

# Recommendations for Delhi EV Policy 2026

*Prepared by*



Submitted to

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## I. About Bodhaka Advisors

Bodhaka Advisors is an impact-driven research and advisory firm focused on offering climate-related services in the field of energy, urban infrastructure, and mobility. Its capabilities include the following:

1. Strategy & Advisory - Turning climate ambitions into executable strategies
2. Research & Analytics - Evidence-based insights that cut through complexity
3. Impact & Investment - Translating climate solutions into compelling value propositions
4. Implementation & Capacity Building - From strategy to execution

### **Contact Information:**

Bodhaka Advisors LLP

E: [info@bodhaka-advisors.com](mailto:info@bodhaka-advisors.com)

## II. Key Recommendations

### A. Background

Delhi has emerged as one of India's leading electric mobility markets since the launch of the Delhi EV Policy 2020, supported by a combination of targeted demand incentives, regulatory reforms, and progressive charging infrastructure development. The draft Delhi Electric Vehicle Policy 2026–2030 builds on this momentum with a continued focus on accelerating EV adoption, strengthening charging and battery swapping infrastructure, improving air quality, and creating an enabling ecosystem for electric mobility in the National Capital Territory.

The urgency for an enhanced and future-ready EV policy framework is closely linked to Delhi's ongoing air quality challenge. As highlighted in the draft policy, the Commission for Air Quality Management (CAQM) has identified vehicular emissions as one of the largest contributors to air pollution in Delhi NCR, accounting for nearly 23% of winter pollution levels. Given that two-wheelers constitute nearly 67% of Delhi's total vehicle stock, alongside the high utilization of three-wheelers, commercial fleets, and goods carriers, rapid electrification of these segments is critical for achieving meaningful reductions in transport-related emissions.

The draft policy appropriately recognises the need for a holistic EV ecosystem by focusing on purchase incentives, charging infrastructure, battery swapping, scrappage incentives, electrification mandates, and institutional coordination mechanisms such as the designation of Delhi Transco Limited (DTL) as the nodal agency and the constitution of a High-Powered Committee for implementation oversight.

However, the EV ecosystem has evolved significantly since the introduction of Delhi's first EV policy. The sector is now witnessing rapid advancements in charging technologies, battery swapping models, digital payment systems, renewable energy integration, and commercial fleet electrification. Simultaneously, emerging challenges related to financing access, grid readiness, interoperability, end-of-life battery management, urban charging access, and enforcement of fleet transition mandates require stronger policy interventions and institutional coordination. Lessons from leading states further demonstrate that sustained EV adoption depends not only on vehicle subsidies, but also on integrated planning, robust charging density targets, innovative financing mechanisms, residential charging support, and ecosystem-wide stakeholder participation. The next phase of Delhi's EV transition must therefore move beyond early adoption support towards systemic market transformation that enables large-scale

electrification across commercial fleets, shared mobility, freight movement, residential communities, and public transport systems. In this context, the recommendations in the next section seek to strengthen the Delhi EV Policy 2026 by focusing on key priorities.

## B. Key Recommendations for the Upcoming EV Policy

Existing Clauses	Recommendations
<p><b>Clause 4 – Purchase Incentives</b> Purchase incentives announced for electric two-wheelers, electric three-wheeler auto rickshaws (L5M), electric four-wheeler good vehicles (N1)</p>	<p><b>Retain early-bird incentives</b></p> <ul style="list-style-type: none"> <li>• Re-introduce early bird incentives for designated number of electric two-wheelers and electric three-wheelers given the contribution of such incentives to increased adoption of these vehicle form factors in Delhi.</li> </ul> <p><b>Expand vehicle segment coverage</b></p> <ul style="list-style-type: none"> <li>• Introduce explicit incentives for medium/heavy e-trucks (N2/N3) and other special-use vehicles (e.g., e-ambulances, municipal/service fleets).</li> </ul> <p><b>Non-fiscal perks to accelerate e-freight adoption</b></p> <ul style="list-style-type: none"> <li>• Introduce operational incentives for commercial EVs (e.g., priority permits, dedicated loading bays, extended delivery windows/night operations where appropriate/toll tax waivers).</li> </ul>
<p><b>Clause 5 – Charging and Battery Swapping Infrastructure Development</b> <i>No clause for residential charging mandate and support; no mention about tariffs and ease of payments</i></p>	<p><b>Charging deployment: residential + planning reforms</b></p> <ul style="list-style-type: none"> <li>• Mandate certain allocation of charging stations at Resident Welfare Associations (RWAs) and Group Housing Societies (GHS). Increase mandatory parking for EVs from 20% (currently as per building bye-laws) to 30% of all the parking spaces in a new residential society.</li> <li>• For layouts of residential complexes and societies, incentives such as in-situ Floor Space Index (FSI) benefits or Transferable Development Rights (TDR) can be provided to encourage the installation of EVCS on compound walls. Installation in these areas needs to comply with local planning authority regulations taking into account Open Space Reservation (OSR) and other existing norms.</li> <li>• Promote a revenue-sharing model between RWAs and Charge Point Operators (CPOs) for</li> </ul>

	<p>setting up charging stations in apartments or societies.</p> <p><b>Charging economics and user experience</b></p> <ul style="list-style-type: none"> <li>• Adopt simpler public charging tariff principles (e.g., single-part or more transparent tariffs) to reduce consumer confusion and improve utilization.</li> <li>• Require interoperability and easy payments through integration with Unified Energy Interface (UEI) / open protocols; publish live station status and transparent pricing.</li> <li>• Ensure green open access eligibility; allow single bill for all charging stations of a CPO. This will offer benefit of aggregation to such CPOs.</li> <li>• For private charging stations, improve physical accessibility features such as universal design compliance, accessible parking spaces, low-mounted charging equipment, and slip-resistant surfaces as well as digital accessibility features such as user-friendly interfaces.</li> </ul>
<p><b>Clause 7 – Additional Ecosystem Development Measures</b>  <i>No clause for financing for commercial drivers, small fleet owners etc.</i></p>	<p><b>Financing architecture</b></p> <ul style="list-style-type: none"> <li>• Create a risk-sharing facility to unlock finance for commercial drivers, small fleet owners, and swapping operators. This facility can include two windows - (i) credit default guarantee for EV loans/leases and (ii) a residual value payment security mechanism (PSM) that covers the first-loss portion when end-of-term resale proceeds fall below the benchmark.</li> <li>• Promote cashflow-based lending using trip/earnings data.</li> <li>• Tie interest subvention to vehicle adoption targets e.g. 5% of adoption targets.</li> <li>• The Transport Department can operate in sync with the Public Sector Banks.</li> </ul>
<p><b>Clause 8 – Electrification Mandates for Registration</b>          Electrification mandates announced for electric two-wheelers, electric three-wheelers (L5), school buses, government fleet, and fleet aggregators and delivery service providers</p>	<p><b>Increase cut-off dates</b></p> <ul style="list-style-type: none"> <li>• Make the mandated cut-off dates flexible as the OEMs might not be prepared to address the increased demand by then.</li> </ul> <p><b>Stronger, enforceable fleet transition mandates</b></p>

	<ul style="list-style-type: none"><li>• Include explicit phase-wise electrification targets for corporate fleets and large commercial fleets; link to licensing (where applicable) and reporting, and penalties alongside early-compliance incentives.</li></ul>
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**Contact:**

For digital copies of the report, contact:

[info@bodhaka-advisors.com](mailto:info@bodhaka-advisors.com)

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