Maharashtra Electric Vehicle Policy-2025.

Government of Maharashtra
Home Department
Government Resolution No.MVR-0125/C.R.13/Tra-2
Madam Kama Road, Hutatma Rajguru Chauk,
Mantralaya, Mumbai-400 032.
Date : 23 May, 2025

Read :

1. Government Resolution, Industries, Energy and Labour Dept., क्र. विवाधो 2017/ प्र.क्र.188/ उद्योग-2, dated 14th February, 2018.
2. Government Resolution, Environment and Climate Change Dept. क्र. मइवाधो 2021/प्र.क्र. 25/तां.क.4, dated 23th July, 2021.
3. Government Resolution, क्र.एमव्हीआर-0321/प्र.क्र.44/परि-2, dated 14th June, 2023.

Preamble :

The Maharashtra Electric Vehicle Policy-2021 has been announced by the Environment and Climate Change Department vide Government Reecision dated 23.07.2021. Also, by the said Government Resolution, the department-wise responsibilites has been assigned for various incentives and implementation of the policy. The Transport Department has been declared as the nodal department by the Government Resolution dated 14th June, 2023. The implementation period of the Maharashtra Electric Vehicle Policy-2021 was up to 31.03.2025. Due to this implementation of the Maharashtra Electric Vehicle Policy-2025 for the period from date 01.04.2025 to date 31.03.2030 was under the consideration of the government.

Government Resolution -

The following are the items included in the policy "Maharashtra Electric Vehicle Policy-2025"-

1. **Vision-** To establish Maharashtra State as India's leading hub for electric mobility, driving large-scale adoption and manufacturing of electric vehicles, enhancing charging infrastructure, and promoting sustainable transportation solutions and innovations that contribute to environmental sustainability, economic growth, and energy security.

2. Objectives-

1. To accelerate the adoption of EVs across all vehicle segments through targeted incentives and infrastructure development and strengthen Maharashtra's EV manufacturing ecosystem, fostering innovation, and skill development.
2. The policy aims to ensure widespread access to charging infrastructure, enabling seamless EV operations across urban and rural areas. Alongside promoting circular economy by pushing battery recycling and reuse.

3. The policy focuses on high impact vehicle segments, such as buses, goods carriers, city utility vehicles, transport fleets etc. to reduce local air pollution and GHG emissions through zero tailpipe emissions. Emphasis has been placed on cities with large population and significant potential for electrification of public transport.
4. **Boost EV Adoption:** Increase the adoption of EVs in passenger, commercial, public transport, and city utility vehicle segments, through specific purchase subsidies across different vehicle categories.
5. **Enhance Public Transport Electrification:** Transition of public transport buses, shared mobility fleets and city utility vehicles from Internal Combustion Engines (ICE) to electric vehicles.
6. **Strengthen EV Charging Infrastructure:** Develop a robust EV charging network across the State, ensuring EV accessibility in both urban and rural areas, and across key highways.
7. **Strengthen EV Manufacturing Ecosystem:** Promote EV production, strengthen EV supply chain, focus on battery development, battery recycling, and component manufacturing through incentives, and policy support.
8. **Promote research and development (R&D),** innovation, and skill & talent development across the EV ecosystem in the state.
9. **Clean Mobility Transition Model:** The policy aims to curb vehicular PM 2.5 emissions, it is estimated that the policy will help in reducing approximately 325 tonnes of vehicular PM 2.5 emissions, and approximately 1 million tonnes of GHG emissions from transport sector in the State by 2030.

3. **Policy Targets-** The policy aims for EV penetration and charging infrastructure targets as described below:

Table 1: Policy Targets

Sr. No.	Parameter	Targets
1	All vehicles	30% of all new vehicle registrations
2	e-2W (L1 & L2)	40% of all new vehicle registrations
3	e-3W (L5M)	40% of all new vehicle registrations
4	e-3W goods carrier (L5N)	30% of all new vehicle registrations
5	e-4W cars (M1)	30% of all new vehicle registrations
6	e-4W Light Goods Carrier (N1)	25% of all new vehicle registrations
7	e-4W Goods Carrier (N2, N3)	20% of all new vehicle registrations
8	e-buses (M2, M3) (STU)	40% of fleet size (public buses in top six Urban Agglomerations (UA))
9	e-buses (M2, M3) (NON-STU)	15% of all new vehicle registrations
10	Agriculture tractors, and combined harvesters (A)	10% of all new vehicle registrations

Sr. No.	Parameter	Targets
11	A phased transition of government vehicle fleet to EVs.	All new vehicles for travel within city to be EVs.
12	Transition of defined categories of city utility vehicles into EVs for six UAs. (Mumbai, Pune, Nagpur, Nashik, Chhatrapati Sambhaji Nagar, Amravati)	50% of new vehicle purchases
13	Electric vehicle adoption by fleet operators and aggregators	50% of fleet composition to be Electric Vehicles
14	Charging infrastructure	Charging facility at every 25 km interval along the highways.
15	EV ready Government office complexes	At least one EV charging facility in every government office parking spaces.

4. Policy Interventions-

4.1) **Demand Side Interventions-**

1) The Government of Maharashtra is offering fiscal incentives to encourage the adoption of electric vehicles in the state. These incentives shall be availed as per the details provided in Table-2 below:

Table 2: Demand Incentives for EVs

Sr. No.	Vehicle Type	Incentives (as percentage of ex-factory cost)*	No. of vehicles to be incentivized	Maximum Incentive per vehicle (Rupees)
1	e-2W (L1 & L2)	10%	1,00,000	10,000
2	e-3W (L5M)	10%	15,000	30,000
3	e-3W goods carrier (L5N)	15%	10,000	30,000
4	e-4W cars (M1) (Non-Transport vehicle)	10%	10,000	1,50,000
5	e-4W cars (M1) (Transport vehicle)	15%	25,000	2,00,000
6	e-4W Light Goods Carrier (N1)	15%	10,000	1,00,000
7	e-buses (M3, M4) (STU)	10%	1,500	20,00,000
8	e-buses (M3, M4) (non-STU)	10%	1,500	20,00,000
9	e-4W goods carrier (N2, N3)	15%	1,000	20,00,000
10	e-Agricultural Tractors and combined harvesters (A)	15%	1,000	1,50,000

Note- Demand incentives are valid for vehicles of such manufacturers of electric vehicles, who are either manufacturing vehicles in the state of Maharashtra or are registered to sell vehicles in the state of Maharashtra. The incentives are applicable for electric vehicles sold and registered in the state of Maharashtra. The incentive will be disbursed as a percentage of the ex-factory value of the vehicle. The incentives will also be applicable on the purchase of electric vehicles that are purchased without transferring ownership of the battery to the end customer.

2) All EVs sold and registered during the policy period within the State will benefit from a complete exemption from motor vehicle tax.

3) As per the Ministry of Road Transport and Highways, Government of India, notification of 18th June 2019, all the EVs sold and registered in the state shall be exempted from the payment of fees for purpose of issue or renewal of registration certificate.

4.2) Exemption to Toll Tax Passenger Electric Vehicles-

1) The policy will enable demonstration of Sustainable Transport Corridor in the form of Mumbai – Pune; and Mumbai – Nagpur connectivity. The State shall provide a 100% toll tax exemption for passenger Vehicles on Yashwatrao Chavan Mumbai-Pune Expressway, Hindu Hrudaysamrat Balasaheb Thackeray Maharashtra Samruddhi Mahamarg, Atal Bihari Vajpayee Sewri–Nhava Sheva Atal Setu, as part of this initiative.

2) The decision regarding the phased toll waiver for electric vehicles on other state highways in the state under purview of Public Works Department (PWD) will be taken by the Steering Committee headed by the hon'ble Chief Secretary.

4.3) **Charging Infrastructure-**

1) The state will develop robust charging infrastructure to enable seamless EV adoption across the state. It will include installation of EV charging facilities at every 25 km interval along state and national highways, through following interventions:

a) All existing and new fuel pumps on state and national highways shall have at least one fast charging station, subject to technical feasibility. A Memorandum of Understanding (MoU) will be signed between Department of Transport, Government of Maharashtra and Oil Marketing Companies (OMCs) to enable the same.

b) All the MSRTC bus stations/bus stops across the state shall have at least one fast charging station installed in its premises, subject to technical feasibility.

2) To ensure the smooth implementation of high-power EV charging infrastructure across highways, the State will establish a structured framework for Viability Gap Funding (VGF) for installation of DC fast charging stations. The mechanism shall be as follows:

Table 3: Charging Infrastructure Incentives

Charging Level	Power Range	Funding Percentage*	Upper limit of incentives per PCS/SPCS	Maximum Numbers of PCS/SPCS to be incentivized**
DC Charging Protocol for e 4W, Buses and Trucks (A charging station must have a minimum 4 charging points installed)	DC 50 kW to 250 kW	Up to 15%	INR 5.00 Lakhs	1,000
DC High Power for e-Bus and Trucks Charging Station (A charging station must have a minimum 2 charging points installed)	DC High Power (250 to > 500 kW)	Up to 15%	INR 10.00 Lakhs	500

Note: *Cost of charging station only (does not include land and any ancillary cost to set up charging station).

3) All EV charging stations across highways will ensure their easy identification through installation of appropriate signages. The charging station operators may opt for usage of high mast signages for easy identification on highways.

4) Energy Department shall create State Nodal Agency to develop and implement 'Integrated EV charging Infrastructure Plan'. The plan will include appropriate mechanism to categorize EV charging stations based on usage of renewable energy and availability of battery storage system etc.

5) A pilot exercise to enable vehicle-to-grid integration will be carried out in consultation with the Maharashtra Electricity Regulatory Commission (MERC). Basis outcome of the pilot exercise, the Department to develop necessary regulatory framework and/or guidelines to implement vehicle-to-grid integration over the policy period.

6) The Policy encourages CPOs to comply with Unified Energy Interface (UEI) protocols. UEI is an open network designated to facilitate seamless collaboration among diverse charging platforms.

7) The concessional tariff applicable for all the EV charging stations and battery swapping stations in the state shall be as per Order No. 217 of 2024 dated 28-03-2025 issued by Maharashtra Electricity Regulatory commission (MERC) or any such future order/s by MERC.

8) One Window Online System/Portal will be established for the approval of the permissions regarding the charging infrastructure. This portal will integrate the permissions from local bodies and other Government Agencies.

4.4) Charging Facilities-

1) In 2019, Ministry of Housing and Urban Affairs, Government of India (MoHUA) released an amendment of building code and town planning rules for provisioning of EV charging stations in private and commercial buildings. These amendments should be duly incorporated and will be applicable for new buildings. Appropriate actions shall be taken by Urban Development Dept.

2) If required, the UDD may amend Development Control Regulations (DCR) to integrate these guidelines. Once adopted, a No Objection Certificates (NOCs) will be issued to upon compliance with the prescribed safety standards and the following measures:

a. All new residential buildings shall be designed and constructed to ensure that 100% of parking spaces are EV charging ready.

b. All new commercial buildings shall allocate at least 50% of total parking spaces to be EV charging ready, including pre-wiring and charger installation or provisions for future installation.

c. For existing commercial buildings with shared parking spaces, 20% of total parking spaces must have operational charging stations.

d. Every new residential building shall allocate at least one dedicated community electric vehicle charging point.

e. Existing housing societies shall allocate shared electric vehicle charging spaces subject to approval by at least 50% of the housing society members, with the management ensuring compliance with safety and operational standards.

f. Development of comprehensive fire safety guidelines, in consultation with the State Fire Advisor, to ensure secure installation and operation of charging infrastructure in parking spaces within residential and commercial complexes.

g. All Special Planning Authorities (SPAs) including MIDC shall align their approval processes within these guidelines to ensure uniformity and streamline implementation for setting up charging infrastructure across residential and commercial spaces.

3) The State will develop Mumbai – Pune Expressway and Mumbai – Nagpur Samruddhi Mahamarg as "Sustainable Mobility Corridor" demonstration project to showcase an advanced, future-ready sustainable mobility ecosystem, the initiative will ensure adequate charging infrastructure across the expressway for all types of vehicles. This initiative by Maharashtra state will also augment National Green Hydrogen Mission (NGHM) initiative, which identified Pune Mumbai Expressway as one of the pilot routes for deploying Hydrogen vehicles.

4) Additionally, prominent national and state highways in Maharashtra will be electrified to strengthen the charging infrastructure and support long-distance EV travel. The electrification process will include the deployment of fast-charging stations, battery-swapping facilities, and renewable

energy-powered charging hubs etc. Further, all new greenfield highways across the state shall have EV charging infrastructure planning as an integral component of highway planning.

4.5) Demand Side Intervention-

1) The Government of Maharashtra aims to attract investments to develop a robust EV manufacturing in the state. All the benefits under 'D+' category of mega projects/other categories will be provided to industries, including MSMEs, operating in EV battery manufacturing and EV component manufacturing sector, irrespective of location of manufacturing unit in the state. The incentives shall be applicable from the date of public notification of this policy and shall be disbursed by the Industries Department. The 'Operational Guidelines for Supply Side Incentives' shall be issued by the Industries Department.

2) The State encourages establishment of EV battery recycling hubs in strategic locations, prioritizing proximity to battery manufacturing hubs and EV charging infrastructure. Potential locations for these hubs may include Mumbai Metropolitan Region, Pune, Nagpur, and Chhatrapati Sambhajinagar etc.

3) The urban local bodies, under the guidance of Urban Development Department, shall take up following interventions:

a. The ULBs shall designate convenient drop-off points for used EV batteries within their jurisdiction. These may include, among others, the charging stations, battery-swapping hubs, dealerships, and service centers etc.

b. The ULBs shall identify and earmark part of the land aligning to current solid waste disposal and processing sites for the purpose of setting up battery segregation and disposal centers.

c. The ULBs may collaborate with nearby existing battery recycling facilities as well to ensure safe collection, segregation and recycling of EV batteries.

4.6. Research and Development

1) The State shall establish at least three Centre of Excellences (CoEs) at appropriate locations with focus on R&D in EVs, charging infrastructure, and hydrogen-based technologies etc. The locations may include leading educational research institutions in major cities like Mumbai, Nagpur, Chhatrapati Sambhajinagar, Pune etc. These CoEs will drive cutting-edge research, facilitate knowledge transfer, and ensure the timely development and commercialization of identified technologies.

2) A dedicated corpus of Rupees 15 crore will be created under the "CM EV R&D Grant" initiative to fund the R&D activities.

3) The State will prioritize targeted R&D efforts in the following domains:

a. Alternate Chemistry Battery Cells: Development of advanced battery technologies such as Sodium-Ion batteries to reduce dependency on lithium and improve energy efficiency.

b. Indigenization of Power Electronics and EVSE Components: Promoting domestic manufacturing of power electronics and Electric Vehicle Supply Equipment (EVSE) to reduce import reliance and enhance supply chain resilience.

c. Battery Recycling Technologies: Establishing efficient systems for battery recycling to ensure circularity in the EV value chain.

d. Permanent Magnet-Free Motors: Development of motors that reduce dependency on rare earth materials and enhance cost-effectiveness.

e. Bi-Directional Charging and V2G Integration: Advancing bi-directional charging capabilities, including Vehicle-to-Grid (V2G) technologies, to enhance grid stability and promote distributed energy models.

f. Biomass-Based Green Hydrogen Generation: Encouraging the production of green hydrogen through biomass to support decarbonization in the transport sector.

4.7. Skill and Talent Development-

1) Maharashtra State Board of Technical Education (MSBTE) shall introduce specialized courses to develop skilled talent pool for EV manufacturing industry. These courses will cover EV design, battery technology, charging infrastructure, power electronics, and energy management aligning with industry needs and global best practices. The curriculum will be periodically updated based on technological advancements, with incentives for institutions adopting EV focused programs.

2) The state shall establish a comprehensive framework for EV skills certification and develop reskilling programs; including integration of these programs on Mahaswayam portal; for the workforce working on conventional internal combustion engine (ICE) vehicles.

4.8. Other Key Aspects of the Policy

1) The Transport Department shall establish a network of Automated Testing Stations (ATS) for EVs to conduct standardized safety assessments, including thermal runaway testing for batteries.

2) The State shall introduce a digital battery passport to track key parameters such as manufacturing details, real-time health status, usage history, and end-of-life diagnostics.

3) All the ULBs are encouraged to participate in PM e-Drive scheme. The cities covered under PM e-Drive (Mumbai, Pune) shall take benefits under the scheme before claiming subsidy under the Policy.

4) These incentives will be in addition to PM-E Drive scheme by Government of India.

5) The basic demand incentives shall be availed by vehicle Original Equipment Manufacturer (OEMs) and shall be passed on to the end consumer by vehicle OEMs during the purchase of vehicle.

6) The incentives disbursement mechanism shall be made through online portal to ensure timely transfer to beneficiaries and transparency.

7) The State shall run EV focused public awareness programs. These programmes shall cover topics such as – EV safety, the benefits of electric vehicles, total cost of ownership (TCO), and information around charging station infrastructure etc.

5. Policy Implementation Mechanism

1) The following "Steering Committee" is being constituted to monitor and guide the implementation of Maharashtra Electric Vehicle Policy, 2025.

Table 4: Steering Committee

Sr. No.	Members	Designation
1	Hon'ble Chief Secretary, Government of Maharashtr	Chairman
2	Additional Chief Secretary/Principal Secretary/ Secretary, Transport and Ports, Mantralaya, Mumbai	Member
3	Additional Chief Secretary/Principal Secretary/ Secretary, Finance, Mantralaya , Mumbai	Member
4	Additional Chief Secretary/Principal Secretary/ Secretary, Energy, IE&LD, Mantralaya, Mumbai	Member
5	Additional Chief Secretary/Principal Secretary/ Secretary, UD – 1, UDD, Mantralaya, Mumbai	Member
6	Additional Chief Secretary/Principal Secretary/ Secretary, Industries, IE&LD, Mantralaya, Mumbai	Member
7	Additional Chief Secretary/Principal Secretary/ Secretary, UD – 2, UDD, Mantralaya, Mumbai	Member
8	Additional Chief Secretary/Principal Secretary/ Secretary, Environment & Climate Change, Mantralaya, Mumbai	Member
9	Additional Chief Secretary/Principal Secretary/ Secretary, Public Works Dept., Mantralaya, Mumbai.	
10	Industry representatives and/or experts, as nominated (maximum 3 members)	Member
11	Transport Commissioner, Transport, Mantralaya, Mumbai	Member Secretary

2) The Steering Committee will monitor policy progress, address major impediments to policy implementation and make amendments to the policy, as may be required.

3) The Steering committee shall also consider providing incentives to new emerging technologies (e.g. hydrogen fuel cell vehicles) as and when these technologies may become more popularly available. The steering committee shall form sub-committees or special task forces on priority areas, as may be required.

4) Energy Department, Urban Development Department, Public Works Department, Industries Department, Higher and Technical Education Department, Skill Development Department and

All concerned Departments will issue Government Resolution/Notification in related to provisions with them from the date of this Government Resolution.

5) Steering Committee shall be supported by a dedicated cell, called the "Maharashtra State EV Cell".
6) The various responsibilities of Maharashtra Electric Vehicle Policy, 2025 for various incentives and implementation will be as follows:

Table 5: Key Departments

Sr. No.	Policy Interventions	Concerned Government Department
1	Demand side Interventions	• Transport Department • Public Works Department (PWD)
2	Charging Infrastructure Development	• Transport Department • Energy Department • Urban Development Department • Public Works Department
3	Supply Side Interventions	• Industries Department • Urban Development Department
4	Research and Development	• Transport Department • Industries Department • Energy Department
5	Skill and Talent Development	• Higher and Technical Education Department • Skills, Employment, Entrepreneurship and Innovation Department

3. The said Government Resolution is being issued in accordance with the approval given by the Hon'ble Cabinet in its meeting dated 29.04.2025.

4. This Government Resolution has been made available on the website of the Government of Maharashtra www.maharashtra.gov.in and its code is as 202505231834008229. This resolution is being attested with a digital signature.

By order and in the name of the Governor of Maharashtra.

RAJENDRA MOTIRAM HOLKAR

Digitally signed by RAJENDRA MOTIRAM HOLKAR
DN: c=IN, o=GOVERNMENT OF MAHARASHTRA, ou=HOME DEPARTMENT, 2.5.4.20=ac1bf43d6978ca6d925e9240f8c09bf2f3128ad5d62a0dd7d57d2b72c9ea41f4, postalCode=400032, st=Maharashtra, serialNumber=48F41D082A9DD86B54CCCF5B4C6A83A6132C3F6F06A9940BD960612800458BA7, cn=RAJENDRA MOTIRAM HOLKAR
Date: 2025.05.23 18:51:27 +05'30'

(Rajendra Holkar)
Joint Secretary,
Government of Maharashtra