

# Government of Maharashtra notifies the Maharashtra Electric Vehicle Policy-2025

27 May 2025

The Government of Maharashtra has notified the *Maharashtra Electric Vehicle Policy, 2025*. The policy is a strategic initiative to position Maharashtra as India's leading hub for electric vehicle (EV) adoption, manufacturing, and innovation. Aimed at accelerating EV penetration across personal, commercial, public, city utility, and agricultural segments, the policy sets ambitious environmental targets, including a reduction of 325 tonnes of PM2.5 and 1 million tonnes of greenhouse gas (GHG) emissions by 2030. It also focuses on establishing a robust and inclusive charging infrastructure across urban, rural, and highway networks, promoting a circular economy through battery recycling and reuse, and encouraging indigenous R&D, innovation, and skill development in the EV ecosystem.

## Key features

**Policy period:** The policy is effective from 1 April 2025 till **31 March 2030**.

**Policy targets:** Around 30% of all new vehicle registrations in Maharashtra to be electric by 2030.

Ambitious targets for EV penetration by segment:

- 40% for two-wheelers and three-wheelers
- Up to 30% for electric four-wheelers (personal and goods)
- 20–25% for heavier goods vehicles
- 10% for agricultural vehicles and equipment
- 40% of all state/urban transport buses in major cities to be electric
- 50% electrification targets for city utility and fleet vehicles in Maharashtra's six largest urban areas

## Key incentives:

Conditions	<ul style="list-style-type: none"> <li>• Subsidies applicable only to EVs sold and registered in Maharashtra.</li> <li>• Subsidies also available for battery lease/swapping models (ownership not required at purchase).</li> </ul>
10% subsidy on ex-factory cost	<ul style="list-style-type: none"> <li>• Electric two-wheelers (L1, L2)</li> <li>• Electric three-wheelers (L5M)</li> <li>• Non-transport four-wheelers (M1)</li> <li>• State/urban transport corporation buses (M3, M4), etc.</li> </ul>
15% subsidy on ex-factory cost	<p>Electric three-wheeler goods carriers (L5N)</p> <p>Transport four-wheelers (M1)</p> <p>Light/heavy electric goods vehicles (N1, N2, N3)</p> <p>Electric agricultural tractors and combined harvesters</p>

<b>Maximum subsidy per vehicle</b>	<ul style="list-style-type: none"> <li>• INR 10,000 (Electric two-wheelers)</li> <li>• INR 30,000 (Electric three-wheelers)</li> <li>• Up to INR 2,00,000 (Cars, buses, certain goods vehicles)</li> </ul>
<b>Exemption from Motor Vehicle Tax</b>	<p>All EVs during the policy period get:</p> <ul style="list-style-type: none"> <li>• 100% exemption from motor vehicle tax.</li> <li>• Full exemption from registration certificate and renewal fees.</li> </ul>
<b>Toll waivers</b>	<ul style="list-style-type: none"> <li>• Full toll exemption for passenger EVs on key expressways like Mumbai-Pune Expressway, Mumbai-Nagpur Samruddhi Mahamarg, Atal Setu (Mumbai Trans Harbour Link).</li> <li>• Toll waivers on other highways to be phased in, as per state steering committee recommendations.</li> </ul>
<b>Charging infra incentives</b>	Up to 15% of the cost of the charging station only (does not include land and any ancillary costs to set up the charging station) as Viability Gap Funding (VGF) for DC fast charging stations (with funding caps for different power levels, as per the policy table).
<b>Supply-side incentives</b>	Mega project incentives for manufacturing (EVs, batteries, components), regardless of the location in Maharashtra.
<b>R&amp;D corpus</b>	INR 15 crore under the “CM EV R&D Grant”

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