

GOVT. OF NATIONAL CAPITAL TERRITORY OF DELHI
TRANSPORT DEPARTMENT: EV CELL
5/9, UNDER HILL ROAD, DELHI- 110054

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CIRCULAR

The draft Delhi Electric Vehicle (EV) Policy 2026 is hereby uploaded on the official website of Transport Department, GNCTD for the information of general public.

All stakeholders including general public are invited to submit their feedback/comments **within 30 days** from the date of publication through the following modes:

1. By e-mail: evpolicy2026@gmail.com
2. By Post: Joint Commissioner (EV), Transport Department, Govt. of NCT of Delhi, 5/9 Underhill Road, Delhi- 110054

All inputs/representations may kindly be submitted only through the above-mentioned modes. In this regard, the public is humbly requested to avoid visiting the office premises, as the same may cause unnecessary crowding. No objections or suggestions received after the expiry of the said period shall be considered.

This issues with the approval of the Competent Authority.

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Joint Commissioner (EV)
Transport Department, GNCTD

Delhi Electric Vehicle Policy, 2026–2030 (Draft)
Government of National Capital Territory of Delhi (GNCTD)

1. Introduction

1.1 Delhi is committed to curb air pollution and accordingly aims to promote and adopt clean mobility transition through targeted incentives, infrastructure development, and strong regulatory measures. The Delhi Electric Vehicle Policy 2026–2030 (four years) builds on this momentum to accelerate electric vehicle (EV) adoption, improve air quality, and create a supportive ecosystem for electric mobility. The policy will be applicable from the date of the notification.

1.2 The policy draws its inspiration and support from Article 21 of the Constitution of India providing for right to life which construes right to clean air and pollution free environment. Hon'ble Supreme Court in M.C. Mehta Vs. Union of India and Ors has asked to review and revise respective electric vehicle (EV) policies. The policy also draws support from various provisions of the Environment Protection Act 1986, Motor Vehicle Act 1988, etc.

1.3 The Commission for Air Quality Management (CAQM), in its latest report “Identification of the causes for worsening AQI in Delhi NCR”¹ submitted to Hon'ble Supreme Court, has identified vehicular emissions as the largest contributor (23% during winter) to air pollution in the National Capital Territory of Delhi. Two-wheelers constitute approximately 67% of the total vehicle stock in Delhi, making their rapid electrification critical for achieving meaningful reductions in vehicular emissions. Further, three-wheelers, commercial cars, and N1 category goods vehicles exhibit high daily utilisation and mileage, resulting in a disproportionate contribution to urban air pollution. Accordingly, prioritised electrification of these vehicle segments is essential to achieve sustained improvements in air quality in Delhi.

1.4 This policy emphasises EV incentives, scalable charging infrastructure, clear electrification mandates, and development of supporting systems such as battery recycling and disposal.

2. Policy Objectives

- Accelerate adoption of EVs across all major vehicle segments.
- Support installation of a comprehensive public and private charging network across Delhi.
- Enable a robust EV supply chain including battery recycling, servicing, and component recovery.
- Improve air quality by reducing reliance on Internal Combustion Engine (ICE) vehicles.
- Ensure fiscal efficiency and transparent implementation.

¹Identification of the causes for worsening AQI in Delhi NCR, F.No. B-110021/18/Sc-01/2020/CAQM, 19th January, 2026

3. Definitions

3.1 Electric Vehicle shall mean "Battery Operated Vehicle" means a vehicle adapted for use upon roads and powered exclusively by an electric motor whose traction energy is supplied exclusively by traction battery installed in the vehicle.²

3.2 Strong Hybrid Electric Vehicle (Strong HEV) shall mean A 'Hybrid Electric Vehicle (HEV)' which has a 'Stop-Start' arrangement, 'Electric Regenerative Braking System' and a 'Motor Drive' (motor alone is capable to propel the vehicle from a stationary condition).²

3.3 Operational Guidelines shall mean separate detailed instructions issued by GNCTD from time to time for implementation, eligibility verification, and disbursal procedures under this Policy.

3.4 Electric Vehicle Supply Equipment (EVSE) shall mean an element in Electric Vehicle Charging Infrastructure (EVCi) that supplies electrical energy for recharging the battery of electric vehicles.³

3.5 Public Charging Station (PCS) shall mean an EV charging station where any electric vehicle can get its battery recharged.⁴

3.6 Community Charging Station means semi-public charging station installed at Group Housing Societies or other residential accommodations where only residents or authorized visitors can get their EV charged.⁵

3.7 Battery Swapping Station (BSS) shall mean a station where any electric vehicle can get its discharged battery or partially charged battery replaced by a charged battery.⁶

3.8 Definitions 3.1 to 3.7 shall stand updated as per modifications made by the concerned authorities from time to time.

4. Purchase Incentives

4.1 Mode of Disbursal

4.1.1 All purchase incentive under this policy shall be disbursed through direct benefit transfer to individual buyer/ proprietary firms/ agencies/ companies being residents of NCT of Delhi and the vehicle being registered in Delhi. Eligible beneficiaries shall apply directly for subsidy claims through a mechanism notified by the Transport Department, GNCTD.

² The Central Motor Vehicles Rules 1989

³ EVCi Guidelines January 2022 by Ministry of Power, No.12/2/2018-EV (Comp No. 244347), 14th January, 2022

⁴ EVCi Guidelines January 2022 by Ministry of Power, No.12/2/2018-EV (Comp No. 244347), 14th January, 2022

⁵ Guidelines for Installation and Operation of Electric Vehicle Charging Infrastructure-2024, No. 12/2/2018-EV (Comp No. 241852), 17th September, 2024

⁶ EVCi Guidelines January 2022 by Ministry of Power, No.12/2/2018-EV (Comp No. 244347), 14th January, 2022

4.2 Two-Wheelers

4.2.1 Eligibility: The ex-factory price of the electric two-wheeler shall not exceed INR 2.25 lakh.

4.2.2 Incentive Structure (Year-wise Registration): GNCTD shall provide the following incentive to promote electric two-wheeler adoption in the NCT of Delhi:

Year of Registration	Incentive
Year 1 from date of notification	₹10,000 per kWh, up to a maximum of ₹30,000
Year 2 from date of notification	₹6,600 per kWh, up to a maximum of ₹20,000
Year 3 from date of notification	₹3,300 per kWh, up to a maximum of ₹10,000

4.3 Electric Three-Wheeler Auto-Rickshaw (L5M)

4.3.1 Incentive Structure (Year-wise Registration): GNCTD shall provide the following incentive to promote e-auto adoption in NCT of Delhi:

Year of Registration	Incentive
Year 1 from the date of notification	₹50,000
Year 2 from the date of notification	₹40,000
Year 3 from the date of notification	₹30,000

4.3.2 The incentive mentioned at 4.3.1 shall be applicable to public for the replacement of old CNG auto-rickshaws or new auto-rickshaws registered with permit of NCT of Delhi.

4.4 Electric Four-Wheeler Goods Vehicles (N1)

4.4.1 Incentive Structure (Year-wise Registration): GNCTD shall provide the following incentive to promote e-trucks (N1) adoption in NCT of Delhi:

Year of Registration	Incentive
Year 1 from the date of notification	₹1,00,000
Year 2 from the date of notification	₹75,000
Year 3 from the date of notification	₹50,000

4.5 The eligibility of EV models for purchase incentives shall be aligned to PM E-DRIVE scheme, Government of India, and other subsequent schemes, if any.

4.6 Scrapping Incentives

4.6.1 Electric Two-Wheeler: A scrapping incentive of ₹10,000 shall be provided upon purchase of a new electric vehicle under this policy, provided the purchase is made within six (6) months of issuance of the Certificate of Deposit (CoD) from an authorised scrapping facility. This incentive shall be applicable for scrapping of Delhi registered BS-IV and below, two-wheelers.

4.6.2 Electric Three-Wheeler (L5M): A scrapping incentive of ₹25,000 shall be provided upon purchase of a new electric vehicle under this policy, provided the purchase is made within six (6) months of issuance of the Certificate of Deposit (CoD) from an authorised scrapping facility. This incentive shall be applicable for scrapping of Delhi registered BS-IV and below, three-wheelers (L5M).

4.6.3 Electric Car (Non-Transport): A scrapping incentive of ₹1,00,000 shall be provided upon purchase of a new electric car under this policy, subject to an ex-factory price not exceeding ₹30 lakh, provided the purchase is made within six (6) months of issuance of the Certificate of Deposit (CoD) from an authorised scrapping facility. This incentive shall be applicable for the scrapping of Delhi-registered BS-IV and below cars and shall be limited to the first 1,00,000 eligible applicants under this policy.

4.6.4 Electric Four-Wheeler Goods Carriers (N1 Trucks): A scrapping incentive of ₹50,000 shall be provided upon purchase of a new electric vehicle under this policy, provided the purchase is made within six (6) months of issuance of the Certificate of Deposit (CoD) from an authorised scrapping facility. This incentive shall be applicable for scrapping of Delhi registered BS-IV and below, four-wheeler Goods Carriers (N1 Trucks).

4.6.5 All scrapping incentive shall be disbursed through direct benefit transfer to individuals. Eligible beneficiaries shall apply directly for subsidy claims through a mechanism notified by the Transport Department, GNCTD.

4.6.6 All scrapping incentive on CoD shall be applicable only to the owner of the scrapped vehicle.

4.7 Road Tax & Registration Fee Exemption

4.7.1 All electric vehicles (subject to clause 4.7.2, and 4.7.3) registered in the NCT of Delhi during the policy period shall be granted 100% exemption from road tax and registration fees at the time of vehicle registration.

4.7.2 All electric cars with ex-showroom price below or equal to 30 lakhs registered in the NCT of Delhi shall be granted 100% exemption (50% exemption on Strong Hybrid EV) from road tax and registration fees till 31 March 2030.

4.7.3 All electric cars with ex-showroom price above 30 lakhs registered in the NCT of Delhi shall not be granted any exemption from road tax and registration fees.

5. Charging and Battery Swapping Infrastructure Development

5.1 GNCTD shall send proposal under PM E-Drive scheme of the Ministry of Heavy Industry, Government of India or any other schemes of Government of India for availing support for charging and battery swapping infrastructure and will also allocate sufficient funds to augment the public & community charging and battery swapping infrastructure.

5.2 Delhi Transco Limited (DTL) shall act as the nodal agency for planning, coordination, and implementation of public electric vehicle charging and battery swapping infrastructure in the NCT of Delhi.

5.3 DTL shall aggregate demand, proposed locations, and load requirements for public EV charging and battery swapping infrastructure across departments and agencies, and shall undertake system-level planning to ensure optimal siting, grid readiness, and phased deployment.

5.4 DTL shall develop, notify, and periodically update Standard Operating Procedures (SoPs) detailing technical standards, approval processes, timelines, service level benchmarks, and monitoring mechanisms for the deployment and operation of public EV charging and swapping infrastructure.

5.5 DTL shall develop, operate, or integrate a dedicated digital portal—either under the PM E-DRIVE framework or a GNCTD-specific platform—for end-to-end management of public EV charging and battery swapping infrastructure, including site onboarding, approvals, monitoring, and reporting, in coordination with District Magistrates (DMs), Deputy Commissioners (DCs) through revenue department, and other concerned agencies.

5.6 A High-Powered Committee shall be constituted under the Chairpersonship of the Chief Secretary, GNCTD, comprising representatives from the Departments of Transport, Power, Planning, Environment, Finance, Delhi Transco Limited (DTL), DISCOMs, and any other department/agency/body as deemed necessary.

5.7 The composition of the Committee along with ToR shall be notified separately with approval of the Hon'ble Chief Minister.

5.8 Single Window Clearance: DTL shall create a single window facility for charge point and battery swapping operators to enable faster clearance and procuring expedited EV connection to deploy public and semi-public charging stations in NCT of Delhi.

6. Role of OEMs

6.1 Original Equipment Manufacturers (OEMs) shall ensure adequate and timely supply of electric vehicles across all eligible segments during the policy period.

6.2 All OEMs operating in the National Capital Territory of Delhi shall ensure the deployment of at least one public electric vehicle charging station per dealer comprising a minimum of three (3) charging points for two-/three-wheelers and two (2) charging points for four-wheelers. The location of such charging stations shall, to the extent feasible, be aligned with the siting

categories and locations specified under Category A, B, and C of the *Operational Guidelines for Deployment of EV Public Charging Stations (EV PCS) under the PM E-DRIVE Scheme*.

6.3 The OEMs shall aim to stabilise the cost of EVs to make it affordable for the residents of NCT of Delhi.

7. Additional Ecosystem Development Measures

7.1 Battery Recycling

7.1.1 The Environment Department shall ensure strict adherence by Original Equipment Manufacturers (OEMs) and other obligated entities to all applicable provisions of the *Battery Waste Management Rules, 2022*, as amended from time to time, including requirements related to Extended Producer Responsibility (EPR), reporting, and environmentally sound management of waste batteries.

7.1.2 The Delhi Pollution Control Committee (DPCC) shall, through an appropriate policy framework, facilitate the deployment of battery collection centres across the National Capital Territory of Delhi under a Public-Private Partnership (PPP) model, in collaboration with authorised recyclers and other eligible entities, to enable convenient, accessible, and environmentally sound collection of waste batteries.

7.1.3 DPCC shall notify Standard Operating Procedures (SOPs) for Original Equipment Manufacturers (OEMs) and other obligated entities to ensure the safe collection, storage, transportation, and transfer of waste batteries to authorised recyclers or Producer Responsibility Organisations (PROs), in compliance with applicable environmental regulations, Extended Producer Responsibility (EPR) requirements, and safety standards. OEMs shall submit periodic reports on EPR target compliance and battery traceability to the Delhi Pollution Control Committee (DPCC), in the prescribed format and frequency by DPCC.

7.1.4 The Government of NCT of Delhi shall promote a battery traceability-enabled ecosystem, based on unique battery identifiers, to support battery refurbishment, safe second-life use, and environmentally sound recycling.

8. Electrification Mandates for Registration

8.1 Electric Three-Wheelers (L5)

8.1.1 From 01 January 2027, only electric three-wheelers (L5) shall be permitted for new registration in the NCT of Delhi.

8.2 Electric Two-Wheelers

8.2.1 From 01 April 2028, only electric two-wheelers shall be permitted for new registration in the NCT of Delhi.

8.3 School Buses

8.3.1 All schools in NCT of Delhi shall adhere to the electrification targets as stated in the table below:

Effective Date	Minimum Electric Share of Fleet
Till completion of year 2 from date of notification	10%
Till completion of year 3 from date of notification	20%
Till 31 st March 2030	30%

8.3.2 The mandate shall apply to the total school bus fleet, whether owned, leased or hired. The Education Department, GNCTD, shall ensure adherence to the above mentioned mandate.

8.4 Fleet Aggregators operating in NCT of Delhi

8.4.1 Electrification mandates for fleet aggregators and delivery service providers are as follows:- No conventional ICE vehicles running purely on diesel or petrol shall be inducted in the existing fleet of 4-Wheeler LCVs, 4-Wheeler LGVs (N1 category up to 3.5 Ton) and 2-Wheelers with effect from 01.01.2026 provided Induction of BS-VI emission standard 2-Wheelers shall be permitted in the existing fleet up to 31.12.2026.

8.4.2 All other provisions of the existing Delhi Motor Vehicle Aggregator and Delivery Service Provider Scheme (2023) shall remain unchanged and shall apply.

8.5 Government Fleet

8.5.1 All hired/leased vehicles in GNCTD from the date of notification of this policy shall be only electric except emergency/exempted vehicles as decided by GNCTD from time to time.

8.5.2 All new intra-state buses to be inducted by the Delhi Transport Corporation and the Transport Department, GNCTD on its own, from the date of notification of this policy, shall be electric. However, if other cleaner fuel buses are introduced during the period of this policy, such as hydrogen fuelled buses, the same may be inducted as per the decision of the Transport Department.

8.5.3 All new N1 trucks purchased/leased/hired by departments/autonomous bodies/corporations/boards and similar institutions under GNCTD including Municipal Corporation of Delhi, New Delhi Municipal Council and Delhi Cantonment Board shall be only electric.

9. Digital Integration:

9.1 GNCTD shall ensure that all implementation frameworks, including applications, approvals, verifications, disbursements, reporting, and grievance redressal are conducted in a fully paperless manner through digital systems.

10. Institutional Framework

Nodal Departments and Responsibilities:

10.1 Transport Department

10.1.1 The Transport Department, GNCTD shall serve as the nodal department for implementation of the EV Policy 2026 and for issuing all clarifications, minor amendments, and operational guidelines as and when required with the approval of the Hon'ble Minister (Transport).

10.1.2 An EV cell shall be constituted under the Special/Additional/Joint Commissioner (EV), Transport Department, GNCTD with a dedicated hired PMC to ensure implementation and operation of EV Policy 2026.

10.2 Delhi Transco Limited (DTL) through Power Department

10.2.1 DTL through the Power Department, shall be responsible for the planning, deployment, and monitoring of all public electric vehicle charging and battery swapping stations in the National Capital Territory of Delhi. DTL shall ensure that public charging and swapping infrastructure remains operational and shall develop and notify service level benchmarks for performance, uptime, and reliability of such infrastructure.

10.2.2 DTL shall also assess present and future electricity load requirements arising from EV charging demand in the NCT of Delhi and shall ensure timely power procurement and seamless power supply through coordinated planning and implementation with the DISCOMs.

10.3 Environment Department

10.3.1 The Environment Department shall assess and periodically quantify the emission reductions achieved through new electric vehicle registrations under the Delhi EV Policy 2026. The Department shall develop and apply a transparent methodology to evaluate impacts on air pollutant emissions and greenhouse gas emissions, enabling evidence-based assessment of the environmental outcomes and overall effectiveness of the Delhi EV Policy 2026.

10.3.2 The Environment Department shall ensure strict adherence by Original Equipment Manufacturers (OEMs) and other obligated entities to all applicable provisions of the *Battery Waste Management Rules, 2022*, as amended from time to time, including requirements related to Extended Producer Responsibility (EPR), reporting, and environmentally sound management of waste batteries.

10.4 Delhi Pollution Control Board (DPCC)

10.4.1 DPCC shall, through an appropriate policy framework, facilitate the deployment of battery collection centres across the National Capital Territory of Delhi under a Public-Private Partnership (PPP) model, in collaboration with authorised recyclers and other eligible entities, to enable convenient, accessible, and environmentally sound collection of waste batteries.

10.4.2 DPCC shall notify Standard Operating Procedures (SOPs) for Original Equipment Manufacturers (OEMs) and other obligated entities to ensure the safe collection, storage, transportation, and transfer of waste batteries to authorised recyclers or Producer Responsibility Organisations (PROs), in compliance with applicable environmental regulations, Extended Producer Responsibility (EPR) requirements, and safety standards.

10.5 Urban Local bodies (Municipal Corporation of Delhi (MCD), Delhi Development Authority (DDA), Delhi Cantonment Board, New Delhi Municipal Council (NDMC), PWD, DUSIB, Revenue Department and other land-owning agencies

10.5.1 On a periodic basis, the urban local bodies and other land owning agencies shall identify suitable land parcels for the deployment of public electric vehicle charging and battery swapping infrastructure and shall extend necessary support to Delhi Transco Limited (DTL) for planning, approvals, and implementation of such infrastructure.

10.5.2 All new civil infrastructure projects of departments/autonomous bodies/corporations/boards and similar institutions under GNCTD including Municipal Corporation of Delhi, New Delhi Municipal Council and Delhi Cantonment Board shall be required to be EV-charging-ready, with adequate electrical capacity to enable the installation of electric vehicle charging infrastructure.

10.6 Education Department

10.6.1 The Education Department, Government of NCT of Delhi, shall ensure compliance with the mandate across the entire school bus fleet, including buses owned, leased, or hired by schools. The Department shall issue necessary directions, integrate compliance requirements into school recognition and affiliation processes, and monitor adherence to the mandate in coordination with Transport Department.

10.6.2 The Education Department, Government of NCT of Delhi, shall design and implement regular awareness drives and educational campaigns in schools to sensitise students, teachers, and school management on issues related to air pollution, its health and environmental impacts, and the measures being undertaken by the Government to improve air quality in Delhi. The Department shall also promote student-led initiatives and practical actions to encourage sustainable travel choices, energy conservation, and responsible environmental behaviour to support improvements in Delhi's air quality.

10.7 District Magistrates through Revenue Department – Land Aggregation

10.7.1 The District Magistrates (DMs), through the Revenue Department, shall facilitate the identification, aggregation, and making available of suitable land parcels for priority public infrastructure requirements, including electric vehicle charging and swapping infrastructure and allied facilities.

11. EV Fund

11.1 A dedicated EV Fund shall be maintained under the Transport Department.

11.2 Sources of the Fund may include State Budgetary Allocations, Central and State Government Schemes and Grants, Air Ambience Fund, Environment Compensation Charge (ECC), PM E-DRIVE Scheme, cess, taxes, and any other approved sources.

11.3 All operational and implementation expenses related to the EV Policy 2026 shall be met from the EV Fund.

11.4 Spending under EV Fund shall be as per the latest applicable delegation of financial powers rules.

12. Delhi EV Apex Committee

12.1 A Delhi EV Apex Committee, under the Chairpersonship of the Hon'ble Minister (Transport), shall be constituted to oversee implementation of the policy and management of the EV Fund.

12.2 The composition of the Committee along with ToR shall be notified separately with approval of the Hon'ble Chief Minister.

13. Policy Validity

13.1 This policy shall remain in force from the date of notification till 31 March 2030, unless extended or modified by the Government of NCT of Delhi.