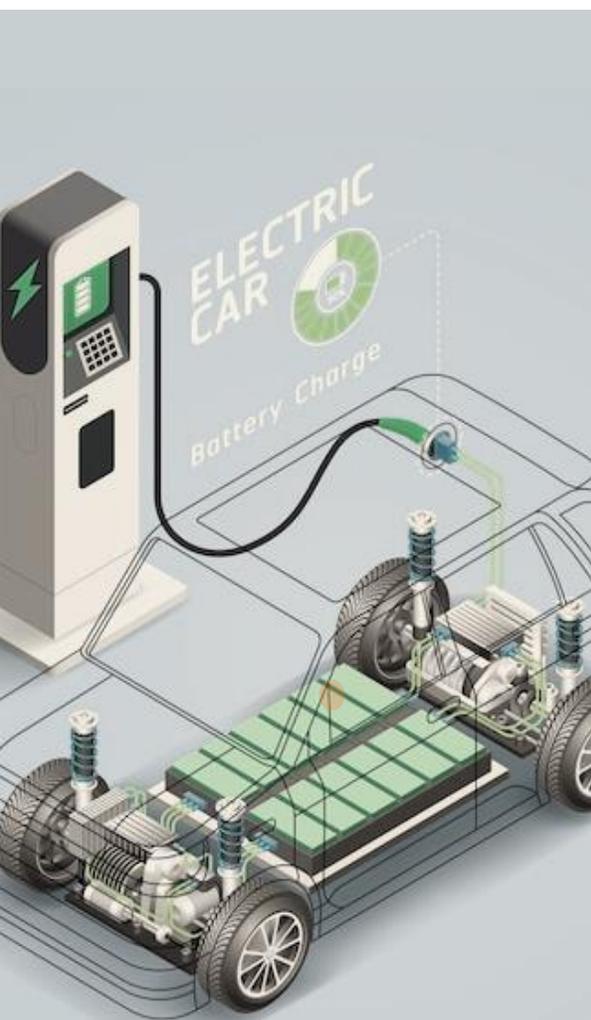
Eligibility Conditions:

- 🚗 CBU is allowed to import during **2024-2025** and offset for CBU imported is required according to following conditions;
 - Must produce **offset production domestically for CBU imported at 1:2 ratio by 2026, or 1:3 by 2027.** (Passenger cars with SRP of not over 2 mil. THB, the offset production can be any vehicle models. Passenger cars with SRP of over 2 mil. THB but not exceeding 7 mil. THB, the offset production must be the same models as imported.)
- 🚗 Must sign an MOU agreement and obtain approval letter for tax incentives from Excise Department.
- 🚗 Must place bank guarantee.
- 🚗 **Must obtain Thai Industrial Standard and International Standard from Automotive and Tyre Testing, Research and Innovation Center: ATTRIC**

Timeline: Tentative EV Subsidy Package (EV3.5)



Tentative EV Battery Subsidy Package



Conditions:

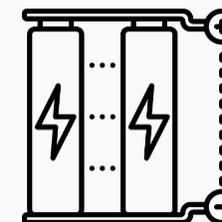
- Production process must start from cell production.
- Battery importation is allowed during the first two years after subsidy package is effective and project is required to produce off-set battery domestically at 1 : 2 ratio by Year 3 OR 1 : 3 ratio by Year 4 after subsidy package starts.

Battery Specification:

- Energy Density (for one vehicle): 125-145 / >145-190 / >190 (kWh)
- Battery Capacity for one factory must be not less than 8 GWh
- Battery Cycle: Not less than 1,000 / life cycle (under specified conditions)
- Must obtain Thai Industrial Standard and International Standard from Automotive and Tyre Testing, Research and Innovation Center: ATTRIC

Financial Subsidy: (First come first served basis)

Energy Density (for one vehicle)	Battery Capacity (per factory) Not less than 8 GWh
> 190 kWh	800 THB/kWh
> 145 - 190 kWh	700 THB/kWh
125 - 145 kWh	600 THB/kWh



*Start from Cell Production

Tax Incentives:

Excise Tax

1%

Reduced from 8%

Import Tariff: Battery

0%

For the first 2 years after the starting date of the package

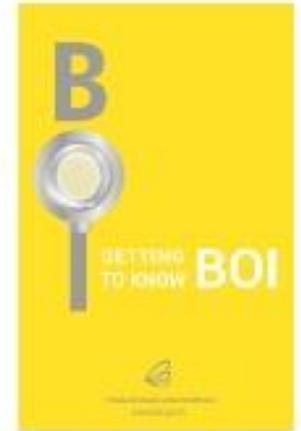
Where to contact BOI ?

BOI Overseas Offices

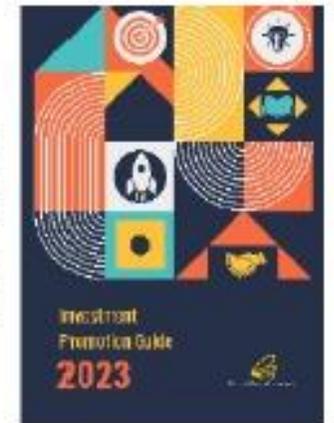


BOI Headquarters

555 Vibhavadi-Rangsit Rd.
Chatuchak, Bangkok 10900 Thailand
Tel: (66 2) 537- 8111
Fax: (66 2) 537-8098
E-mail: head@boi.go.th



Getting to Know BOI



Investment Promotion Guide



THAILAND
BOARD OF
INVESTMENT

For More Information



<https://www.boi.go.th>



Thailand (Head Office) :
555 Vibhavadi-Rangsit Road.,
Chatuchak, Bangkok 10900,
Thailand



(+66) 2553 8111



head@boi.go.th



BOI NEWS



@boinews