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Delhi Notifies Its Electric Vehicles Policy 2026

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WHY IN NEWS

The Delhi government notified its Electric Vehicles Policy 2026, popularly called EV Policy 2.0, on July 1, 2026 (following Cabinet approval on June 29, 2026), backing a shift to zero-emission transport with an outlay of about Rs 15,000 crore over four years.

Delhi, among the most polluted urban regions in the world, has turned to electric mobility as a central lever to clean its air. The new policy sharpens incentives and, for the first time, fixes hard phase-out dates for polluting vehicle classes.

KEY FEATURES OF THE POLICY

The policy is built around Battery Electric Vehicles (BEVs), which produce no tailpipe emissions, and pointedly excludes hybrids from its incentives.

FEATURE	DETAIL
Notified	July 1, 2026 (Cabinet approval June 29, 2026)
Outlay	About Rs 15,000 crore over four years
Focus	Battery Electric Vehicles (BEVs) as zero-emission vehicles
Charging network	Over 30,000 public charging points targeted
Cars incentive	Full road-tax and registration-fee exemption for e-cars priced up to Rs 30 lakh
Two-wheeler subsidy	Purchase incentives for e-two-wheelers (tapering (https://ujjari.com/vocab/tapering/) across the first three years)
Hybrids	No incentives

THE PHASE-OUT TIMELINE

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The most consequential element is a calendar for retiring polluting vehicle registrations.

DATE	MEASURE
January 1, 2027	Only electric autorickshaws and electric goods three-wheelers to be newly registered
April 1, 2028	No new petrol or CNG two-wheelers to be registered; only electric two-wheelers

Two-wheelers and three-wheelers dominate Delhi's road fleet and are significant contributors to local pollution, so targeting them first is designed for maximum air-quality impact.

THE POLICY ECOSYSTEM

Delhi's move sits inside a wider national air-quality and climate architecture.

PROGRAMME / BODY	ROLE
National Clean Air Programme (https://ujiyari.com/schemes/ncap/) (NCAP)	National framework to cut particulate pollution in non-attainment cities
Commission for Air Quality Management (CAQM)	Statutory (https://ujiyari.com/vocab/statutory/) body for air quality management in the NCR and adjoining areas
EV30@30	India's aspiration for 30 percent electric vehicle sales by 2030

ANALYSIS AND WAY FORWARD

The policy is a strong example of sub-national climate action, where a state or city moves faster than national mandates. Its strengths are clarity and ambition: firm phase-out dates create predictable signals for buyers and manufacturers, and the charging-point target addresses the "range anxiety" that has slowed EV adoption.

The risks are practical. A rapid transition can strain lower-income users who rely on affordable two- and three-wheelers, so the tapering subsidies and any scrappage support must genuinely cushion them. The electricity that charges these vehicles must increasingly come from clean sources, or emissions are merely shifted from the tailpipe to the power plant. Battery supply chains, safe charging infrastructure and end-of-life battery recycling need parallel attention. Finally, since much of Delhi's winter pollution is regional, the CAQM-coordinated, airshed-wide effort across the National Capital Region remains essential for the policy to translate into cleaner air.

UPSC RELEVANCE

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GS Paper 3: Environmental pollution and its control; conservation and sustainable transport; India's climate commitments and clean-energy transition; the role of sub-national action in environmental governance.

Prelims pointers: Delhi EV Policy 2026 notified July 1, 2026; road-tax and registration-fee exemption for e-cars up to Rs 30 lakh; petrol/CNG two-wheeler phase-out from April 1, 2028; CAQM is a statutory body for the NCR; EV30@30 targets 30 percent EV sales by 2030; NCAP is the national air-quality programme.

Mains question: "Sub-national electric-vehicle policies can accelerate India's clean-air goals but carry equity and grid challenges." Critically examine with reference to Delhi's EV Policy 2026. **(15 marks, 250 words)**

FACTS CORNER

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Delhi EV Policy 2026 (EV Policy 2.0): Notified July 1, 2026 (Cabinet approval June 29, 2026); outlay about Rs 15,000 crore.

Focus: Battery Electric Vehicles (BEVs) as zero-emission vehicles; hybrids get no incentives; over 30,000 public charging points targeted.

Cars: Full road-tax and registration-fee exemption for e-cars priced up to Rs 30 lakh.

Phase-out: From January 1, 2027, only electric autos and e-goods three-wheelers newly registered; from April 1, 2028, no new petrol/CNG two-wheelers.

CAQM: Commission for Air Quality Management, a statutory body for the NCR and adjoining areas.

National links: NCAP (National Clean Air Programme) and EV30@30 (30 percent EV sales by 2030).

Sources: Delhi Transport Department (<https://transport.delhi.gov.in>), Commission for Air Quality Management (<https://caqm.nic.in>), Press Information Bureau (<https://pib.gov.in>)

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