

भारत सरकार
GOVERNMENT OF INDIA

दिल्ली राजपत्र

Delhi Gazette

एस.जी.-डी.एल.-अ.-30062026-273960
SG-DL-E-30062026-273960असाधारण
EXTRAORDINARYप्राधिकार से प्रकाशित
PUBLISHED BY AUTHORITY

सं. 169]	दिल्ली, मंगलवार, जून 30, 2026/ आषाढ 9, 1948	[रा.रा.रा.क्षे.दि. सं. 87
No. 169]	DELHI, TUESDAY, JUNE 30, 2026/ ASHADHA 9, 1948	[N. C. T. D. No. 87

भाग IV
PART IVराष्ट्रीय राजधानी राज्य क्षेत्र दिल्ली सरकार
GOVERNMENT OF THE NATIONAL CAPITAL TERRITORY OF DELHIपरिवहन विभाग
अधिसूचना

दिल्ली, 30 जून, 2026

फा0 सं0 JC/EV/TPT/2026/02/281— जबकि, मंत्रिपरिषद ने 29.06.2026 तारीख के कैबिनेट निर्णय संख्या 3349 के तहत दिल्ली इलेक्ट्रिक वाहन नीति, 2026 को मंजूरी दी थी।

इसलिए, अब मोटर वाहन अधिनियम, 1988 की धारा 67 की उप-धारा (3), धारा 2 के खंड (41) और अन्य संबंधित प्रावधानों तथा उनके तहत बने नियमों से मिली शक्तियों का इस्तेमाल करते हुए, दिल्ली के राष्ट्रीय राजधानी क्षेत्र के उप-राज्यपाल एतद्वारा दिल्ली इलेक्ट्रिक वाहन नीति, 2026 को 01.07.2026 तारीख से लागू करते हैं।

दिल्ली इलेक्ट्रिक वाहन नीति, 2026

1. प्रस्तावना

1.1 दिल्ली, वायु प्रदूषण को कम करने के लिए प्रतिबद्ध है और तदनुसार लक्षित प्रोत्साहनों, अवसंरचना विकास तथा सख्त विनियामक उपायों के माध्यम से स्वच्छ गतिशीलता परिवर्तन को बढ़ावा देने और अपनाने का लक्ष्य रखती है। दिल्ली

TRANSPORT DEPARTMENT**NOTIFICATION**

Delhi, the 30th June, 2026

F. No. JC/EV/TPT/2026/02/281— Whereas, the Council of Ministers approved the Delhi Electric Vehicles Policy 2026 vide Cabinet Decision No.3349 dated 29.06.2026.

Now, therefore, in exercise of the powers conferred by sub-section (3) of section 67, read with clause (41) of section 2 and other enabling provisions of the Motor Vehicles Act, 1988 and the rules made thereunder, the Lieutenant Governor of the National Capital Territory of Delhi hereby notifies the Delhi Electric Vehicles Policy, 2026 with effect from 01.07.2026.

DELHI ELECTRIC VEHICLES POLICY, 2026**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 (MV) Act 1988, especially Section 67(3) of MV Act 1988, which empowers the State Government notwithstanding anything contain in MV Act 1988, to make schemes for the transportation of goods and passengers for the promotion of development and efficiency in transportation for various causes including last-mile connectivity, improving urban transport, the protection and enhancement of the environment, promotion of energy conservation, improvement of the quality of life 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

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

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

² The Central Motor Vehicles Rules 1989

3.3 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

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

3.5 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

3.6 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

3.7 Definitions 3.1 to 3.6 shall stand updated as per modifications made by the concerned authorities from time to time.

4. Financial Incentives

4.1 Purchase Incentive

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 purchased and registered in Delhi. Eligible beneficiaries shall apply directly for subsidy claims through a mechanism notified by the Transport Department, GNCTD.

4.1.2 A Model Approval Committee constituted under the Transport Department shall be responsible for empanelment of EV models across eligible vehicle segments for availing incentives and subsidies under the Policy. The Committee shall examine and approve vehicle models based on the eligibility criteria, technical specifications, and other conditions prescribed under the operational guidelines. Only models approved and empanelled by the Committee shall be eligible for purchase incentives under the Policy.

4.1.3 The application for purchase incentive shall be submitted within 30 days from the date of generation of the Registration Certificate (RC). The eligible subsidy amount shall be disbursed within 60 days from the date of submission of the application on the digital portal, subject to verification and fulfilment of applicable requirements.

4.1.4 Any vehicle availing purchase incentive under the Delhi EV Policy, 2026 shall not be eligible for issuance of a No Objection Certificate (NoC) for transfer or re-registration in another State/UT for a period of three years from the date of notification of the policy.

4.2 Two-Wheelers

4.2.1 Eligibility: The ex-showroom 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

***Incentive shall be applicable to both plug-in and battery swapping e-two-wheelers models.**

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 date of notification	₹50,000
Year 2 from date of notification	₹40,000
Year 3 from date of notification	₹30,000

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

⁴EVCI 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

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

***No incentive shall be given to e-autos with battery capacity less than 4kWh. Incentive shall be applicable to both plug-in and battery swapping e-three-wheelers models.**

4.3.2 The incentive mentioned at 4.3.1 shall be applicable for the replacement of old CNG auto-rickshaws or purchase of new electric-auto-rickshaws within the overall limit of auto-rickshaw fixed for 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 date of notification	₹1,00,000 for N1 >1.75-ton GVW and 50,000 upto 1.75 tons GVW
Year 2 from date of notification	₹75,000 for N1 >1.75-ton GVW and 37,500 upto 1.75 tons GVW
Year 3 from date of notification	₹50,000 for N1 >1.75-ton GVW and 25,000 upto 1.75 tons GVW

4.5 The eligibility of EV models for purchase incentives shall be aligned to FAME 2, PM E-DRIVE scheme, and other schemes/guidelines of Government of India or GNCTD, 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-showroom 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 A scrapping incentive of ₹15,000 shall be provided upon scrapping of a Gramin Sewa vehicle registered in Delhi, subject to the condition that a new electric Gramin Sewa vehicle (D+6/D+7) equipped with a Li-ion battery or any other advanced/progressive battery technology is purchased within six months from the date of issuance of the Certificate of Deposit (CoD) by an authorised scrapping facility.

4.6.6 All scrapping incentive 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.

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

4.7 Road Tax, Registration Fee Exemption and No Entry Exemption

4.7.1 All electric vehicles (subject to clause 4.7.2, and 4.7.3) purchased and registered in the NCT of Delhi during the policy period shall be granted 100% exemption from road tax throughout the life of the vehicle 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 purchased and registered in the NCT of Delhi shall be granted 100% exemption from road tax and registration fees till 31 March 2030.

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

4.7.4 No Entry Exemption for N2 E-Trucks: The first one thousand (1,000) private electric trucks falling under the N2 vehicle category (not being used for any purpose in departments/autonomous bodies/corporations/boards and similar institutions under GNCTD including Municipal Corporation of Delhi, New Delhi Municipal Council and Delhi Cantonment Board) and purchased and registered in Delhi within three (3) months from the date of notification of this Policy shall be exempted from the prohibition of no-entry timing for 10 years from the date of registration of the vehicle. The details regarding this provision shall be given in the operational guidelines.

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 Power Department 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 In addition to DTL; DISCOMs, private entities, real estate developers, and other eligible stakeholders shall be encouraged to establish public EV charging stations across the NCT of Delhi.

5.7A 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.

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

5.9 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.

5.10 Resident Welfare Associations (RWAs), Group Housing Societies, residential communities and private entities shall be encouraged to facilitate the deployment of community/private EV charging infrastructure within residential premises and other private spaces to support convenient and accessible charging for public.

5.11 DISCOMs shall be encouraged to explore the deployment of Energy Storage Systems (ESS) at e-bus depots to support load management, reduce peak demand, and enhance grid reliability. Further, DISCOMs through DERC may also explore suitable Time-of-Day (ToD) tariff structures and differential electricity pricing mechanisms to reduce EV charging costs, enable efficient charging behaviour, and improve overall grid efficiency.

5.12 To support the adoption of electric trucks and electric buses, adequate charging infrastructure shall be developed at suitable government-owned locations. This will enable reliable charging access and encourage greater participation of private fleet operators in the transition to electric mobility.

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) and N1 Goods Carrier

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

8.1.2 From 01 January 2027, only electric N1 goods carriers 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 Electric Four-Wheelers

8.3.1 The GNCTD intends to bring out electrification mandates for four-wheelers in future as well as aim to make a framework for disincentivising polluting vehicles that use inefficient fuels.

8.4 School Buses

8.4.1 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 the date of notification	10%
Till completion of year 3 from the date of notification	20%
Till 31 st March 2030	30%

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

8.4.3 Effort will be made to encourage concessionaires of DTC/Cluster e-buses to provide facility in depots for charging of school buses as per mutually agreed terms and conditions decided with Transport Department/DTC. Further, funds shall be sought under PM E-DRIVE scheme and other sources for providing adequate charging infrastructure in this regard.

8.5 Fleet Aggregators operating in NCT of Delhi

8.5.1 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.

8.5.2 All other provisions of the existing Delhi Motor Vehicle Aggregator and Delivery Service Provider Scheme (2023) shall remain unchanged and shall apply. Aggregators and Delivery Service Providers shall be encouraged for transition of their fleets to electric vehicles in order to support the adoption of clean mobility solutions and reduce vehicular emissions in the NCT of Delhi.

8.6 Government Fleet

8.6.1 All hired/leased, non-transport and light passenger vehicles in GNCTD from the date of notification of this policy shall, to the extent possible, be electric.

8.6.2 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**.

8.6.3 All N1/N2/N3 trucks and M2/M3 passenger vehicles 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, from the date of notification of this policy, shall be only electric.

8.7 If cleaner fuel vehicles are introduced during the period of this policy, such as hydrogen fuel, the same may be inducted/allowed to be registered, as per the decision of GNCTD.

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, if any from time to time.

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 clarification, 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 subject to clause 5.1 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, approval of the operational guidelines 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.

12.3 If a cleaner fuel or technology will be available for vehicles in Delhi during the operation of the policy period, an appropriate recommendation or suggestion regarding the same shall be made by Delhi EV Apex Committee to Council of Ministers for decision.

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.

By Order and in the Name of Lt. Governor
of the National Capital Territory of Delhi

NIHARIKA RAI, Secretary-cum-Commissioner