

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

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Tolstoy Marg, New Delhi-110001

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

Dated: 15th May, 2026

Subject: Directions under Section 12 of Commission for Air Quality Management in NCR and Adjoining Areas Act, 2021 - Mandating New Registration of only Electric 3-Wheelers (Passenger and Goods) 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;

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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} 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.

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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, Sonapat, Ghaziabad and Gautam Budh 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 April, 2026 has observed that within the transport sector, 3-Wheelers account for a notable share due to their widespread usage for both passenger mobility and last mile goods transport and recommended the transition of 3-Wheelers to EV in a phased manner in Delhi, HVD districts and rest of NCR considering, *inter-alia*, the following:
 - i. An analysis of vehicle stock vis-à-vis their contribution to PM_{2.5} emissions highlighted that emissions are not proportional to fleet size. Certain vehicle segments, despite relatively smaller shares in total vehicle stock or sales, contribute disproportionately to particulate emissions due to higher utilisation and emission intensity like 3-Wheelers (3Ws) despite accounting for a small

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share of new vehicle sales of about 2.2% contribute about 19% of transport PM emissions from new vehicles across NCR, indicating high emission intensity per vehicle. Their active fleet level contribution to PM emissions ranges from 3.6% in Delhi NCR to 14% in NCT of Delhi.

- ii. The segment is witnessing a rapid market-driven as well as policy induced transition towards electric mobility. Electric passenger and goods 3-Ws are already being registered in substantial numbers across Delhi and NCR. Given that these vehicles typically operate over short intra-city distances, and that battery swapping ecosystems are increasingly available and operational, the requirement for extensive fixed charging infrastructure is comparatively limited. As such, infrastructure constraints are not a binding barrier to further electrification in this segment.
- iii. Estimation shows that transitioning to 100% EV in new 3W sales may result in elimination of about 5.5 tons of PM_{2.5} annually from new 3W additions in NCR, which will result in progressive air quality improvement, besides, lower operating costs and reduced noise pollution in urban areas.

9. WHEREAS, with the interventions of the Hon'ble Supreme Court in the years 1998 and 2001, 3Ws in Delhi were transitioned to CNG being a relatively cleaner alternative to conventional fuels. However, despite this transition, the contribution of CNG 3Ws to PM_{2.5} emissions remains

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significant, particularly due to high vehicle utilisation and dense urban operating conditions. Besides, CNG vehicles are a major source of nitrogen oxides (NO_x). Though, CNG is cleaner than diesel in terms of particulate matter and sulphur, but its high combustion temperatures generate significant NO_x, particularly NO and NO₂. A recent study suggests that CNG auto-rickshaws in Delhi emitted 3 to 5 times higher NO_x than petrol equivalents under real-world driving conditions;

10. WHEREAS, the Commission had earlier, vide Advisory dated 03.02.2021, advised the State Governments of Haryana, Uttar Pradesh, Rajasthan and the Government of NCT of Delhi to formulate and implement a time-bound roadmap for promoting zero-emission vehicles and e-mobility with a view to curb vehicular pollution;
11. WHEREAS, in order to promote transition to cleaner 3-Wheeler auto rickshaws in NCR, the Commission had earlier issued Direction No. 70 dated 30.11.2022, mandating phasing out of Diesel auto rickshaws from NCR by December, 2026 and new registration of only CNG/EV auto rickshaws w.e.f. 01.01.2023;
12. WHEREAS, the Commission, vide Advisory No. 17 dated 02.05.2025, had emphasized that, considering the ultra-high vehicular density in Delhi-NCR, there is a need to develop an accelerated roadmap for cleaner mobility, focusing on transition from fossil fuel-dependent vehicles;

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