Delhi EV Policy – Mandatory Electric Two-Wheelers from 2028

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Delhi EV Policy Latest News

- The Delhi government has announced its EV Policy 2.0, mandating that all new two- and three-wheelers registered in the city be electric from April 2028 to combat the capital's chronic air pollution.

Background: Delhi's Air Pollution and Transport Sector

- Delhi consistently ranks among the most polluted cities in the world, with the transport sector being one of the most significant contributors to its air pollution.
- While winter episodes of severe air quality draw the most attention, vehicular emissions remain a persistent source of pollution throughout the year.
- According to the **Commission for Air Quality Management** (CAQM) report, ***'Identification of the Causes for Worsening AQI in Delhi-NCR'***:

    - Vehicular emissions contribute around 23% of Delhi's PM2.5 pollution during winter, making transport the single largest pollution source within the city.
    - Two-wheelers constitute nearly 67% of Delhi's vehicle stock, making their rapid electrification critical.
    - Three-wheelers, commercial cars, and N1 category goods vehicles (up to 3.5 tonnes) are priority segments due to their high daily utilisation.
- Multiple studies, including those by TERI, IIT Kanpur, and SAFAR, have consistently identified transport, particularly two-wheelers, as the largest contributor to PM2.5, PM10, and other pollutants.
- Notably, secondary particulate matter formed from vehicular NOx and VOCs accounts for about 27% of winter PM2.5 in Delhi.

Understanding Electric Vehicles (EVs)

- Electric Vehicles (EVs) are vehicles powered by electric motors using energy stored in batteries, rather than internal combustion engines running on petrol or diesel. They are categorised as:
    - Battery Electric Vehicles (BEVs): Pure EVs running entirely on batteries with zero tailpipe emissions.
    - Hybrid Electric Vehicles (HEVs): Combine an internal combustion engine with an electric motor.
    - Strong/Plug-in Hybrids (PHEVs): Can run on electric power for limited distances before switching to fuel.
- Pure EVs offer superior environmental benefits as zero-emission vehicles, which is the focus of Delhi's new policy.

News Summary

- The Delhi government announced its EV Policy 2.0, representing a sweeping, first-of-its-kind policy reform in the country.
- The policy comes into effect on July 1, following approval from the Lieutenant Governor.
- **Key Mandates**
    - The policy introduces phased mandates for electrification:
        - No petrol motorcycles and scooters can be registered in Delhi after March 31, 2028.
        - Registration of new CNG auto-rickshaws will stop at the end of 2026.
        - From April 2028, every new two- and three-wheeler sold in Delhi must be an electric vehicle.
    - The government clarified that existing non-electric two-wheelers will not be forced off the roads; only new registrations will be restricted, giving customers and manufacturers a two-year transition window.
- **Objectives**
    - Make Delhi pollution-free by March 31, 2030
    - Achieve a minimum 30% electrification of Delhi's vehicle fleet by March 2030
    - Government investment of Rs. 15,000 crore on incentives and charging infrastructure
- **Cash Incentives**
    - The policy offers substantial purchase incentives:
        - Electric two-wheeler: Year-1 (Rs. 30,000); Year-2 (Rs. 20,000); Year-3 (Rs. 10,000)
        - Passenger three-wheeler: Year-1 (Rs. 50,000); Year-2 (Rs. 40,000); Year-3 (Rs. 30,000)
- **Scrappage Benefits**

- BS-IV or older two-wheelers: Rs. 10,000 for scrapping.
    - Three-wheelers: Rs. 25,000 for scrapping.
    - N1 electric trucks: Subsidy up to Rs. 1 lakh in the first year; Rs. 50,000 for scrapping older N1 trucks.
    - Gramin Seva vehicles: Rs. 15,000 scrapping incentive.
    - First 1 lakh owners scrapping BS-IV or older four-wheelers: Rs. 1 lakh incentive.
- **Road Tax Waiver**
    - 100% waiver on road tax and registration charges for fully electric vehicles.
    - For four-wheelers, the exemption applies to vehicles priced up to Rs. 30 lakh (ex-showroom).
    - EVs bought under the policy cannot be sold or registered in another state for three years.

Focus on Pure EVs

- Notably, the final policy dropped the incentive for strong hybrid vehicles that had been proposed in the draft.
- The draft had suggested a 50% exemption of road tax and registration charges for strong hybrids up to Rs. 30 lakh, intended as a transition bridge.
- The government chose to focus exclusively on pure EVs, which offer superior zero-emission benefits.
- **Charging Infrastructure**
    - A major constraint to EV adoption has been limited charging infrastructure. The new policy envisages the establishment of more than 30,000 public charging points across the capital.

Significance and Challenges

- **Why It Matters**
    - Two out of every three vehicles in Delhi are two-wheelers, making the mandate enormously significant.
    - Currently, electric two-wheelers make up only about 7.5% of annual two-wheeler registrations (36,962 out of 4,92,288 in 2025).
    - Going from 7.5% to 100% in less than two years is a hugely ambitious target.
- **Broader Impact**
    - Delhi has historically led the country in clean air interventions.
    - The policy is expected to influence other states, particularly those in the NCR region, to consider similar electrification mandates.
- **Challenges**
    - Rapid scaling of charging infrastructure to meet demand.
    - Manufacturer readiness to supply electric two- and three-wheelers at scale.
    - Affordability and consumer acceptance.
    - Grid capacity to handle increased electricity demand.
    - Battery disposal and recycling concerns.

Source: IE | TH