सत्यमेव जयते

The Gazette of Meghalaya
EXTRAORDINARY
PUBLISHED BY AUTHORITY

No. 196 **Shillong, Wednesday, October 7, 2026** **15th Asvina, 1948 (S. E.)**

PART-IIA

GOVERNMENT OF MEGHALAYA
DISTRICT COUNCIL AFFAIRS DEPARTMENT

NOTIFICATION

The 23rd September, 2026.

No.DC.VII/Genl/134/2024-2026/7. – Under the Provision of Section 3 and 4 of the United Khasi- Jaintia Hills (Christian Marriage) Act, 1954 (Act No. 11 of 1954) *read* with Section 6 of the Indian Christian Marriage Act, 1872, the Executive Committee, Khasi Hills Autonomous District Council is pleased to grant License to **Elder Rangshisha Kharduit** of **Ka Balang Basah jong U Blei** authorising him to grant Certificate(s) of Marriage or Marriages between two person(s) one or both of whom is or are Christian living within the jurisdiction of the Khasi Hills Autonomous District Council subject however, to revocation at anytime as may be notified.

J. E. DKHAR
Secretary to the Executive Committee,
Khasi Hills Autonomous District Council, Shillong.

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PART-IIA

GOVERNMENT OF MEGHALAYA
TRANSPORT DEPARTMENT

NOTIFICATION

The 7th October, 2026.

No.TPT.81/2018/653. – The Governor of Meghalaya is pleased to notify the Meghalaya Electric Vehicle (EV) Policy, 2026. The Policy provides the framework for incentives, exemptions, eligibility criteria, scrappage benefits, and other measures for promoting electric mobility in the State.

This Notification shall come into force from the date of its publication in the Official Gazette.

SANJAY GOYAL,
Commissioner & Secretary to the Govt. of Meghalaya,
Transport Department.

1. Preamble

1.1. *Overview*

Meghalaya is undergoing a steady transformation in its transportation sector, driven by increasing urbanisation, rising vehicle ownership, growing tourism activity and the need for improved mobility and connectivity across the State. Road transport serves as the primary mode of movement of people and goods in Meghalaya and plays a critical role in supporting economic development, trade, tourism and social inclusion. As of June 2026, Meghalaya had a registered vehicle population of approximately 6.53 lakh vehicles as per the VAHAN data, reflecting the State's growing mobility requirements and expanding transport network. At the same time, the dependence on conventional fossil-fuel-based vehicles continues to pose challenges relating to fuel consumption, emissions and environmental sustainability.

Meghalaya is uniquely positioned to benefit from the transition towards electric mobility. The State's compact urban centres, expanding tourism economy, growing shared mobility services and increasing demand for first-mile and last-mile connectivity offer significant opportunities for the adoption of electric vehicles across multiple vehicle segments. Electric mobility can support cleaner transportation solutions while reducing operating costs for vehicle owners and fleet operators. It can also contribute to improved air quality, reduced dependence on imported fossil fuels and enhanced energy security for the State.

Over the past few years, the State has taken important steps towards promoting electric mobility. The Meghalaya Electric Vehicle Policy, 2021 established the foundation for EV adoption and enabled the initial growth of electric vehicles within the State. As of June 2026, Meghalaya has over 2,500 registered electric vehicles, demonstrating the emergence of a growing market for clean transportation solutions. However, significant opportunities remain for expanding EV penetration, strengthening charging infrastructure and building a supportive ecosystem for electric mobility.

The Government of Meghalaya envisages electric mobility as an important driver of sustainable economic growth and green development. The transition to electric mobility has the potential to create new opportunities for entrepreneurship, employment generation and private investment in areas such as EV charging infrastructure, battery swapping services, vehicle servicing and maintenance, digital mobility solutions and allied industries. The State also seeks to leverage Central Government initiatives, including PM E-DRIVE and other Government of India schemes and programmes notified from time to time, to strengthen the development of EV infrastructure and accelerate adoption across priority segments.

Meghalaya's vision for electric mobility extends beyond vehicle adoption. The State aims to create a comprehensive electric mobility ecosystem that promotes innovation, private-sector participation and sustainable transportation practices. With its strong focus on environmental conservation, renewable energy integration and sustainable development, Meghalaya is well placed to emerge as a leading green mobility destination in the North Eastern Region.

1.2. Scope & Definitions

Unless the context otherwise requires, the following terms shall have the meanings assigned to them below:

(i) **"Beneficiary"** means an individual, proprietary concern, partnership firm, company, institution, fleet operator, Government entity or any other eligible applicant approved to receive benefits under this Policy.

(ii) **"Certificate of Deposit (CoD)"** means a certificate issued by a Registered Vehicle Scrapping Facility in accordance with the Vehicle Scrapping Policy and applicable Government of India guidelines.

(iii) **"Charging Station" or "EV Charging Station (EVCS)"** means an electric vehicle charging infrastructure facility established in accordance with guidelines and standards notified by the Ministry of Power or any other competent authority.

(iv) **"Electric Bus"** means a public transport or institutional bus powered solely by an electric propulsion system.

(v) **"Electric Four-Wheeler (E-4W)"** means an electric car, taxi, passenger vehicle, goods vehicle or any other electric vehicle classified as a four-wheeler.

(vi) **"Electric Three-Wheeler (E-3W)"** means an electric vehicle classified as a three-wheeler, including electric auto-rickshaws and electric goods carriers.

(vii) **"Electric Two-Wheeler (E-2W)"** means an electric vehicle classified as a two-wheeler under the Motor Vehicles Act, 1988.

(viii) **"Electric Vehicle (EV)" or "Battery Electric Vehicle (BEV)"** means a vehicle powered exclusively by an electric motor, whose traction energy is supplied exclusively by a traction battery installed in the vehicle and which has an Electric Regenerative Braking System, as defined under applicable notifications of the Government of India.

(ix) **"Ex-Factory Price"** means the price of the vehicle charged by the manufacturer, excluding GST, registration fees, insurance, road tax, accessories and other charges, unless otherwise specified.

(x) **"Ex-Showroom Price"** means the retail price of the vehicle excluding insurance, registration fees, road tax and other charges, as applicable.

(xi) **"Governor**" means the Hon'ble Governor of Meghalaya.

(xii) **"Government"** means the Government of Meghalaya, unless specified otherwise.

(xiii) **"ICE Vehicle"** means a vehicle powered wholly or primarily by an Internal Combustion Engine using petrol, diesel, compressed natural gas (CNG), liquefied petroleum gas (LPG) or any other fossil fuel.

(xiv) **"Nodal Agency"** means the Commissioner of Transport, Government of Meghalaya, designated for implementation, administration, monitoring and coordination of this Policy.

(xv) **"PM E-DRIVE Scheme"** means the PM Electric Drive Revolution in Innovative Vehicle Enhancement Scheme of the Government of India and includes any amendments, extensions or successor schemes.

(xvi) **"Policy"** means the Meghalaya Electric Vehicle Policy, 2026.

(xvii) **"Private Charging Station"** means an EV charging facility installed for captive use by an individual, institution, fleet operator or organization.

(xviii) **"Public Charging Station"** means an EV charging station accessible to the general public for charging electric vehicles on payment or otherwise.

(xix) **"Purchase Incentive"** means the financial incentive provided by the Government under this Policy for eligible electric vehicles.

(xx) **"Registered Vehicle Scrapping Facility (RVSF)"** means an authorized vehicle scrapping facility recognized under applicable laws and guidelines of the Government of India.

(xxi) **"RTO"** means the Regional Transport Office, or any Registering Authority notified under the Motor Vehicles Act, 1988.

(xxii) **"Scrappage Incentive"** means the incentive provided under this Policy against scrapping of eligible End of Life Vehicles (ELVs) and purchase of new electric vehicles.

(xxiii) **"State"** means the State of Meghalaya.

(xxiv) **"State Level Committee"** means the State Level Committee constituted under this Policy.

(xxv) **"Transport Department"** means the Transport Department, Government of Meghalaya.

2. ***EV Adoption Trends in India and Globally***

The adoption of electric vehicles has increased significantly across several countries in recent years, supported by technological advancements, expansion of charging infrastructure and policy measures aimed at promoting cleaner modes of transport. According to the International Energy Agency (IEA)[1], global electric vehicle sales exceeded 20 million units in 2025 and accounted for more than 20 percent of new car sales worldwide, reflecting the increasing role of electric mobility in the transport sector.

In India, electric mobility has gained momentum across various vehicle segments, particularly two-wheelers and three-wheelers. The Government of India has introduced several initiatives to promote electric mobility, including the National Electric Mobility Mission Plan (NEMMP), the Faster Adoption and Manufacturing of Electric Vehicles (FAME) Scheme and the PM Electric Drive Revolution in Innovative Vehicle Enhancement (PM E-DRIVE) Scheme. These initiatives provide support for electric vehicle adoption, charging infrastructure development and the growth of the broader EV ecosystem.

[1]International Energy Agency (IEA) Global EV Outlook 2025

The increasing adoption of electric vehicles at the global and national levels provides an opportunity for Meghalaya to promote sustainable transportation and support the development of electric mobility within the State. The Meghalaya Electric Vehicle Policy, 2026 seeks to facilitate this transition through measures aimed at promoting EV adoption and the development of supporting infrastructure.

3. *Objectives*

The Meghalaya Electric Vehicle Policy, 2026 aims to accelerate the transition towards a clean, efficient and sustainable mobility ecosystem in the State through a combination of demand incentives, infrastructure development, institutional support and private-sector participation. The specific objectives of the Policy are:

3.1. *Promote Adoption of Electric Vehicles*

i. Accelerate the adoption of electric vehicles across public and private transportation segments through targeted fiscal incentives, fee waivers, scrappage incentives and other demand-support measures.

ii. Encourage the replacement of older and more polluting vehicles with electric vehicles, thereby modernizing the vehicle fleet and improving transport efficiency.

iii. Promote the adoption of electric mobility solutions in priority sectors including public transport, tourism transport, shared mobility and first-mile and last-mile connectivity services.

3.2. *Develop Enabling EV Infrastructure*

i. Facilitate the development of a reliable, accessible and geographically distributed network of EV charging infrastructure across the State.

ii. Promote coordinated planning and deployment of charging infrastructure through collaboration with Government agencies, utilities, local bodies and private investors.

3.3. *Foster a Vibrant Electric Mobility Ecosystem*

i. Encourage entrepreneurship, innovation, skill development and private-sector participation in EV-related services including charging infrastructure, battery management, vehicle servicing, fleet operations and digital mobility solutions.

ii. Facilitate investments and support the emergence of a robust electric mobility ecosystem that generates employment opportunities and contributes to sustainable economic growth.

3.4. *Advance Sustainable and Green Mobility*

i. Contribute to improved air quality, enhanced energy security and the State's broader environmental and sustainable development objectives.

4. Short Title, Extent, and Commencement

(i) This Policy shall be called the "Meghalaya Electric Vehicle Policy, 2026".

(ii) The Policy shall extend to the whole State of Meghalaya.

(iii) The Policy shall come into force from the date of its notification in the official Gazette and shall supersede the Meghalaya Electric Vehicle Policy, 2021 in its entirety from that date.

5. *Policy Period*

The Meghalaya Electric Vehicle Policy 2026 shall serve as the guiding framework for the State's transition towards a cleaner, greener and more sustainable transport future and shall remain in force for 3 (three) years from the date of notification, unless amended, superseded or extended by the Government.

6. *Electric Vehicle Purchase Incentives*

6.1. Electric Two-Wheelers

Eligibility: The ex-factory price of the electric two-wheeler shall not exceed INR 1.75 lakh.
Incentive Structure: Government of Meghalaya shall provide the following incentives to promote electric two-wheeler adoption in the State of Meghalaya

Vehicle Category	Incentive	Vehicle Cap (units)
Private Two-wheelers EVs	₹ 6,000/kWh up to ₹ 15,000	2,000
Commercial Two-wheelers EVs	₹ 7,000/kWh up to ₹ 25,000	2,000

6.2. Commercial Electric Three-Wheelers

Incentive Structure: Government of Meghalaya shall provide the following incentive to promote e-auto adoption in the State of Meghalaya:

Vehicle Category	Incentive	Vehicle Cap (units)
Three-wheeler EVs	₹ 30,000	500

6.3. Electric Four-Wheeler

Eligibility: The ex-factory price of the electric four-wheeler shall not exceed INR 35 lakh.

Incentive Structure: Government of Meghalaya shall provide the following incentive to promote Electric Four-Wheeler adoption in the State of Meghalaya:

Vehicle Category	Incentives	Vehicle Cap (units)
Private Four-wheeler EVs	₹ 25,000	3000
Commercial Four-wheeler EVs	₹ 50,000	3000

The incentives under this Policy shall be available on a first-come, first-served basis, subject to fulfilment of the prescribed eligibility criteria, availability of funds, and the category-wise vehicle caps specified under this Policy and shall be subject to such conditions and procedures as may be prescribed by the Transport Department, Government of Meghalaya.

6.4. Waiver on Motor Vehicle Tax and Registration Fee

In addition to the incentives provided under this Policy, all eligible electric vehicles, shall be eligible for the following waiver:

Vehicle Category	Motor Vehicle Tax	Registration Fee	Conditions
Private Four-Wheeler	100% waiver, up to 1 Lakh	100% waiver	First 3,000 Private Four-Wheeler
Commercial Four-Wheeler	100% waiver	100% waiver	First 3,000 Commercial -Four-Wheeler
Private Two-Wheeler	100% waiver	100% waiver	First 2,000 Private Two-Wheeler with Ex-factory price under ₹ 1.75 Lakh
Commercial Two-Wheeler	100% waiver	100% waiver	First 2,000 Commercial -Two-Wheeler with Ex-factory price under ₹ 1.75 Lakh
Three-Wheeler	100% waiver	100% waiver	First 500 Three -Wheeler
e-Bus	100% waiver	100% waiver	First 100 e-Bus

The waiver shall be applicable to eligible Electric Vehicles registered in the State of Meghalaya during the operational period of this Policy and shall be subject to such conditions and procedures as may be prescribed by the Transport Department, Government of Meghalaya.

6.5. Scrappage Incentive

In order to promote fleet modernization and accelerate the transition to cleaner transportation, the Government of Meghalaya shall provide scrappage incentives for the replacement of older and more polluting vehicles with eligible electric vehicles. The incentive aims to encourage the responsible retirement of end-of-life vehicles while supporting the adoption of electric mobility in the State. Eligible beneficiaries may avail scrappage incentives subject to the conditions specified under this Policy.

6.5.1. Eligibility of Applicant

The scrapping incentive against a Certificate of Deposit (CoD) shall be applicable only to the registered owner of a vehicle registered in the State of Meghalaya and scrapped through an authorized Vehicle Scrapping Facility.

6.5.2. Application process

All scrapping incentives shall be availed after purchase of an eligible EV, subject to submission and verification of the prescribed documents, including the Certificate of Deposit (CoD).

6.5.3. Scrappage Incentives under different categories

a. Electric Two-Wheeler

A scrapping incentive of ₹ 10,000 shall be provided to eligible beneficiaries upon the purchase of a new electric two-wheeler under this policy. The purchase must be completed within 12 (twelve) months from the date of issuance of the Certificate of Deposit (CoD) by an authorized vehicle scrapping facility. This incentive shall be applicable for the scrapping of BS-IV and earlier two-wheelers registered in the State of Meghalaya and shall be limited to the first 400 eligible applicants under this policy (or as may be notified by the Government).

b. Electric Three-Wheeler

Scrapping incentive of ₹ 25,000 shall be provided upon the purchase of a new electric three -wheeler under this policy, subject to the condition that the purchase is made within 12 (twelve) months from the date of issuance of the Certificate of Deposit (CoD) by an authorised scrapping facility. This incentive shall be applicable for the scrapping of BS-IV and earlier three-wheelers registered in the State of Meghalaya and shall be limited to the first 50 eligible applicants under this policy (or as may be notified by the Government).

c. Electric Four-Wheeler (Non-Transport)

Scrapping incentive of ₹ 50,000 shall be provided to eligible beneficiaries upon the purchase of a new non-transport electric car under this policy. The purchase must be completed within 12 (twelve) months from the date of issuance of the Certificate of Deposit (CoD) by an authorized scrapping facility. This incentive shall be applicable for the scrapping of BS-IV and earlier cars registered in the State of Meghalaya and shall be limited to the first 300 eligible applicants under this policy (or as may be notified by the Government).

d. Electric Four-Wheeler (Transport)

Scrapping incentive of ₹ 2,00,000 shall be provided upon the purchase of a new electric four-wheeler goods/passenger carrier under this policy. The purchase must be completed within 12 (twelve) months from the date of issuance of the Certificate of Deposit (CoD) by an authorized scrapping facility. This incentive shall be applicable for the scrapping of BS-IV and earlier goods/passenger carrier vehicles registered in the State of Meghalaya and shall be limited to the first 300 eligible applicants under this policy (or as may be notified by the Government).

6.6. Other Benefits and Facilitation Measures

(i) The Government may support innovative projects, charging infrastructure, battery swapping facilities, start-ups, skill development initiatives, research and development, pilot projects and other activities that contribute to the growth of the electric mobility ecosystem in the State.

(ii) Government Departments, Public Sector Undertakings, private entities, start-ups, institutions and other stakeholders seeking support under this Policy may submit project proposals to the Nodal Agency.

(iii) The Nodal Agency shall evaluate such proposals based on their relevance to the objectives of this Policy, technical feasibility, financial viability, environmental benefits and expected impact on EV adoption in the State.

(iv) Based on the recommendations of the Nodal Agency, the proposals shall be placed before the State Level Committee for consideration and approval of appropriate support or facilitation measures.

(v) Priority registration shall be provided to Electric Vehicles over Internal Combustion Engine (ICE) vehicles by the respective Registering Authorities in the State.

(vi) The Government shall endeavour to provide dedicated parking spaces for Electric Vehicles at suitable public locations and Government establishments.

7. Development of Electric Vehicle Ecosystem in Meghalaya

7.1. General Framework for EV Ecosystem Development

The Government of Meghalaya shall promote the development of a comprehensive electric mobility ecosystem in the State through support for electric vehicle adoption, charging infrastructure, battery swapping infrastructure, entrepreneurship, innovation, skill development and private sector participation.

7.2. Developmcnt of EV Charging and Battery Swapping Infrastructure

(i) The Government of Meghalaya shall endeavour to facilitate the establishment of a reliable, accessible and geographically distributed network of electric vehicle charging stations and battery swapping facilities across the State.

(ii) The Government of Meghalaya shall submit proposals under the PM E-DRIVE Scheme of the Ministry of Heavy Industries, Government of India, and other relevant schemes of the Government of India for availing support towards the developmentof Electric Vehicle charging and battery swapping infrastructure. The State Government may also provide financial support for such infrastructure, subject to availability of funds.

(iii) The Transport Department shall be responsible for planning, coordination and facilitation of EV charging and battery swapping infrastructure in the State.

(iv) The Transport Department shall coordinate with the Meghalaya Power Distribution Corporation Limited (MePDCL), Tourism Department, Urban Affairs Department, Public Works Department, local bodies and other relevant agencies for identification of suitable locations, assessment of power requirements and phased deployment of charging and battery swapping infrastructure across the State.

(v) Electricity for public EV charging stations shall be supplied at tariff rates notified by the competent authority from time to time.

7.3. Standards, Guidelines and Digital Facilitation

(i) The Transport Department, in consultation with MePDCL and other relevant stakeholders, may issue and periodically update Standard Operating Procedures (SoPs), technical standards and operational guidelines for establishment and operation of EV charging and battery swapping infrastructure.

(ii) The Government may establish or adopt digital platforms for monitoring, reporting and management of EV charging and battery swapping infrastructure, including approvals, site identification and operational oversight.

7.4. Investment Promotion and Infrastructure Facilitation

(i) To encourage private investment in public charging infrastructure, the Government may provide suitable Government land on lease or through such other arrangements as may be notified from time to time, subject to availability of land and applicable terms and conditions.

(ii) Applications relating to establishment of EV charging stations, battery swapping facilities and other eligible EV ecosystem projects may be facilitated through the Meghalaya Single Window System operated through the Invest Meghalaya Portal.

(iii) A single-window facilitation mechanism through the Invest Meghalaya Portal shall be available for facilitating approvals, clearances and investor support for eligible EV ecosystem projects in the State.

7.5. Promotion of Green Mobility Enterprises and Private Sector Participation

(i) Green mobility enterprises, EV charging infrastructure projects, battery swapping facilities and other eligible electric mobility businesses shall be encouraged to establish operations in Meghalaya. Entrepreneurs, start-ups, private investors and business entities may avail benefits under applicable Government of India and Government of Meghalaya schemes, including the Uttar Poorva Transformative Industrialization Scheme (UNNATI), 2024 and the Meghalaya Industrial and Investment Promotion Policy (MIIPP), 2024, subject to fulfilment of the prescribed eligibility criteria.

(ii) The Government shall encourage entrepreneurship, innovation and private sector participation in the electric mobility sector, particularly in the areas of charging infrastructure development, battery swapping services, EV servicing and maintenance, fleet operations, digital solutions and other allied services.

8. *Implementation Mechanism*

To ensure effective implementation, monitoring, coordination and review of the Meghalaya Electric Vehicle Policy 2026, the following institutional mechanism shall be established:

8.1. Nodal Agency

(i) The Commissioner of Transport, Meghalaya shall be the Nodal Agency for implementation of this Policy.

(ii) The Nodal Agency may notify separate Registration Fee and Road Tax structures for Electric Vehicles after the expiry of the Policy period.

(iii) Incentives and subsidies under this Policy shall be disbursed by the Nodal Agency based on the recommendations of the State Level Committee.

(iv) The Nodal Agency shall provide administrative, technical and secretarial support for effective implementation and monitoring of the Policy.

8.2. State Level Committee

State Level Committee shall be constituted under the Chairpersonship of the senior most Secretary in charge of the Transport Department and shall comprise representatives from: Transport Department, Finance Department, Planning Department, Directorate of Commerce & Industries, Meghalaya Energy Corporation Limited (MeECL), Any other Department, Agency or Institution as may be nominated by the Government and shall:

(i) Examine and approve claims for incentives and subsidies under this Policy.

(ii) Consider proposals submitted by the Nodal Agency relating to EV infrastructure, innovation, skill development, pilot projects and other initiatives under the Policy.

(iii) Review implementation of the Policy and recommend corrective measures, wherever necessary.

(iv) Monitor the progress of EV adoption and charging infrastructure development in the State.

(v) Recommend amendments, modifications or additional measures for effective implementation of the Policy.

8.3. Approval of Incentives

(i) Incentives and subsidies under this Policy shall be examined by the Nodal Agency and placed before the State Level Committee for approval.

(ii) Purchase incentives for Electric Vehicles shall be availed by eligible buyers through the Meghalaya EV Subsidy Portal,

(iii) The procedure, documentation requirements and timelines for processing incentive claims shall be prescribed by the Nodal Agency through separate operational guidelines.

9. *Other Terms and Conditions*

(i) Incentives apply only to EVs, and in addition to those under PM E-DRIVE or any subsequent Central schemes notified by the Government of India.

(ii) Incentive amounts (per kWh) are subject to revision based on battery-cost reductions and shall be notified by the Nodal Agency.

(iii) Subsidies and incentives under this Policy shall be fungible, subject to approval of the State Level Committee.

(iv) EVs availing benefits under this Policy shall not be issued NOC for transfer outside Meghalaya for 5 (five) years from the date of registration. Exceptional cases should be placed before the State Level Committee.

(v) All electric vehicles registered in Meghalaya shall display registration plates with a green background, in accordance with Rule 50 of the Central Motor Vehicles Rules, 1989, as amended *vide* Ministry of Road Transport and Highways (MoRTH) Notification G.S.R. 749(E) dated 07th August, 2018, and any subsequent amendments or directions issued by the Government of India from time to time.

(vi) Any clarification or dispute relating to interpretation, operation of this Policy or any grievance may be placed before the Stale Level Committee whose decision shall be final.

(vii) Eligible applicants shall be entitled to avail incentives under this Policy in accordance with the provisions contained herein and the guidelines, procedures, and notifications issued by the Government of Meghalaya from time to time for its implementation.

(viii) If subsidies are obtained by misrepresentation or false information, the Nodal Agency/ Department may require the refund of the incentive, after providing an opportunity of hearing.

(ix) Fiscal incentives under this Policy shall be in addition to Central Government incentives available under PM E-Drive or subsequent schemes.

(x) Beneficiaries availing incentives or subsidies under this Policy may avail incentives, subsidies, or benefits under any other scheme of the Government of Meghalaya, unless specifically prohibited under such scheme or by any notification issued by the State Government. However, no beneficiary shall be eligible to claim the same benefit more than once for the same purpose under multiple schemes.

(xi) The Govemment reserves the right to modify any part of this Policy in public interest.

Annexure I

Summary of vehicle segment-wise Incentives, Maximum Number of vehicles to be supported and other details.

A	B	C	D	E	F	G	H	I
Type	Category (Ex-Factory Cost)	Purchase Incentives	Road Tax and Registration Fee Waiver	Scrappage Incentive	Scrappage Incentive Vehicle Cap	Purchase Incentives & MV Tax, Registration fee Vehicle Cap (Units)	Total Incentives (E*F)+(C*G)+(D*G)	Total Budget Requirement (E*F)+(C*G)
Private Four-Wheeler	Under 15L	₹25,000	100 % Waiver on Road Tax and Registration Fee	₹ 50,000	300	3,000	₹33,99,00,000	₹5,25,00,000
	Above 15L	₹ 25,000	100% waiver on Road Tax (upto ₹ 1 Lakh) and Registration Fee	₹ 50,000				
Commercial - Four-Wheeler	-	₹ 50,000	100% waiver on Road Tax and Registration Fee	₹2,00,000	300	3,000	₹22,81,20,000	₹21,00,00,000
Private Two-Wheeler	Under 1.75 L	₹6,000/ kWh upto ₹15,000		₹ 10,000	200	2,000	₹3,85,80,000	₹3,20,00,000
Commercial - Two-Wheeler		₹7,000/ kWh upto ₹25,000		₹ 10,000	200	2,000	₹5,76,00,000	₹5,20,00,000
Three-Wheeler	-	₹30,000		₹ 25,000	50	500	₹1,72,65,000	₹1,62,50,000
Bus	-	-		-	0	100	₹8,85,000	-
TOTAL					1,050	10,600	₹68,23,50,000	₹36,27,50,000

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