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# Delhi EV Policy 2.0: A Roadmap for Vehicle Electrification

5 July 2026

ENVIRONMENT

GS3

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CURATED &amp; WRITTEN BY

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# Delhi EV Policy 2.0: A Roadmap for Vehicle Electrification

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## WHY IN NEWS

*The Delhi Electric Vehicle Policy 2.0 (EV Policy 2.0) became operational on July 1, 2026, replacing the 2020 policy and setting a target of 30 per cent fleet electrification by March 2030 through phased registration mandates and enhanced purchase incentives.*

## UNDERSTANDING DELHI EV POLICY 2.0

The Government of the National Capital Territory (NCT) of Delhi notified the Delhi Electric Vehicle Policy 2.0, which came into force on July 1, 2026, and will remain valid until March 31, 2030. It succeeds the Delhi EV Policy 2020, under which the capital achieved roughly 14 per cent electric vehicle (EV) penetration by 2025, one of the highest shares among Indian states.

The new policy marks a decisive shift from a purely incentive-led approach toward a blend of incentives and hard mandates. It targets the most polluting and high-use vehicle segments first, two-wheelers, three-wheelers, commercial goods vehicles, school buses, aggregator fleets and government transport fleets, on the logic that these categories deliver the largest air-quality returns per rupee of subsidy.

### The Headline Target

The central goal is at least 30 per cent electrification of Delhi's total vehicle fleet by March 31, 2030, more than doubling the roughly 14 per cent share achieved under the previous policy. To reach it, the policy layers time-bound registration cut-offs on top of financial support.

## THE ELECTRIFICATION MANDATES

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The policy's most consequential feature is its calendar of registration bans on new internal combustion engine (ICE) vehicles in specific categories.

EFFECTIVE DATE	( <a href="https://ujjiyari.com/vocab/mandate/">HTTPS://UJJIYARI.COM/VOCAB/MANDATE/</a> )
January 1, 2027	Only electric three-wheelers and N1-category goods vehicles (light goods carriers) will be registered in Delhi
April 1, 2028	Only electric two-wheelers will be registered in Delhi
Within two years	School fleets to be at least 10 per cent EV
March 31, 2030	30 per cent fleet electrification target

By front-loading three-wheelers and light commercial vehicles, the policy targets the segments that log the highest daily running and therefore the highest per-vehicle emissions, extracting maximum air-quality benefit early in the policy window.

### Incentives and Fiscal Support

Alongside mandates, the policy sweetens the transition with direct subsidies and tax relief.

INSTRUMENT	DETAIL
Electric two-wheeler subsidy	Rs 30,000 (Year 1), Rs 20,000 (Year 2), Rs 10,000 (Year 3)
Road-tax waiver	100 per cent for EVs priced up to Rs 30 lakh
Charging infrastructure	32,000 charging points planned
Fiscal backing	About Rs 7,000 crore allocated within a larger Rs 15,000 crore investment plan covering charging, purchase and scrapping incentives

The tapering (<https://ujjiyari.com/vocab/tapering/>) two-wheeler subsidy is deliberate: it rewards early adopters most, then withdraws support as the mandate itself takes over demand creation from 2028.

## THE NATIONAL FRAMEWORK

Delhi's policy nests inside a larger national push for electric mobility, giving it both fiscal and strategic backing.

- **National Electric Mobility Mission Plan (NEMMP) 2020:** The umbrella vision, launched in 2013, for promoting electric and hybrid vehicles.
- **FAME India:** Faster Adoption and Manufacturing of (Hybrid and) Electric Vehicles, the demand-incentive scheme that ran through FAME I and FAME II.
- **PM E-DRIVE:** The PM Electric Drive Revolution in Innovative Vehicle Enhancement (<https://ujivari.com/schemes/pm-e-drive/>) scheme, notified with a Rs 10,900 crore outlay (effective October 1, 2024), which succeeded FAME II and funds subsidies for e-2Ws, e-3Ws, e-buses, e-ambulances and e-trucks plus charging infrastructure.

Delhi's incentives stack on top of, rather than replace, this central support, illustrating how a state EV policy operates within the national framework.

## ANALYSIS AND WAY FORWARD

Delhi EV Policy 2.0 reflects a maturing of India's electric-mobility thinking: the recognition that voluntary incentives alone plateau, and that hard mandates are needed to break the ICE lock-in. The tapering subsidy paired with a registration ban is a textbook demand-transition design, using public money to seed the market and regulation to sustain it.

Yet execution risks are real. Charging-infrastructure rollout must keep pace with mandated demand; 32,000 points is ambitious and demands a functioning grid that can absorb concentrated charging loads without instability. The mandates also raise equity questions for gig-economy riders and small goods operators, for whom even a subsidised EV plus battery replacement may strain thin margins. A robust scrapping and financing ecosystem, alongside charging density in low-income areas, will determine whether the policy is inclusive or merely aspirational. If Delhi delivers, it offers a replicable template for other pollution-stressed metros; if charging and grid readiness lag, the mandates could stall at the registration counter.

## UPSC RELEVANCE

**GS Paper 3:** Environment and pollution; conservation and clean energy; infrastructure (energy, charging networks); **indigenisation** (<https://ujivari.com/vocab/indigenisation/>) and the EV manufacturing ecosystem; inclusive growth and the just transition.

**GS Paper 2:** Government policies and interventions for development in various sectors; issues arising from their design and implementation; Centre-state relations, as a state EV policy operates within a national framework.

### Prelims pointers:

- Delhi EV Policy 2.0 is operational from July 1, 2026 to March 31, 2030; target is 30 per cent fleet electrification by March 2030.

- From January 1, 2027, only electric three-wheelers and N1-category goods vehicles are registered; from April 1, 2028, only electric two-wheelers.
- N1 category refers to light goods vehicles.
- PM E-DRIVE (Rs 10,900 crore, effective October 1, 2024) succeeded FAME II; it sits under the NEMMP framework.
- The 2020 policy achieved about 14 per cent EV penetration by 2025.

**Mains question:** “A shift from incentives to mandates is essential to break the internal combustion engine lock-in, but it raises questions of equity and infrastructure readiness.” Critically examine with reference to Delhi EV Policy 2.0. (15 marks, 250 words)

## FACTS CORNER

### ★ FACTS CORNER, KNOWLEDGEPEDIA

Delhi EV Policy 2.0: Operational July 1, 2026 to March 31, 2030; issued by the Government of NCT of Delhi.

Headline target: At least 30 per cent fleet electrification by March 31, 2030 (up from about 14 per cent under the 2020 policy).

Registration mandates: From January 1, 2027, only electric three-wheelers and N1-category goods vehicles; from April 1, 2028, only electric two-wheelers.

Two-wheeler subsidy: Rs 30,000 (Year 1), Rs 20,000 (Year 2), Rs 10,000 (Year 3), tapering by design.

Road-tax waiver: 100 per cent for EVs priced up to Rs 30 lakh.

Infrastructure: 32,000 charging points planned; school fleets to be at least 10 per cent EV within two years.

Fiscal backing: About Rs 7,000 crore allocated within a Rs 15,000 crore investment plan.

National linkage: Nests within NEMMP, FAME and PM E-DRIVE (Rs 10,900 crore, effective October 1, 2024).

*Sources: Press Information Bureau (<https://pib.gov.in/>), Business Standard (<https://www.business-standard.com/>), Drishti IAS (<https://www.drishtiias.com/>), PV Magazine India (<https://www.pv-magazine-india.com/>)*

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