

**COMMISSION FOR AIR QUALITY MANAGEMENT
IN NATIONAL CAPITAL REGION AND ADJOINING AREAS**

17th Floor, Jawahar Vyapar Bhawan (STC Building)
Tolstoy Marg, New Delhi-110001

F. No. A-11018/01/2021-CAQM /63

Dated: 19th August, 2026

Subject: Directions under Section 12 of Commission for Air Quality Management in NCR and Adjoining Areas Act, 2021 – Mandating New Registration of Cleaner Modes of Light Goods Vehicles (LGVs) in Delhi-NCR – reg.

1. WHEREAS, the Ministry of Environment, Forest and Climate Change, Government of India, in exercise of the powers conferred under Section 3 of the Commission for Air Quality Management in National Capital Region and Adjoining Areas Act, 2021 (hereinafter referred to as “the Act”), has constituted the Commission for Air Quality Management in National Capital Region and Adjoining Areas (hereinafter referred to as “the Commission”) for better co-ordination, research, identification and resolution of problems surrounding the air quality index and for matters connected therewith or incidental thereto;
2. WHEREAS, under Section 12(1) of the Act, the Commission is empowered to take all such measures, issue directions etc., as it deems necessary or expedient for the purpose of protecting and improving the quality of the air in the National Capital Region (NCR) and Adjoining Areas;
3. WHEREAS, Section 12(2)(xi) of the Act empowers the Commission to issue directions in writing to any person, officer or authority and such person, officer or authority shall be bound to comply with such directions;
4. WHEREAS, the National Capital Region continues to experience adverse air quality conditions, particularly during the winter months and PM_{2.5}

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remains the predominant pollutant determining the Air Quality Index (AQI) in the region;

5. WHEREAS, a meta-analysis of studies conducted by Air Quality Experts for the period between 2015 and 2025 for identifying the causes for worsening AQI in Delhi NCR, also indicated that PM_{2.5} levels in the region arise from a combination of primary emissions and secondary particulate formation, reflecting the complex and multi-source nature of air pollution in the region. The continuous exposure to PM_{2.5} has adverse impact on human health, thereby necessitating urgent and sustained interventions to reduce PM_{2.5}. The emissions from various sectors are transboundary in nature and require coordinated regional measures across State boundaries for abatement of air pollution;
6. WHEREAS, as per the recent report of Air Quality Experts on *"Identification of the causes for worsening AQI in Delhi-NCR"*, the vehicular sector constitutes one of the major contributors to PM_{2.5} emissions, accounting for about 23% of the total PM_{2.5} load during winter months and about 18% during summer months in Delhi-NCR. Further, a substantial share of PM_{2.5} is from secondary particles formed through atmospheric reactions of gaseous precursors emitted by the primary sources;
7. WHEREAS, following Delhi, the contiguous NCR districts of Gurugram, Faridabad, Sonipat, Ghaziabad and Gautam Buddha Nagar, which may be classified as High Vehicle Density (HVD) districts, have high vehicle population in NCR and contribute significantly to vehicular emissions;
8. WHEREAS, keeping in view the necessity to develop strategies for abatement of air pollution caused by vehicular emissions in Delhi-NCR, an Expert Committee was constituted by the Commission in December, 2025. After extensive consultations with the stakeholders, the Expert Committee in its Interim Report submitted in July/August, 2026 has observed that within the transport sector, Light Goods Vehicles (LGVs)

[comprising of N1 vehicles with Gross Vehicle Weight (GVW) less than 3.5 tons and N2 vehicles with GVW ranging from 3.5 to 7.5 tons] account for a notable share due to their widespread usage for last mile goods transport. The Expert Committee recommended the transition of LGVs (N1 & N2) to EV in a phased manner in Delhi and HVD districts and EV/CNG in districts of NCR other than NCT of Delhi and HVD districts considering, *inter alia*, the following:

- i. An analysis of vehicle stock vis-à-vis their contribution to PM_{2.5} emissions highlights that emissions are not proportional to fleet size. Goods vehicles, despite having relatively smaller share in total vehicle stock or sales, contribute disproportionately higher to particulate emissions due to higher utilisation and emission intensity. LGVs are increasingly gaining importance in urban transport ecosystems due to the rapid expansion of e-commerce, logistics, courier services, FMCG distribution, and urban goods movement. As freight demand rises across Delhi-NCR, addition of diesel-powered LGVs continues to add avoidable PM emissions.
- ii. CNG sales of LGVs dominate in Delhi (>90%) as compared to diesel while diesel continues to retain a substantial share, particularly in HVD districts (25%) and the rest of NCR (50%). CNG currently dominates new LGV registrations across NCR, accounting for nearly 70% of sales in 2025. Though EV penetration is still moderate, its share is beginning to increase in Delhi (~7%) for urban freight applications, particularly in delivery services and e-commerce entities. This presents a strategic opportunity to enable a gradual transition of the LGV segment towards cleaner technologies through a phased regulatory framework.
- iii. The comparisons of BS-VI (2026) emission factors across vehicle segments, made available by ARAI, highlight the significant differences among in-use vehicle emissions. In comparison to a BS-VI CNG passenger car, BS-VI CNG LGV emits more than 57 times PM_{2.5}, while BS-VI diesel LGV emits approximately 130 times more. This emphasises the urgent need to prevent the long-

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term lock-in of fossil fuel based high-emitting Internal Combustion Engine (ICE) vehicles by adopting phased regulatory measures for new vehicle sales and accelerating the transition to cleaner alternatives.

- iv. LGVs account for an estimated 5.1% of PM emissions from the active vehicle fleet in the NCT of Delhi, 2.3% in HVD Districts namely, Gurugram, Faridabad, Sonipat, Gautam Buddha Nagar, and Ghaziabad, and 3.1% in the rest of NCR. Though LGVs constitute only about 1.2% of total active vehicle stock across the NCR, their contribution is approximately 3.3% of the PM emissions. This highlights the importance of steering future LGV sales towards cleaner technologies to avoid the long-term accumulation of high-emitting vehicles.
- v. The transition of LGVs to cleaner modes is strategically important due to:
 - High urban operating intensity (per vehicle - higher km);
 - Rapid growth in urban freight demand (due to population and economic growth);
 - Significant dependence on CNG across NCR and also on diesel in HVD districts and in rest of NCR;
 - Aggregator Policy (CAQM Direction No. 94) is nudging the platform companies to move towards electric LGVs. There is growing readiness for electrification in other freight vehicles too.
 - 20 EV models of 9 registered OEMs are available in LGV (N1 category) and 4 EV models of 4 registered OEMs are available in LGV (N2 category).
- vi. Though, CNG significantly reduces primary particulate emissions compared to diesel, it continues to generate substantial nitrogen oxide (NO_x) emissions, a key precursor to secondary PM_{2.5} formation. A TERI analysis (2022) estimated that vehicular NO_x accounts for 18–22% of total NO_x load in the NCR airshed and CNG fleets are responsible for a substantial share of this. Secondary particulates constitute the largest identified contributor to ambient PM_{2.5} concentrations in the Delhi-NCR

(27% in winter and 17% in summer). The continued reliance on CNG shifts pollution from directly emitted exhaust particles to chemically formed secondary particulate matter rather than eliminating it. Therefore, phased approach to restricting the future registration of CNG LGVs and accelerating transition to cleaner technologies is necessary to achieve sustained improvements in air quality in Delhi-NCR.

9. WHEREAS, the transition to EV LGVs is further supported by existing policy directives and ecosystem enablers such as PM E-Drive and PARIVARTAN Schemes. These Central Schemes are increasingly supporting commercial EV adoption, charging infrastructure deployment and fleet transition to cleaner modes.

10. WHEREAS, Delhi EV Policy notified on 30.06.2026, inter-alia, promotes adoption of electric LGVs (N1) and augmentation of Charging and Battery Swapping infrastructure. Under the said EV Policy, it has been mandated that from 01 January 2027, only electric N1 goods carriers shall be permitted for new registration in the NCT of Delhi. Besides, first 1,000 private electric trucks (N2) purchased and registered in Delhi within 3 months of the date of notification of the Policy shall be exempted from the prohibition of no-entry timings for 10 years.

11. WHEREAS, compliance of registration mandate of electric N1 LGVs w.e.f. 01.01.2027 in NCT of Delhi will be further supported by manufacturing capacity of 9 registered OEMs having 20 EV models in LGV (N1 category). Further, considering the pace of development of charging infrastructure, phased mandates for registration of electric N1 LGVs can be considered for NCT of Delhi as well as HVD districts.

12. WHEREAS, 2744 N2 LGVs were registered as new sales in 2025 in Delhi-NCR, but no electric N2 LGV was registered. Besides, considering the manufacturing capacity of 4 registered OEMs with only 6 EV models in this

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segment, it may be appropriate to give further time for laying down mandates of registration of only electric N2 LGVs in NCT of Delhi and HVD districts.

13. WHEREAS, though EV infrastructure in Delhi-NCR is being augmented, charging infrastructure in areas of NCR beyond Delhi and HVD districts is still at a nascent stage. Hence, there is need to continue with registration of CNG LGVs (N1 and N2) in NCR districts other than NCT of Delhi and HVD districts. However, registration of diesel/petrol LGVs should be restricted in the entire NCR to control the PM emissions.

14. NOW, THEREFORE, in view of the foregoing and considering the supporting ecosystem for transitioning to EV LGVs, in exercise of the powers conferred under Section 12 of the Commission for Air Quality Management in National Capital Region and Adjoining Areas Act, 2021, the Commission hereby directs that:

- i. No Diesel/Petrol/CNG LGVs (N1 - 3.5 tons GVW or less) shall be permitted to be registered in Delhi-NCR, in a phased manner, as under:
 - (a) National Capital Territory of Delhi - **with effect from 01.01.2027**;
 - (b) High Vehicle Density (HVD) districts of NCR, namely Gurugram, Faridabad, Sonipat, Ghaziabad and Gautam Buddha Nagar - **with effect from 01.07.2027**.
- ii. In all districts of NCR other than NCT of Delhi and HVD districts, no Diesel/Petrol LGVs (N1 - 3.5 tons GVW or less) shall be permitted to be registered **with effect from 01.01.2028**.
- iii. No Diesel/Petrol/CNG LGVs (N2 – above 3.5 tons and up to 7.5 tons GVW) shall be permitted to be registered in Delhi-NCR, in a phased manner, as under:
 - (a) National Capital Territory of Delhi - **with effect from 01.01.2028**;
 - (b) High Vehicle Density (HVD) districts of NCR, namely Gurugram, Faridabad, Sonipat, Ghaziabad and Gautam Buddha Nagar - **with effect from 01.07.2028**.



- iv. In all districts of NCR other than NCT of Delhi and HVD districts, no Diesel/Petrol LGVs (N2 – above 3.5 tons and up to 7.5 tons GVW) shall be permitted to be registered **with effect from 01.01.2029**.
15. These Directions shall operate in addition to and not in derogation of the directions, advisories, orders and other measures issued by the Commission under the Act for prevention, control and abatement of air pollution in NCR. In the event of any inconsistency, the provisions of these Directions shall prevail to the extent of such inconsistency.
16. The above Directions of the Commission shall be complied with in letter and spirit and strict enforcement thereof shall be ensured by the GNCTD/NCR State Governments. The GNCTD/NCR State Governments shall also give wide publicity to these Directions and take all necessary measures for ensuring effective implementation thereof within their respective jurisdictions.



(Tarun Kumar Pithode)

Member Secretary

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To,

1. The Chief Secretary, Government of NCT of Delhi
2. The Chief Secretary, Government of Haryana
3. The Chief Secretary, Government of Rajasthan
4. The Chief Secretary, Government of Uttar Pradesh

Copy to:

1. ACS/ Pr. Secretary, Transport, GNCTD/NCR States
2. ACS/ Pr. Secretary, Environment, GNCTD/NCR States
3. Transport Commissioner, GNCTD/NCR States
4. Commissioner of Police, Delhi
5. DGP, NCR States of Haryana, Uttar Pradesh and Rajasthan

Copy also to:

1. The Chairperson and Members of the Commission



(Tarun Kumar Pithode)

Member Secretary