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## What Delhi's Draft EV Policy 2026 Means For Delivery, Aggregator Fleets

*A calibrated mix of subsidies and strict timelines aims to accelerate EV adoption, but success will hinge on affordability, supply chain readiness and infrastructure scale*

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**Read on:** <https://www.businessworld.in/article/what-delhi-s-draft-ev-policy-2026-means-for-delivery-aggregator-fleets-602180>

### **Article Content:**

Delhi's draft Electric Vehicle Policy 2026 proposes a mix of financial incentives and regulatory timelines to accelerate electric adoption, particularly in two- and three-wheelers, which the government says contribute significantly to the city's vehicular emissions, estimated at nearly 23 per cent of overall pollution.

The draft, now open for public feedback over the next 30 days, outlines a phased transition to electrification. Electric three-wheelers will become mandatory for new registrations from January 2027, followed by two-wheelers from April 2028. Commercial fleets, including aggregators and delivery operators, will face an earlier transition starting January 2026.

## **Incentives**

## **And**

## **Mandates**

The policy's design rests on a combination of declining subsidies and hard deadlines. Financial incentives for electric two-wheelers, three-wheelers and light goods vehicles are front-loaded, while exemptions on road tax and registration fees continue to support early adoption.

Industry players see this as a necessary alignment of market signals and regulatory intent.

“The Delhi EV Policy 2026 represents a structured push to accelerate electrification through a mix of financial incentives and regulatory direction,” said Neuron Energy, Co-Founder and CEO, Pratik Kamdar. He added that “the policy's reliance on phased mandates, especially for two- and three-wheelers, places pressure on supply chains that are still stabilising.”

The concern reflects a broader tension. While mandates can accelerate adoption, they also demand readiness across manufacturing, financing and infrastructure. India's EV ecosystem has expanded steadily, particularly in vehicle assembly and system integration. However, gaps remain in upstream components, especially battery cells and critical materials.

“From a supply chain standpoint, the EV ecosystem in India has made meaningful progress; however, when it comes to core components like lithium-ion cells and critical raw materials, the ecosystem is still evolving and remains partially import-dependent,” said Trontek Electronics, Founder and CEO, Samrath S Kochar. He added that scaling adoption would depend on how quickly the industry can “localise cell manufacturing, strengthen supplier networks, and build cost efficiencies at scale,” underlining the importance of deeper domestic capacity.

“Overall, the policy provides direction, but the pace of transition will depend on how effectively industry stakeholders align operations and manage execution risks,” said Mukesh Gupta, Co-Founder and Chief Marketing Officer (CMO), MaxVolt Energy Industries.

## **The Limits Of Subsidies And Infrastructure Gaps**

The draft policy offers a mix of purchase incentives, scrappage benefits and tax exemptions. Yet, for price-sensitive segments, affordability remains a central concern. “Subsidies will help trigger adoption, but they are unlikely to be sufficient on their own in price-sensitive categories. The tipping point will depend on the total cost of ownership, battery lifecycle, and access to affordable financing,” Kamdar said.

From an operator's perspective, the cost of batteries continues to be a critical barrier. “For commercial two- and three-wheelers, the battery is the single largest cost barrier. Battery-as-a-Service removes that barrier entirely and incentivising it alongside vehicle purchase subsidies would significantly deepen the policy's reach,” said Yuma Energy, Managing Director and General Manager, Muthu Subramanian.

The policy places strong emphasis on expanding charging infrastructure, mandating charging readiness in new developments and assigning Delhi Transco Limited a central role in planning and grid integration. However, industry voices suggest that scale must be defined more broadly. “Charging infrastructure is expanding, but scale is not just about the

number of stations; it is also about reliability, accessibility, and integration into daily usage patterns,” Kamdar said.

Kochar added that the ecosystem would likely evolve as a mix of charging and swapping solutions. “India’s EV ecosystem will not rely on a one-size-fits-all charging model. Solutions like battery swapping will play a critical role in enabling scale, particularly for two- and three-wheelers,” he said.

Execution	Will	Decide	Outcomes
Beyond technology and cost, implementation challenges remain. These include coordination across the National Capital Region, grid readiness and the sustainability of subsidies over time. “Scaling charging infrastructure, preventing NCR spillovers to places like Gurugram and Noida, ensuring sustainable subsidies, and strengthening grid readiness will be critical,” said Primus Partners, Managing Director, Anurag Singh.			

There is also a question of inclusion. “The policy’s success will hinge on things like affordable e-motorcycles reaching the market before 2028, making EV financing accessible to gig workers, building extensive charging infrastructure, and bringing shared mobility platforms into the incentive fold,” said Yulu, Head of Public Policy and Strategic Partnerships, Gowri Natarajan.

Mahua Acharya, an energy transition expert, underscored the importance of policy continuity. “Governments changed. The programme didn’t. Because the air didn’t get cleaner between elections, and the climate certainly didn’t wait,” she wrote on LinkedIn, commenting on the Delhi Draft EV Policy 2026. The draft sets out a clear roadmap for electrification. Whether it translates into broad-based adoption will depend on how effectively incentives, infrastructure and industry readiness converge in the years ahead.

