

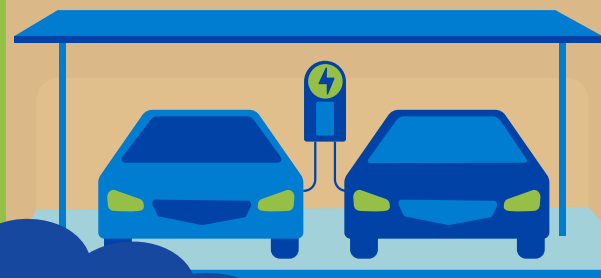
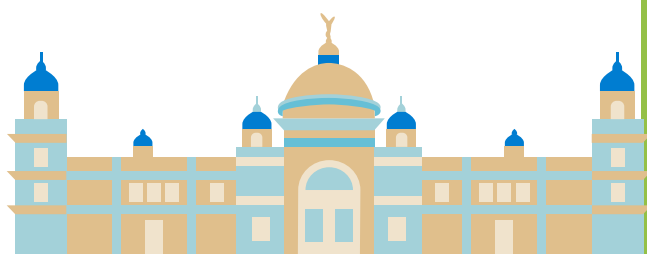
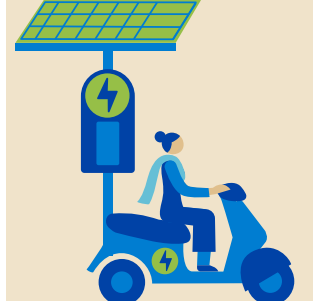
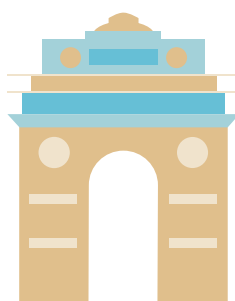
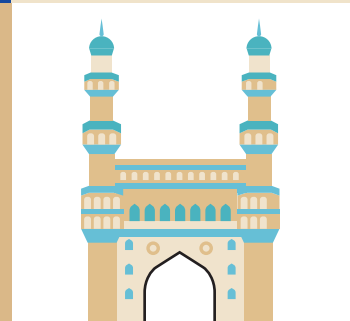
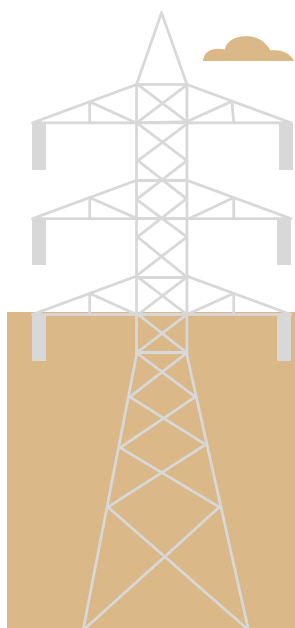
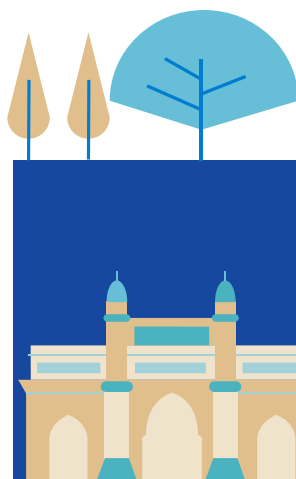
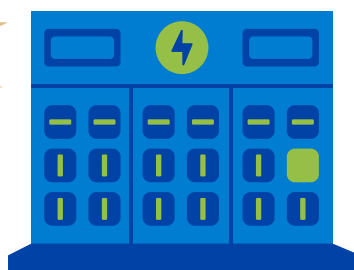
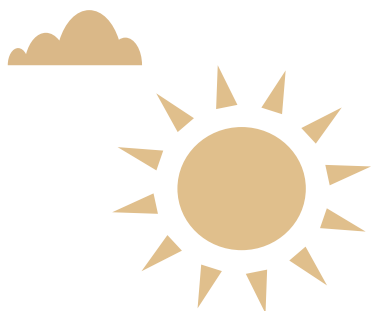
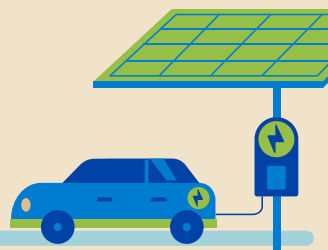


NITI Aayog

INDIA ELECTRIC MOBILITY INDEX

Tracking Electric Mobility
Trends in Indian States

2025



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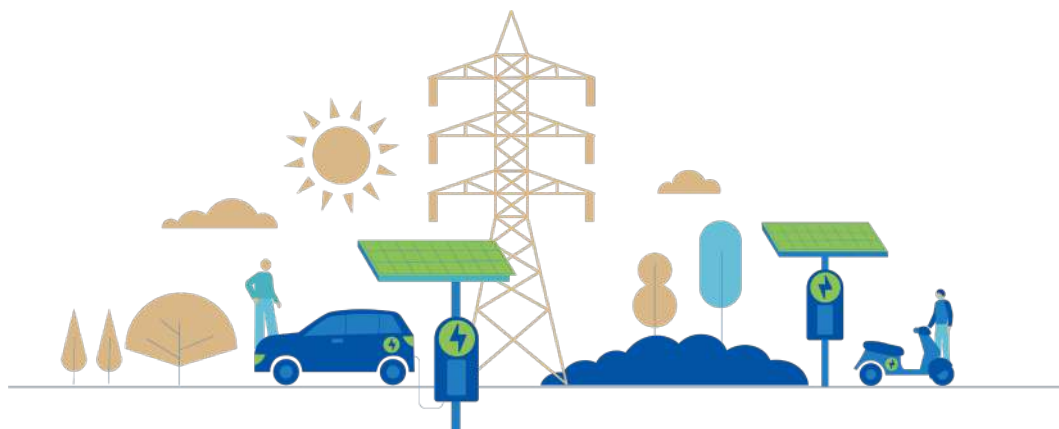
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India Electric Mobility Index 2025

Tracking Electric Mobility Trends
in Indian States



FOREWORDS



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**Foreword**

India stands at a defining moment in its mobility transformation, as envisioned by the Hon'ble Prime Minister through 7 C's of mobility — Common, Connected, Convenient, Congestion-free, Charged, Clean and Cutting-edge. The global shift towards sustainable transportation presents a timely and compelling opportunity for our nation to leapfrog conventional pathways and establish itself as a front-runner in clean, connected, and shared mobility solutions. At the forefront of this transition lies electric mobility, a vital enabler for advancing our energy security, climate commitments, and industrial aspirations.

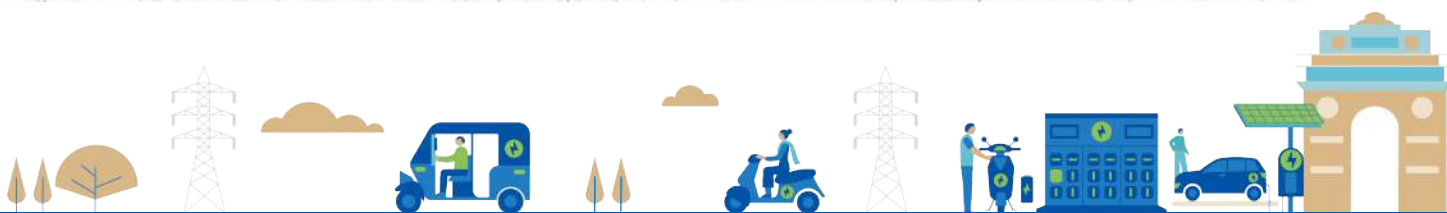
Over the past year, the Government of India has continued to accelerate EV adoption through targeted policy interventions and financial incentives, underscoring the Government's resolve to build a robust and future-ready transport ecosystem. Encouragingly, this momentum has been matched by decisive action at the sub-national level. A growing number of States and Union Territories have emerged as top performers, crafting forward-looking EV policies, investing in charging infrastructure, and encouraging innovation and investment within their jurisdictions. This deepening synergy between central and state-level action remains essential to creating a coherent and scalable EV ecosystem.

The India Electric Mobility Index (IEMI) was conceived as a pioneering initiative to strengthen electrification efforts at the sub-national level. Since the launch of its inaugural edition in 2025, the Index has provided States and UTs with a transparent framework to benchmark their progress, identify gaps, and learn from one another's progress and successes. In the process, it has nurtured competitive and cooperative federalism and evidence-based policymaking across the country. This second edition of IEMI builds on that foundation, refining the underlying methodology and capturing another year of progress and the growing strength of regional ambition. In doing so, it continues to serve as a valuable tool for policymakers, offering insights that can inform targeted action and drive collaborative progress.

I extend my sincere appreciation to the Electric Mobility team at NITI Aayog and the World Resources Institute (WRI) India for their vision, diligence, and partnership in developing this important index and its robust methodology. As the ambition of our states continues to grow, I look forward to working closely with States and UTs to harness the insights of the IEMI and to accelerate India's journey toward a cleaner, more sustainable, and self-reliant transport future.

(Ashok Lahiri)
Date: 01st September, 2026

Place: New Delhi



राजीव गौबा
Rajiv Gauba
Member
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Foreword

As India aspires to achieve its vision of Viksit Bharat 2047, ensuring energy security will be critical to shaping the nation's development pathways. Recent geopolitical developments have underscored the uncertainties and risks associated with global energy markets and India's dependence on imported fossil fuels. Electric mobility offers an opportunity to transition transport demand to electricity, leveraging India's growing renewable energy potential.

India's mobility transition cannot be driven by national-level averages or one-size-fits-all policies. Instead, it will depend on how individual States and Union Territories implement policies and build their own ecosystems. Our States and UTs are where policy meets practice, where charging networks take root, and where everyday choices of millions of citizens will determine how quickly clean mobility becomes the norm. Placing them at the centre of this effort is both a strategic necessity and a defining feature of our development approach.

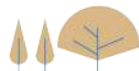
The India Electric Mobility Index (IEMI) was created to accelerate this transition across every State and Union Territory. By assessing progress across electrification, charging infrastructure, and innovation against a common yardstick, the Index provides every State and UT with a clear view of its strengths, improvement opportunities, and peer practices that can inform better performance. In this way, it transforms competition into a source of collective learning and provides a practical basis for refining policy and strengthening the wider ecosystem.

Building on the foundation laid by its inaugural edition launched in 2025, the second edition of IEMI has been evolved through engagement with States and UTs, incorporating feedback on the previous year's methodology, and revising it accordingly. The Index continues to serve as a repository of knowledge and best practice, as well as a platform that fosters a healthy, constructive spirit of competition among States and UTs.

I commend the Electric Mobility team at NITI Aayog and the World Resources Institute India for bringing this initiative to life and for sharpening it further in this second edition. As the ambition of our States and UTs continue to rise, I am confident that the IEMI will remain an essential reference for policymakers working to accelerate India's transition towards clean, inclusive, and future-ready mobility.

(Rajiv Gauba)

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अनुराग जैन
Anurag Jain
 मुख्य कार्यकारी अधिकारी
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FOREWORD

India's journey towards Viksit Bharat 2047 will require a cleaner, more secure and sustainable mobility ecosystem. Rising energy demand, dependence on fossil fuel imports, air pollution and climate change underscore the need to accelerate the transition to clean mobility. Electric vehicles (EVs), hydrogen-based mobility and other emerging technologies offer promising pathways to this transition, with EV technology already attaining the maturity needed for large-scale adoption. Recognising this potential, the Government of India has undertaken several measures to accelerate electric mobility. These efforts have helped increase EV penetration from 0.5 per cent in 2018 to 8.25 per cent in FY2026. However, sustained efforts are essential to realise the full potential and benefits of electric mobility.

2. For the clean mobility transition to succeed, States need to play a crucial role. With most of the States and Union Territories having active EV policies, the enabling framework for EV adoption is largely in place. The focus now needs to shift towards implementation, deeper collaboration, sustained innovation, and shared accountability. Transparent measurement is a powerful spur to action. The India Electric Mobility Index (IEMI) applies that principle to electric mobility, giving policymakers an objective, comparative view of where each State and UT stands and how it can advance.

3. The Index captures the dynamic and often uneven pace of progress across all Indian States and UTs. The presentation of comparative analysis of States/UTs through an interactive dashboard offers a detailed and candid picture of where each State and Union Territory stands, providing insights that can sharpen policy, strengthen innovation, and attract greater private investment.

4. NITI Aayog has consistently played an important role in enabling India's electric mobility transition, and this Index reflects our continued resolve to advance towards a decarbonized and energy-secure future. I commend the Electric Mobility team at NITI Aayog for its dedication to conceptualising and developing the Index. I also acknowledge the sustained contribution of our knowledge partner WRI India in developing the Index framework and dashboard. I extend my sincere appreciation to the States for their valuable feedback, which has been instrumental in strengthening and refining the Index. It is my hope that the IEMI will continue to inform, inspire, and enable our collective efforts towards cleaner, more sustainable mobility for India.

Dated: 8th September, 2026


 [Anurag Jain]



ओ.पी. अग्रवाल

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Foreword

India's transition towards electric mobility has reached an important stage. There is growing recognition that the shift towards clean and sustainable mobility cannot be driven by efforts at the national level alone. It will also depend significantly on the actions taken at the sub-national level, where policies are implemented, infrastructure is developed, and the ecosystem required to support this transition takes shape.

In this context, the *India Electric Mobility Index (IEMI)* provides a data-driven framework to help States and Union Territories track their progress towards clean mobility. The Index brings together both outcomes and the enabling initiatives undertaken by States and UTs, providing a more comprehensive picture of their progress. The inaugural edition of the IEMI laid the foundation for this exercise. This edition builds on that experience and incorporates insights and feedback received from States and UTs, with refinements made to the methodology during the process.

Progress towards electric mobility has not been uniform across the country, nor should it be expected to follow a single path. States and Union Territories differ in their geography, economic structure, transport needs and institutional capacities. The strength of an exercise such as the IEMI lies in providing a common framework while recognising these diverse contexts. Its purpose is not simply to compare performance, but also to encourage informed action and facilitate the sharing of experiences and practices that can support progress across the country.

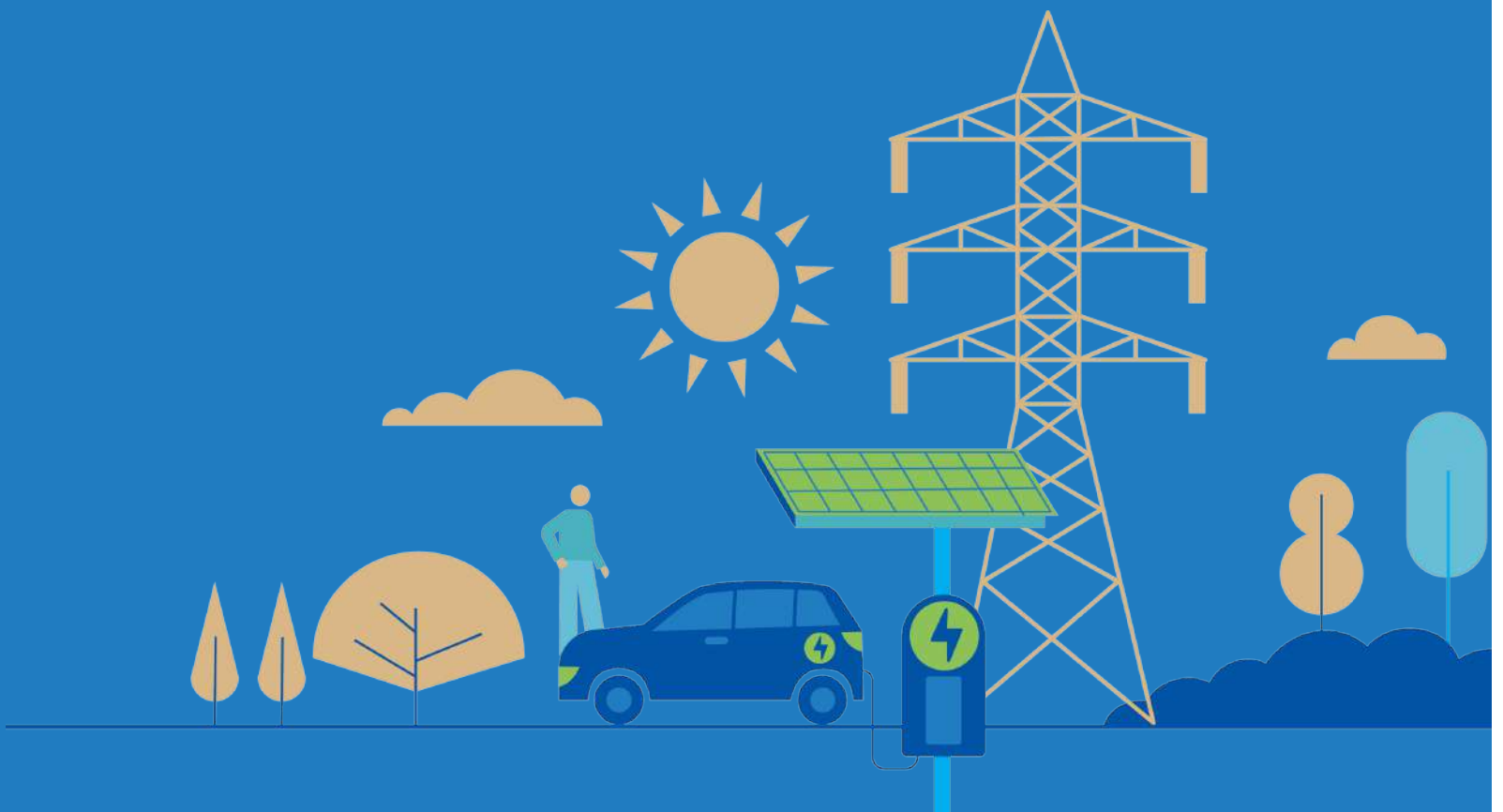
I hope that the *India Electric Mobility Index 2025* will serve as a useful resource for policymakers and other stakeholders working in this area. By presenting the progress made by States and Union Territories and highlighting the diversity of approaches adopted across the country, the report can contribute to a better understanding of the challenges ahead and the opportunities that electric mobility presents for India.

I congratulate the team at NITI Aayog and WRI India for their efforts in bringing out this edition of the Index. I hope that the findings of this report will encourage continued dialogue, learning and action towards strengthening India's electric mobility ecosystem.

(O. P. Agarwal)



MESSAGES



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Message

India's journey towards electric mobility has gathered real momentum, and its next chapter rests increasingly with our States and Union Territories. Their policies, their infrastructure, and their ambition will determine how swiftly this transformation reaches every corner of the country. The India Electric Mobility Index (IEMI) was created to support that effort, offering a clear and credible measure of progress to guide policymakers and give direction to a shared national endeavour.

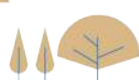
Transparency has been central to this Index from the outset. By assessing every State and Union Territory against a common set of 16 indicators across three themes, the IEMI presents an honest and comparable picture of where each region stands. Yet its purpose reaches well beyond assessment. It is meant to recognise the sustained effort behind every advance, to motivate states in their pursuit of clean mobility, and to help them learn from one another, so that what succeeds in one part of the country can strengthen the whole.

It has been encouraging to see this vision take root. Early leaders have set benchmarks that others now aspire to, states that began further behind have moved decisively forward, and a healthy sense of competition has matured into genuine collaboration. This 2025 edition builds on that momentum, refining our approach and reflecting another year of determined progress.

I am grateful to every State and Union Territory that has contributed to this endeavour and embraced the spirit of competitive federalism. We also extend our sincere appreciation to all our partners and stakeholders whose unwavering support, collaboration, and valuable contributions have been instrumental in bringing the India Electric Mobility Index 2025 to fruition.

A. Mittal

(Archana Mittal)





MESSAGE



Madhav Pai
Chief Executive Officer
WRI India

India is one of the prominent global voices for advancing the adoption of electric vehicles to achieve a net-zero carbon economy. As electrification gathers pace impressively across the country, there is a lot for states to learn from each other. With most states and UTs having notified EV policies of their own, sub-national implementation efforts are yielding impressive results for EV adoption, charging infrastructure development and technology innovation. With the IEMI, the aim is to inform policy at the state level and enable the creation of a holistic and conducive ecosystem to promote EV adoption.

As India strives to achieve 30% EV sales by 2030, knowledge sharing towards shared goals assumes greater significance. The IEMI is a platform to acknowledge the impressive progress achieved by states and showcase their best practices that can serve to enable peer-to-peer learning between states. By highlighting impactful fiscal and non-fiscal incentives and policies, the IEMI aims to bridge the information asymmetry for policymakers, investors, and innovators. The Index will also help states benchmark their progress and inform the government on allocating appropriate public funds to promote clean mobility.

WRI India is proud to be supporting this landmark initiative spearheaded by NITI Aayog. I firmly believe that by strengthening sub-national decarbonization aspirations and turning ambition into action, we can position India as a leader on the global stage for achieving impactful outcomes and enunciating the role of EVs in our journey towards a decarbonized future.

(Madhav Pai)

VIII

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India Electric Mobility Index (IEMI) 2025 is the outcome of the collective efforts and support of several institutions and individuals. I am grateful to the Hon'ble Vice Chairman, NITI Aayog, for his leadership and continued support for this initiative. I sincerely acknowledge the guidance and insights of Shri Rajiv Gauba, Hon'ble Member, NITI Aayog, during the preparation of this edition. The support of Shri Anurag Jain, CEO, NITI Aayog, in sustaining the IEMI and its further development has been invaluable. I would also like to acknowledge Dr. O. P. Agarwal, Distinguished Fellow, NITI Aayog for his valuable contribution to this work.

I am thankful to Ministry of Road Transport and Highways; Bureau of Energy Efficiency and Central Electricity Authority under Ministry of Power; Ministry of Heavy Industries; Office of the Controller General of Patents under Ministry of Commerce and Industry; and other relevant Ministries and Departments whose policies, programmes and publicly available data have provided an important foundation for this assessment. Their sustained efforts and initiatives have also contributed significantly to advancing electric mobility in the country.

I am grateful to the nodal agencies of the States and Union Territories, concerned transport/energy/industry/urban development departments, electricity distribution companies etc. for their inputs and engagement during the preparation of the Index. Their participation helped capture the diverse on-ground realities and varying levels of preparedness for electric mobility across States and Union Territories. The valuable feedback and suggestions received from the States and Union Territories further helped strengthen the framework and methodology of IEMI 2025.

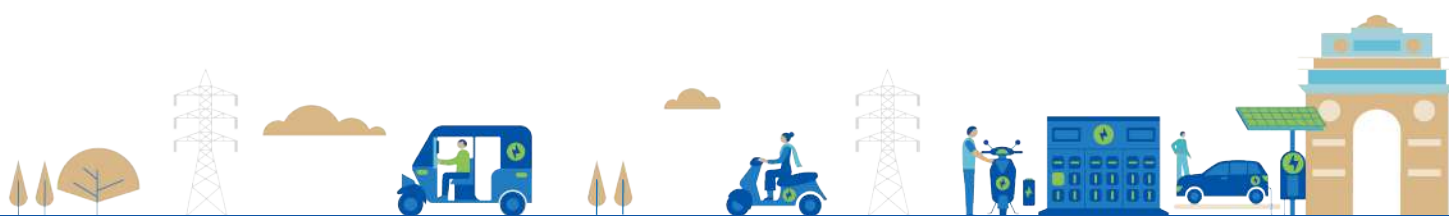
The key role played by WRI India in development of the first edition of the IEMI and in further refining it in the second edition is sincerely acknowledged. The guidance and leadership of Shri Madhav Pai, CEO, WRI India and Shri Pawan Mulukutla, Executive Director, WRI India, have been instrumental in shaping this edition of the Index. The support extended by the WRI India team, particularly Chaitanya Kanuri, Arvind Manickam, Ankita Rajeshwari and Iranna Koppad, in working closely with NITI Aayog to refine the framework and methodology for this year's assessment is deeply appreciated. The technical support provided by Trupti Deshpande and Priyadarshini Alok of Energiva Ventures also made a valuable contribution to the development of the Index.

Finally, this endeavour would not have been possible without the commitment and efforts of the team from Electric Mobility Division. The significant contributions made by Dr. Shikha Juyal and Gaurav Nemade are appreciated, and the valuable support provided by Amarjeet Singh, Amit Kumar Yadav, Ghanshyam Thakur, and Rahul Kumar in reviewing the report is acknowledged.

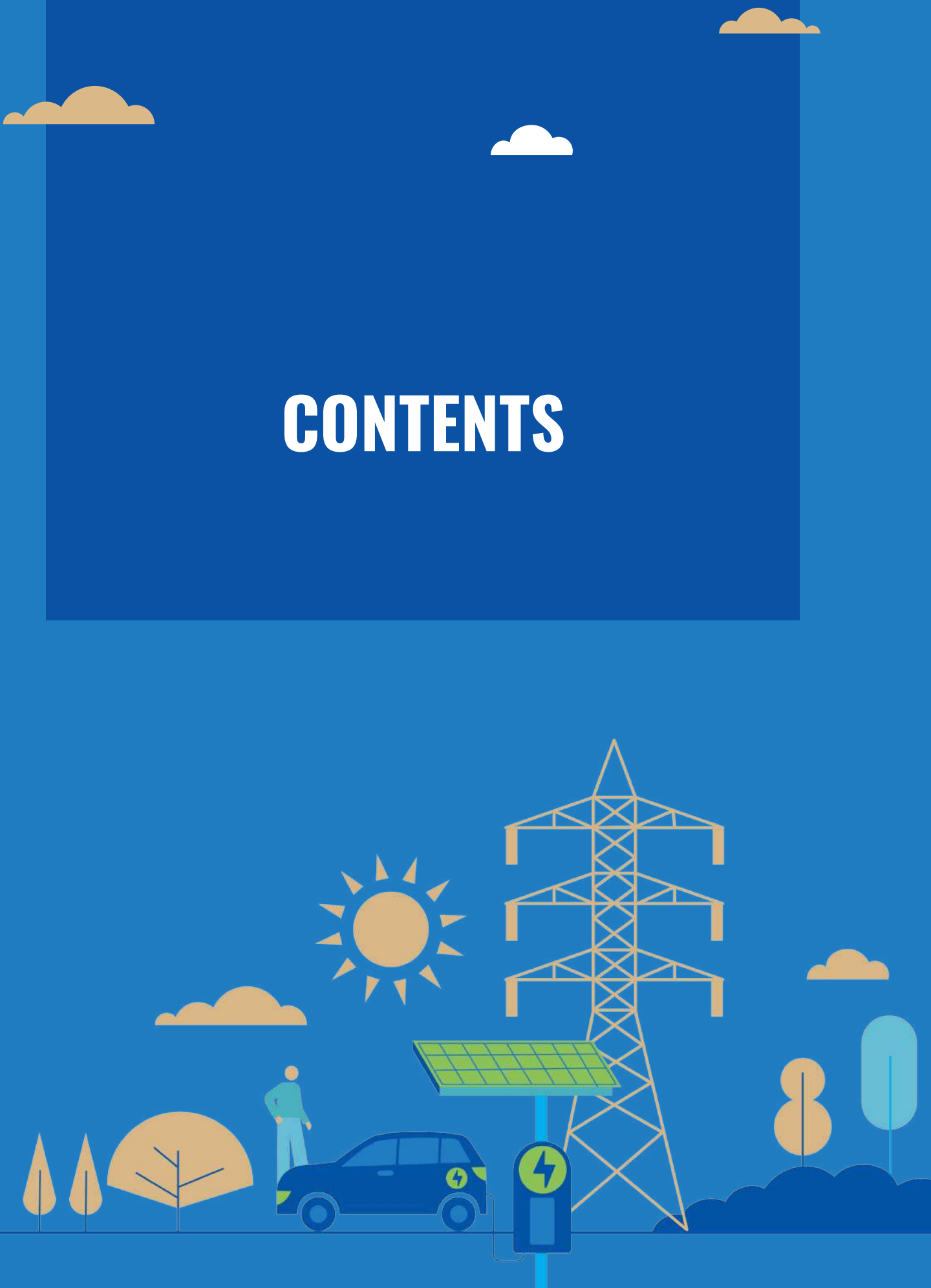
Archana Mittal

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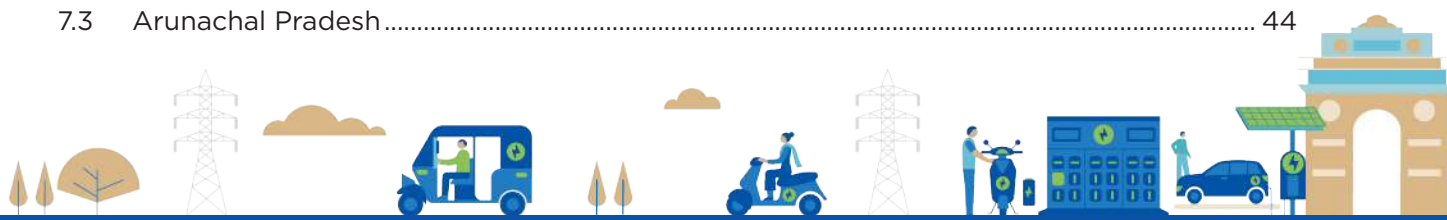
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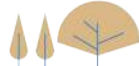
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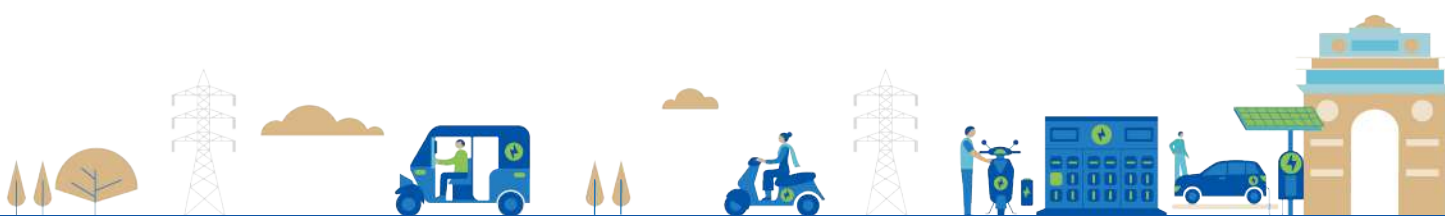
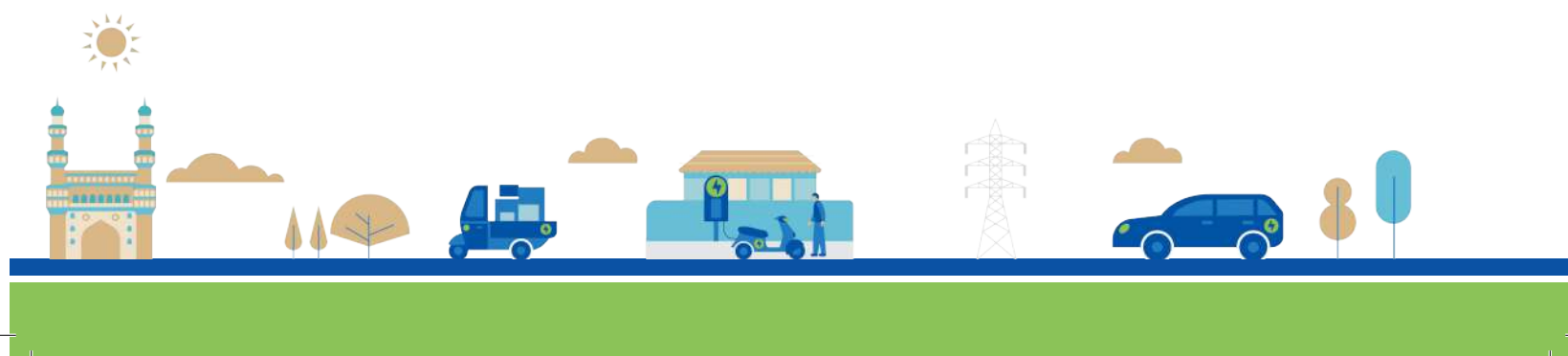
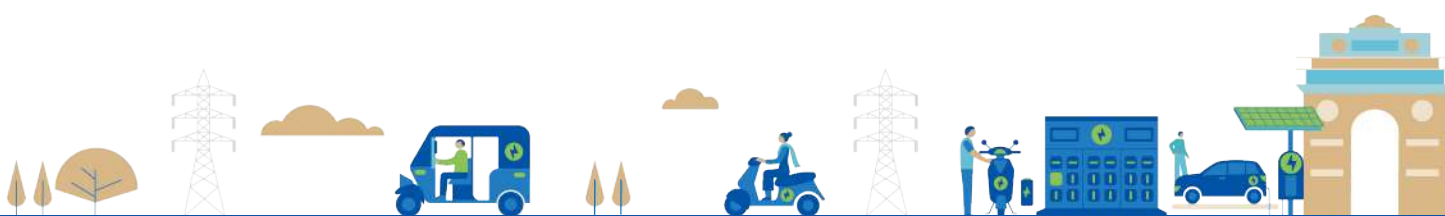


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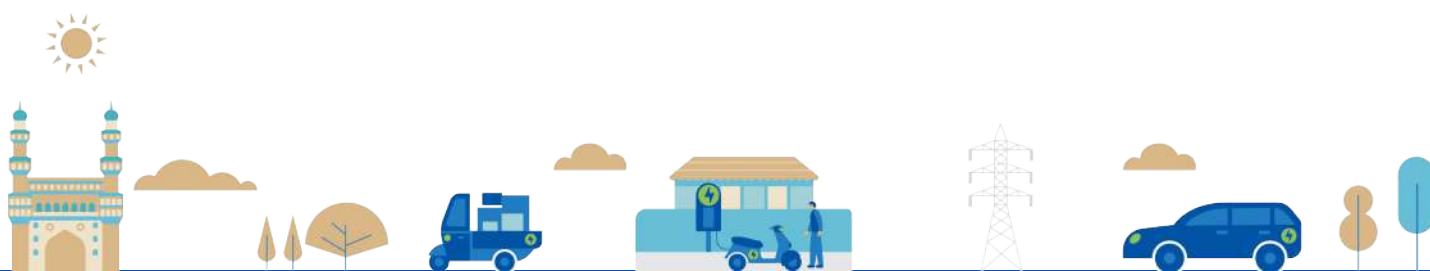
LIST OF ABBREVIATIONS

2W	Two-wheeler
3W	Three-wheeler
4W	Four-wheeler
BEE	Bureau of Energy Efficiency
BOV	Battery Operated Vehicle
CEA	Central Electricity Authority
CGPDTM	Controller General Patents, Designs & Trade Marks
CoE	Centre of Excellence
DD & DNH	Daman & Diu and Dadra and Nagar Haveli
e-2W	Electric 2-wheeler
e-3W	Electric 3-wheeler
e-4W	Electric 4-wheeler
e-HGVs	Electric Heavy Goods Vehicle
e-LGV	Electric Light Goods Vehicle
e-MGV	Electric Medium Goods Vehicle
e-mobility	Electric mobility
e-taxi	Electric Taxi
EV	Electric Vehicle
FAME	Faster Adoption and Manufacturing of (Hybrid &) Electric Vehicles in India
FY	Financial Year
GDP	Gross Domestic Product
GSDP	Gross State Domestic Product
HGV	Heavy Goods Vehicle
ICE	Internal Combustion Engine
IEMI	India Electric Mobility Index
INR	Indian Rupee
LGV	Light Goods Vehicle

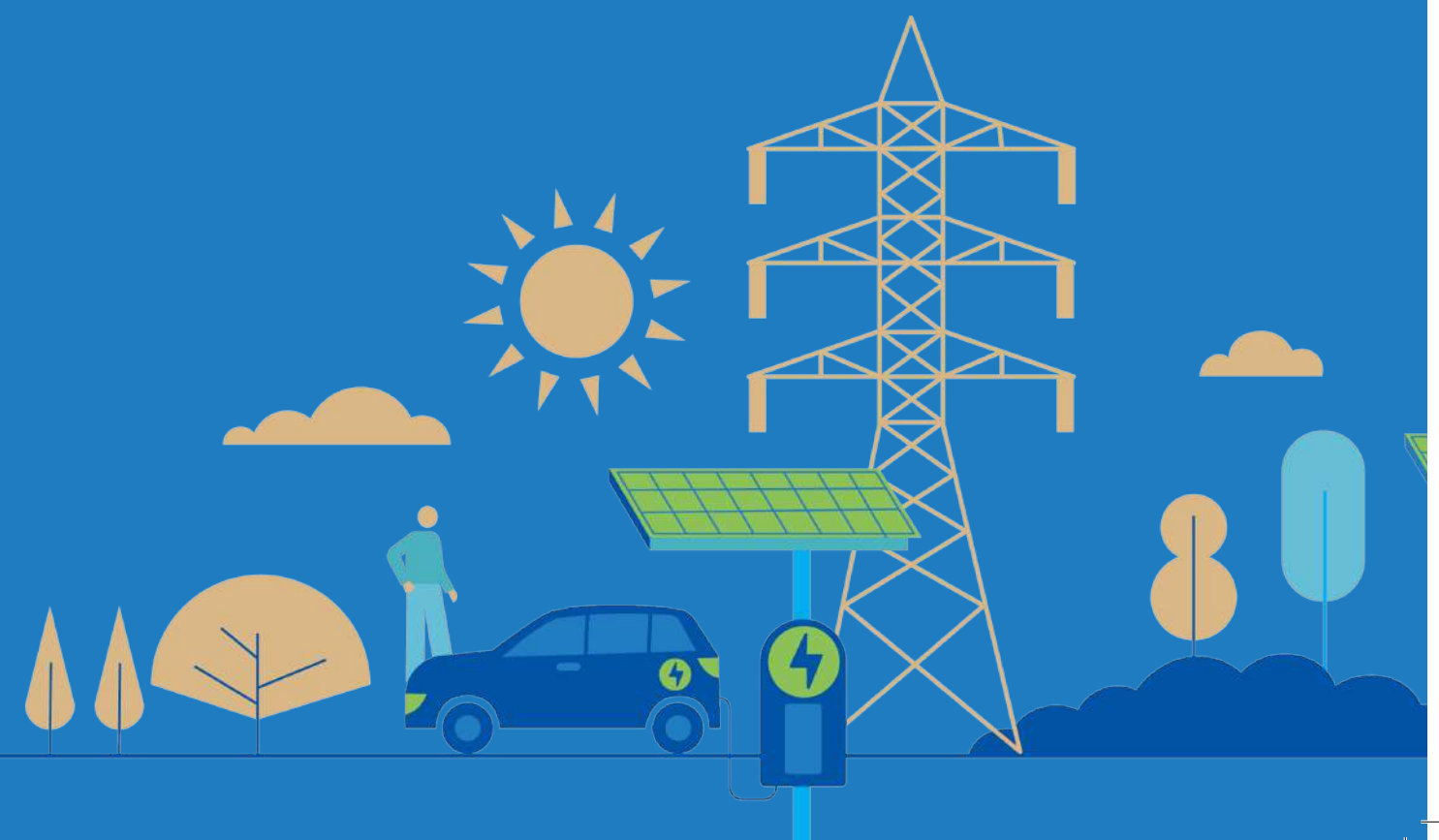


LIST OF ABBREVIATIONS

MGV	Medium Goods Vehicle
MoSPI	Ministry of Statistics and Programme Implementation
NT	Non-transport
PM	Particulate Matter
PM e-DRIVE	Pradhan Mantri Electric Drive Revolution in Innovative Vehicle Enhancement
R&D	Research and Development
RBI	Reserve Bank of India
RE	Renewable Energy
UT	Union Territory
USP	Unique Selling Point



EXECUTIVE SUMMARY



Background

Electric mobility (e-mobility) represents an important decarbonisation and sustainability pathway for India's transport sector. Road transport is responsible for roughly 12% of the country's energy-related carbon dioxide emissions¹ and an estimated 18% of total nitrogen oxide emissions. Meanwhile, the automotive sector is one of the largest sectors in the national economy. It accounts for about 7.1% of national gross domestic product and nearly half of the country's total manufacturing output³, while simultaneously employing about 19 million people. In 2018, electric vehicles (EVs) constituted only about 0.5% of all vehicle sales. However, by 2025-26, the share had reached 8.25%, with more than 8.7 million EVs on the road. In fact, EV sales in 2025-26 had grown by around 25% from 2024-25⁴. Much of this increase in sales can be attributed to Central Government initiatives such as the Faster Adoption and Manufacturing of (Hybrid and) Electric Vehicles scheme (FAME), Pradhan Mantri Electric Drive Revolution in Innovative Vehicle Enhancement Scheme (PM E-DRIVE), and Production-Linked Incentive scheme for auto components and battery cells. Charging infrastructure has expanded rapidly as well, with public charging stations growing from about 5,151 in December 2022 to over 29,000 by June 2025.⁵

The continued momentum of this transition now rests primarily with subnational governments. States and Union Territories (UTs) govern the transport, power, industry and urban planning sectors, which underpin the development of the EV ecosystem. By December 2025, 26 of India's 36 States and UTs had active EV policies. As the ecosystem matures, how well those policies are designed and implemented will determine how quickly the transition advances and how much it delivers. A shared, transparent framework for assessing subnational performance enables States and UTs to benchmark their progress, identify areas for improvement and learn from effective approaches to facilitating e-mobility.

Objective of the Study

The India Electric Mobility Index (IEMI) is a composite Index assessing both the policy framework and implementation outcomes for e-mobility at the subnational level. NITI Aayog developed the IEMI in collaboration with WRI India. IEMI 2025 is the Index's second edition and measures the progress of the Indian States and UTs toward e-mobility transition during the year 2025 (January to December).

The IEMI serves four purposes: recognising States and UTs that perform strongly, pinpointing factors that most significantly influence the transition, prompting more ambitious action by States and UTs, and reinforcing evidence-based policymaking. These objectives promote cooperative and competitive federalism, allowing States and UTs to learn from one another, share effective practices and strengthen their own approaches.

Methodology

The IEMI consists of three themes, each weighted in accordance with its importance to the e-mobility transition. First, Transport Electrification Progress carries the greatest weight at 50% and captures the extent of EV adoption across States and UTs, together with the enabling initiatives that support this uptake. Second, Charging Infrastructure Readiness, weighted at 30%, evaluates the availability of charging infrastructure and the broader conditions supporting its deployment and utilisation. Finally, EV Research and Innovation Status has a weight of 20% and measures the innovation system supporting the transition.



These themes comprise 16 indicators, broadly classified into two categories: outcomes and enablers. Outcome indicators track observed progress and collectively account for 50% of the overall score. Enabler indicators cover the policies, institutional mechanisms and underlying conditions contributing to these outcomes. Depending on the indicator, scoring is based on either relative performance or absolute values.

Scores are expressed on a scale of 0 to 100 at the indicator, theme and overall Index levels. The assessment draws on datasets from government platforms and dashboards, and it is updated annually with the latest available information. Based on overall scores, States and UTs were classified into four performance categories: Top Performers (≥ 65), Frontrunners (50–64), Emerging Performers (35–49) and Aspirants (< 35).

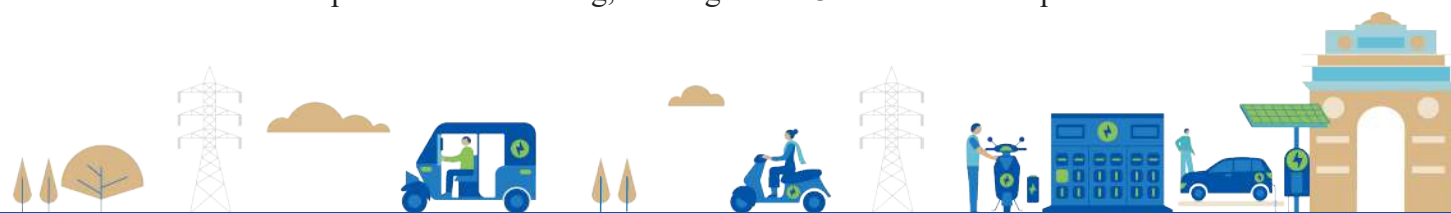
States and UTs were requested to provide feedback on the framework and methodology adopted for IEMI 2024. Feedback was received from eleven States and UTs, namely, Bihar, Chhattisgarh, Goa, Gujarat, Himachal Pradesh, Lakshadweep, Madhya Pradesh, Mizoram, Nagaland, Punjab and Uttarakhand. The feedback was duly examined and incorporated into the framework for IEMI 2025 to the extent possible. This process led to the introduction of peer grouping into three categories (Large States, UTs and City States, and Hilly and Northeastern States), expansion of data points, use of more reliable datasets and better normalisation of indicators. This made the Index more comprehensive, context-sensitive and reflective of the evolving e-mobility landscape.

Key Findings

Delhi recorded the highest overall score in the country at 84, followed by Maharashtra (78), Karnataka (73), Chandigarh (71) and Goa (65). These five jurisdictions were classified as Top Performers. Among the Large States, Maharashtra and Karnataka were the leading performers, while Manipur (46) ranked highest among the Hilly and Northeastern States. Delhi, Chandigarh and Goa performed substantially better than their peers among the UTs and City States, with the category exhibiting the widest internal variation—the highest- and lowest-ranked territories were separated by more than 70 points.

Results also differed across the three themes. In Transport Electrification Progress, three States and UTs—Delhi, Chandigarh and Maharashtra—were in the Top Performer category, while 14 of the 36 jurisdictions were in the Aspirants category. Charging Infrastructure Readiness presented comparatively stronger performance, with Karnataka recording the highest score nationally at 97 and six States and Union Territories achieving Top Performer status. EV Research and Innovation Status exhibited the widest variation, with nine States and UTs classified as Top Performers and 17 as Aspirants.

Comparing the 2025 performance with that of 2024 showed that the top performing States and Union Territories—Delhi, Maharashtra, Karnataka and Chandigarh—were consistent top rankers. Among the remaining States and UTs, five showed improvement in rank by more than seven positions, while three showed a decline by more than seven positions. The substantial ranking changes are attributable partly to the actions by States and UTs, such as notification of EV policies, and partly to changes made to the Index methodology. Some jurisdictions experienced a decline in rank despite maintaining or improving their scores, reflecting broader improvements in performance nationally. Madhya Pradesh recorded a substantial improvement in ranking, moving from 23rd to the seventh position.

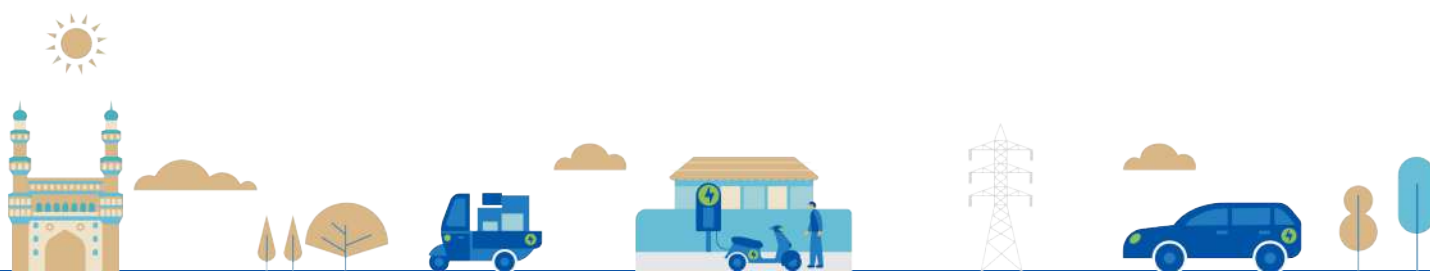


Conclusion

The second edition of the IEMI shows broad improvements in e-mobility performance across India, while indicating considerable variation in levels of preparedness and progress across the States and UTs. The IEMI scores for 2025 ranged from 10 to 84, with a median score of 40. The overall performance of the States and UTs has improved compared with 2024, with the top score increasing from 77 in 2024 to 84 in 2025 and the median score increasing from 36 to 40.

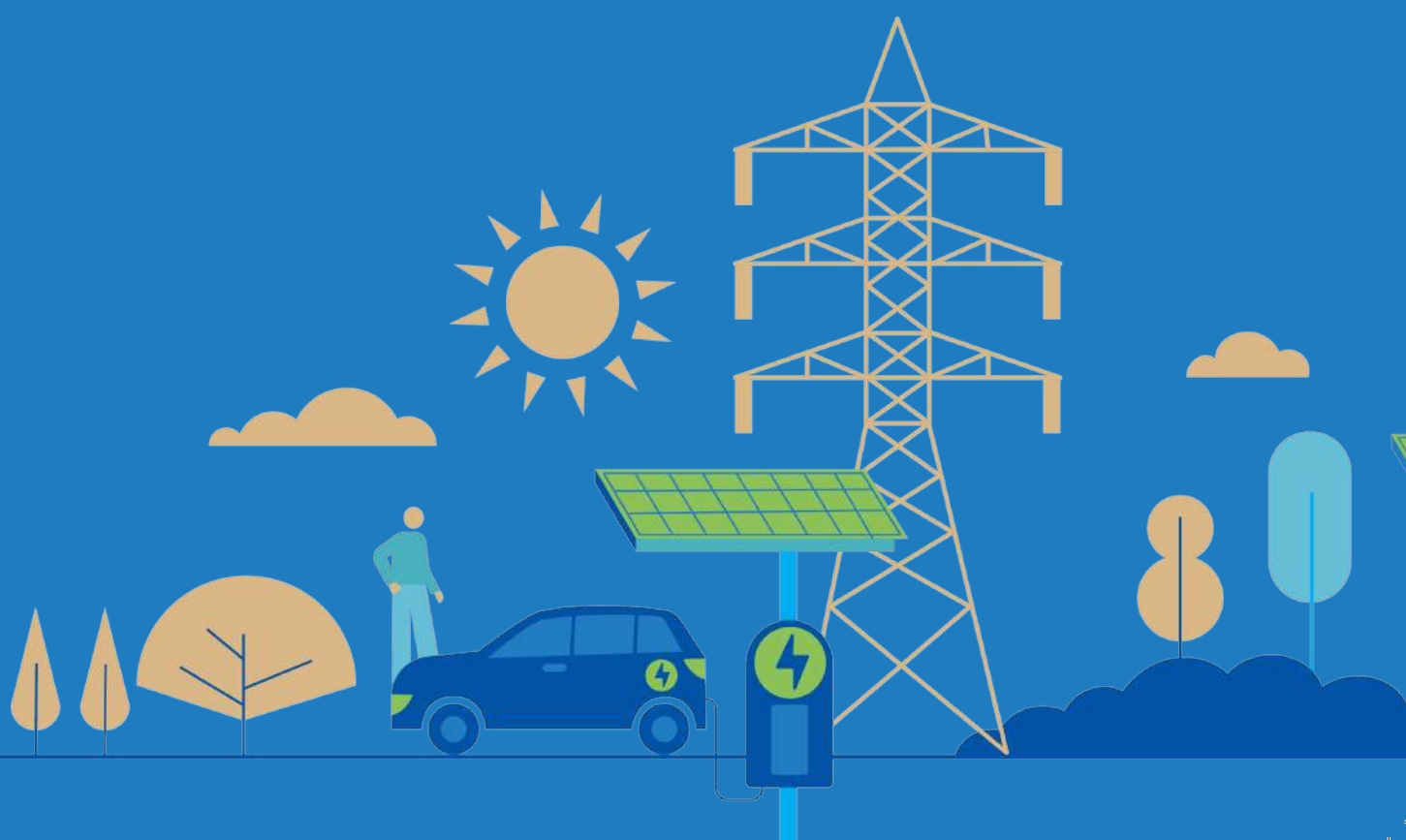
Progress remains uneven, with disparities between the metropolitan and remote regions and between more industrialised States and the Hilly and Northeastern States. Limited charging infrastructure, dispersed settlements and a nascent innovation ecosystem are some of the identified barriers to progress.

For most States and UTs, Transport Electrification Progress remains the largest opportunity for improving overall performance, with only three qualifying for the Top Performer Category in this theme. Charging rollout and EV adoption are moving at different speeds across the country, a sign that the transition is uneven. With the foundational EV policy in place for most States and UTs, the focus must shift from policy formulation to effective implementation. With IEMI 2025 demonstrating the progress of each jurisdiction compared with the 2024 edition, policymakers can see how each jurisdiction has progressed, benchmark performance against peers, set priorities and adopt evidence-based action. Through these efforts, the IEMI can help accelerate India's transition to cleaner and more inclusive mobility.





INTRODUCTION



1 Introduction

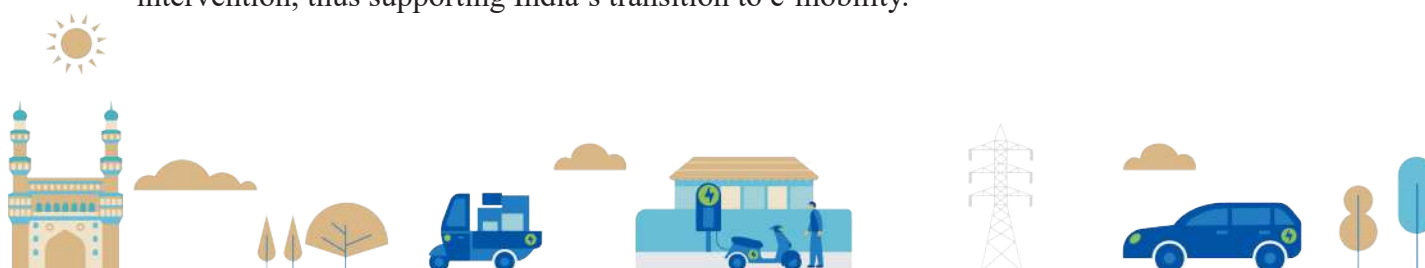
Electric mobility (e-mobility) provides a viable pathway to a more energy-secure and decarbonised transport sector in India. Road transport accounts for roughly 12% of the country's energy-related carbon dioxide emissions⁷. It is also a major driver of urban air pollution, responsible for an estimated 18% of total nitrogen oxide emissions in India, while internal combustion engine vehicles (ICEVs) release particulate matter and other pollutants that strain public health in cities⁸. Vehicle registrations are also increasing rapidly, rising from 2 crore vehicles in 2020 to 3.1 crore in 2025-26⁹. This has increased crude oil imports, which reached 249 million metric tonnes by 2025¹⁰. Road transport accounts for 70% of diesel and 99.6% of petrol consumption in the country, strengthening the case for clean mobility¹¹.

At the same time, India's automotive sector accounts for 7.1% of the national gross domestic product and close to half of the manufacturing gross domestic product¹², while supporting nearly 19 million jobs through direct and indirect employment. Globally, the country ranks first in the manufacture of three-wheelers, second in two-wheelers and third in passenger vehicles¹³. Given that electric vehicles (EVs) represented more than a quarter of all passenger vehicles sold globally in 2025¹⁴, decarbonising the transport sector is no longer a trade-off between environmental and industrial ambition, as the two agendas are increasingly converging.

The Government of India has set an ambitious target of 30% EV sales by 2030 and pursued it through a coordinated set of measures. The Faster Adoption and Manufacturing of (Hybrid and) Electric Vehicles (FAME) and Pradhan Mantri Electric Drive Revolution in Innovative Vehicle Enhancement (PM E-DRIVE) schemes have together funded EV purchase incentives and public charging infrastructure deployment for over a decade. The Production-Linked Incentive (PLI) schemes support domestic production of advanced chemistry cells and auto components, recognising that electrification without localisation would transfer import dependence from oil to batteries.

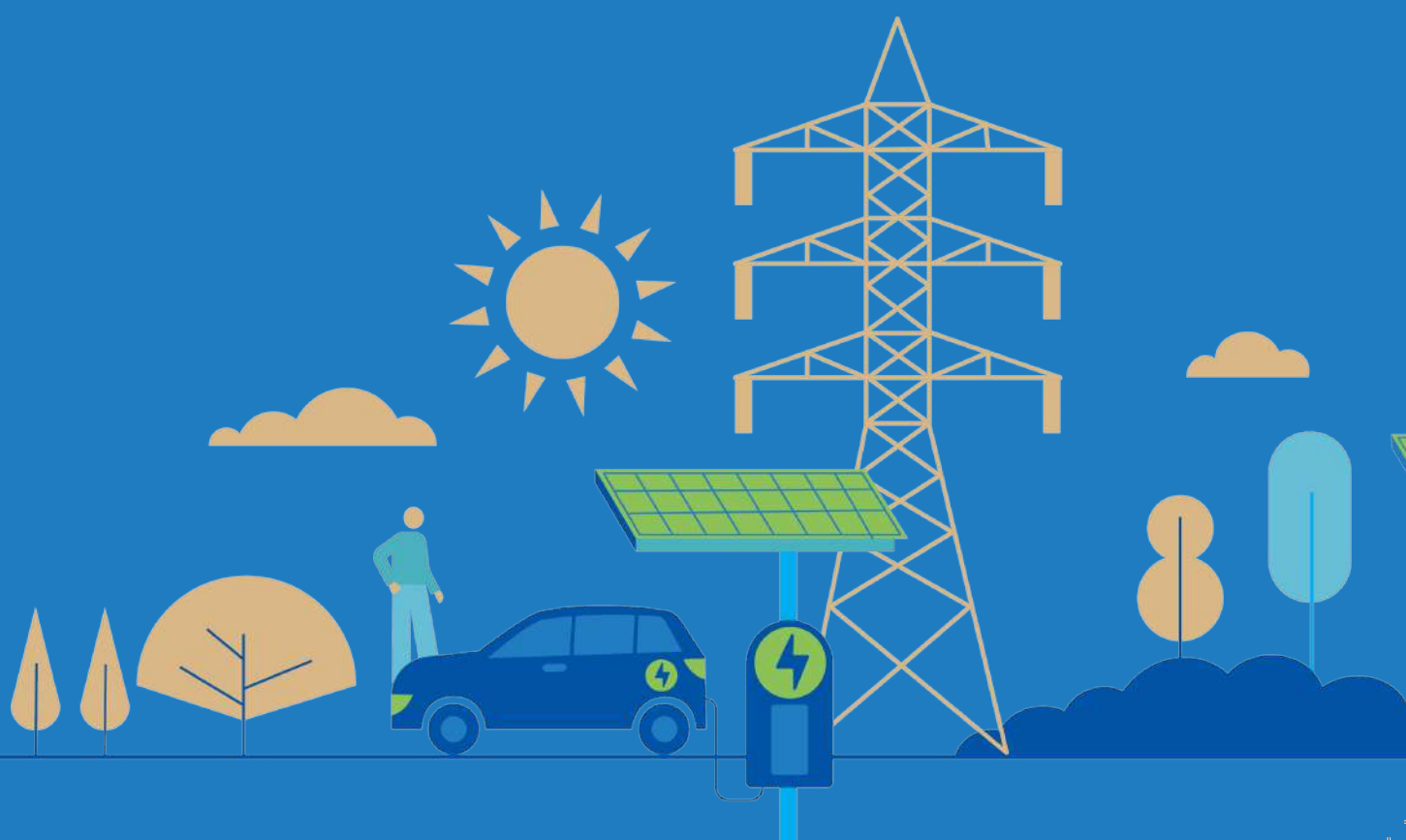
States have also assumed a substantial share of this responsibility. By December 2025, 26 of India's 36 States and UTs had active EV policies covering adoption, charging infrastructure, research and innovation, and manufacturing investments. However, policy notification is no longer an adequate measure of progress. The more consequential question concerns policy design and whether States are advancing beyond purchase subsidies and road tax waivers toward regulatory measures, charging infrastructure, startup support, manufacturing-linked incentives and the broader ecosystem enabling e-mobility to accelerate within their jurisdictions.

To support this transition, the India Electric Mobility Index (IEMI) 2025 builds on the 2024 edition to track ecosystem progress across States and Union Territories. This second edition of the IEMI applies the rationale and approach introduced in IEMI 2024, with methodological improvements to better assess the performance of India's 28 States and eight UTs over the past year. Through a year-on-year comparison, the analysis identifies which States have sustained momentum and which have narrowed the gap. By making that trajectory visible and comparable, IEMI 2025 intends to encourage cooperative federalism, facilitate peer learning and inform the next round of policy and regulatory intervention, thus supporting India's transition to e-mobility.



2

INDIA'S E-MOBILITY ECOSYSTEM



2.1 Status of EV Growth

India's EV transition has gained momentum, driven by steady government support and industrial growth. By 2025-26, EV penetration in India reached 8.25%, up from 0.5% in 2018. By 2025-26, more than 8.7 million EVs were running on Indian roads¹⁵, and close to 2.5 million were registered during 2025-26 alone, a rise of about 25% over the previous financial year¹⁶. Two-wheelers accounted for most of this volume at 1.3 million units, followed by passenger three-wheelers, while passenger cars held a modest and rising share of the total¹⁷. Commercial goods vehicles saw the sharpest growth across the electric light, medium and heavy-duty segments, where penetration climbed from 0.6% in 2024 to 1.4% in 2025¹⁸. E-bus adoption in India also gained momentum since 2021, driven initially by FAME-II and more recently by PM E-DRIVE and Pradhan Mantri Electric Bus Sewa (PM-eBus Sewa) scheme. As shown in Figure 1, the adoption of e-buses stood at 8.75% in 2021. However, continued assistance from the government and the interest of State Governments kept the momentum going, with the adoption rate of e-buses sustaining 6.4% by 2025.

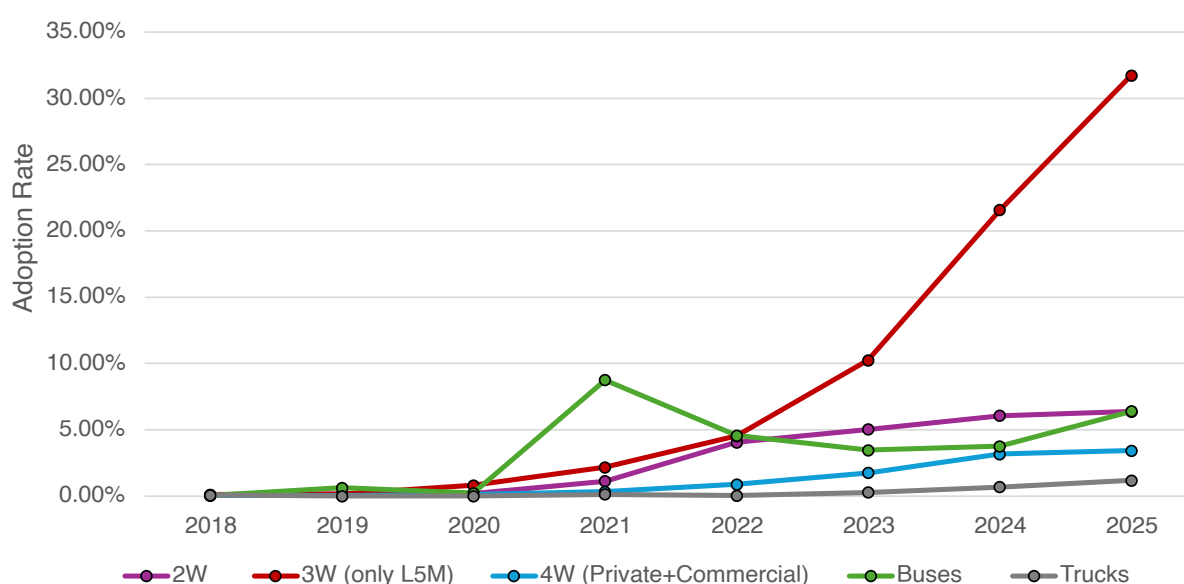


Figure 1: Electric Vehicle Adoption Rate for the Derived Vehicle Segments (Vahan Dashboard, 2018-25).

Notes: W = wheeler; L5M = L5-category passenger carrier.

Charging infrastructure has expanded simultaneously, with the number of public charging stations reaching 29,000 by June 2025. Moreover, vehicle assembly has scaled quickly, with established manufacturers and newer entrants expanding their EV lineups across segments and price points. Localisation of the component supply chain is also deepening, although the development of domestic cell manufacturing has progressed slowly. Startups are working at the technical frontier on cell chemistries suited to Indian ambient temperatures, motor and power-electronics design, battery management systems, swapping networks and financing models for commercial fleets.



2.2 E-Mobility Policy Framework

The Government of India has committed more than ₹90,000 crore, spread across several ministries and multiple fiscal years, towards public investment in demand incentives, charging infrastructure, bus electrification, manufacturing support and research. The above amount comprises ₹24,000 crore across the FAME-I, FAME-II and PM E-DRIVE schemes; ₹20,000 crore as central assistance through PM-eBus Sewa; ₹44,000 crore for the PLIs on the National Programme on Advanced Chemistry Cell Battery Storage and on the Automobile and Auto Component Industry in India; ₹3,435.33 crore for the PM-eBus Sewa Payment Security Mechanism; and ₹1,150 crore for e-mobility-related research and development (R&D)¹⁹.

States and UTs have added to this central effort. Besides the central subsidies, States and UTs have committed ₹37,613 crore under PM-eBus Sewa²⁰ for public transport electrification, layered their own EV purchase incentives onto the central FAME and PM E-DRIVE support, exempted EVs from road taxes and registration fees, eased commercial permit requirements, and backed charging infrastructure through fiscal and regulatory measures. Many have also offered capital subsidies, concessional land and tax exemptions to attract EV and battery manufacturing investments to their regions.

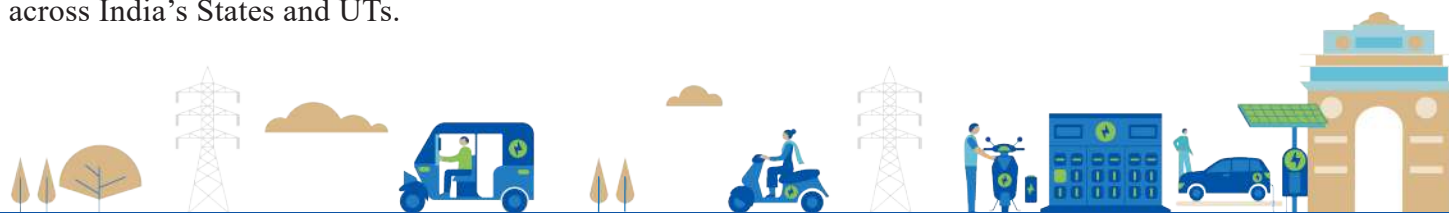
With the central policy architecture providing a strong foundation, the actions taken by States and UTs will shape the country's trajectory as a leader in the global e-mobility transition.

2.3 Importance of State Action

States hold much of the authority to shape India's move to e-mobility. They govern road transport, power distribution, manufacturing and urban planning—sectors that together underpin the EV ecosystem. Whether the transition succeeds depends heavily on how States design local policy, deploy the required infrastructure and institutionalise the governance structure for e-mobility.

Several State departments play a critical role in enabling these transitions, including transport departments, power departments, electricity regulatory commissions, distribution companies, industry departments and skill development departments. Strong institutional capacity and coordination are needed to stimulate consumer EV demand through holistic policies, close gaps in infrastructure, widen access to skilling and improve affordability, while keeping the transition inclusive so that its benefits reach all sections of the society.

In India, the first State EV policy was implemented by Karnataka in September 2017 with the launch of the Karnataka Electric Vehicle and Energy Storage Policy²¹. Other States and UTs followed in rapid succession, and by December 2025, 29 of them had notified their EV policies. Today, 26 States and UTs have active EV policies, six have draft or expired policies, and only four States and UTs never had an EV policy. These policies cover several parts of the e-mobility ecosystem, including demand generation, supply-side support, skilling, employment and innovation, delivered through a mix of fiscal and non-fiscal incentives. Each brings together incentives, programmes, partnerships and an implementation plan to guide the shift toward e-mobility. Figure 2 shows the status of EV policies across India's States and UTs.



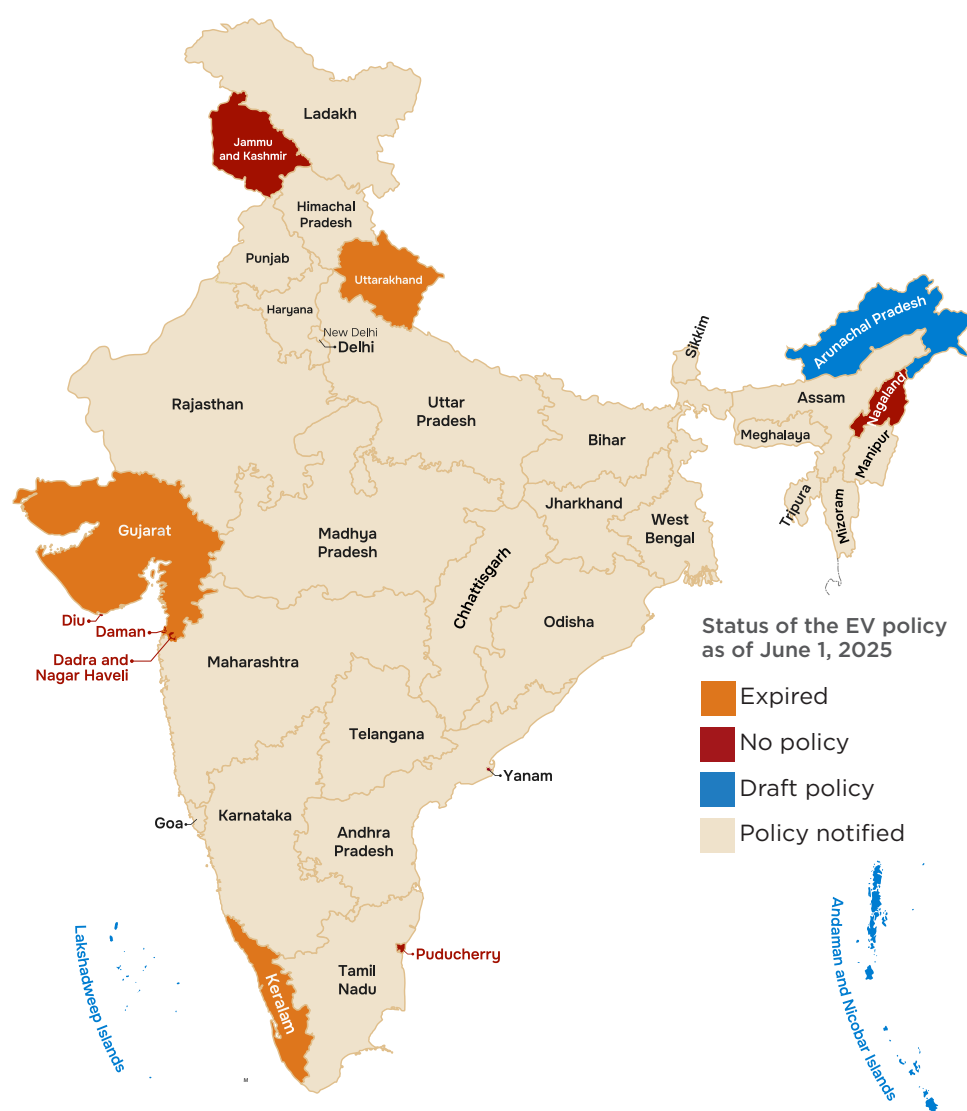


Figure 2: Electric Vehicle Policy Status of the States and Union Territories (UTs)

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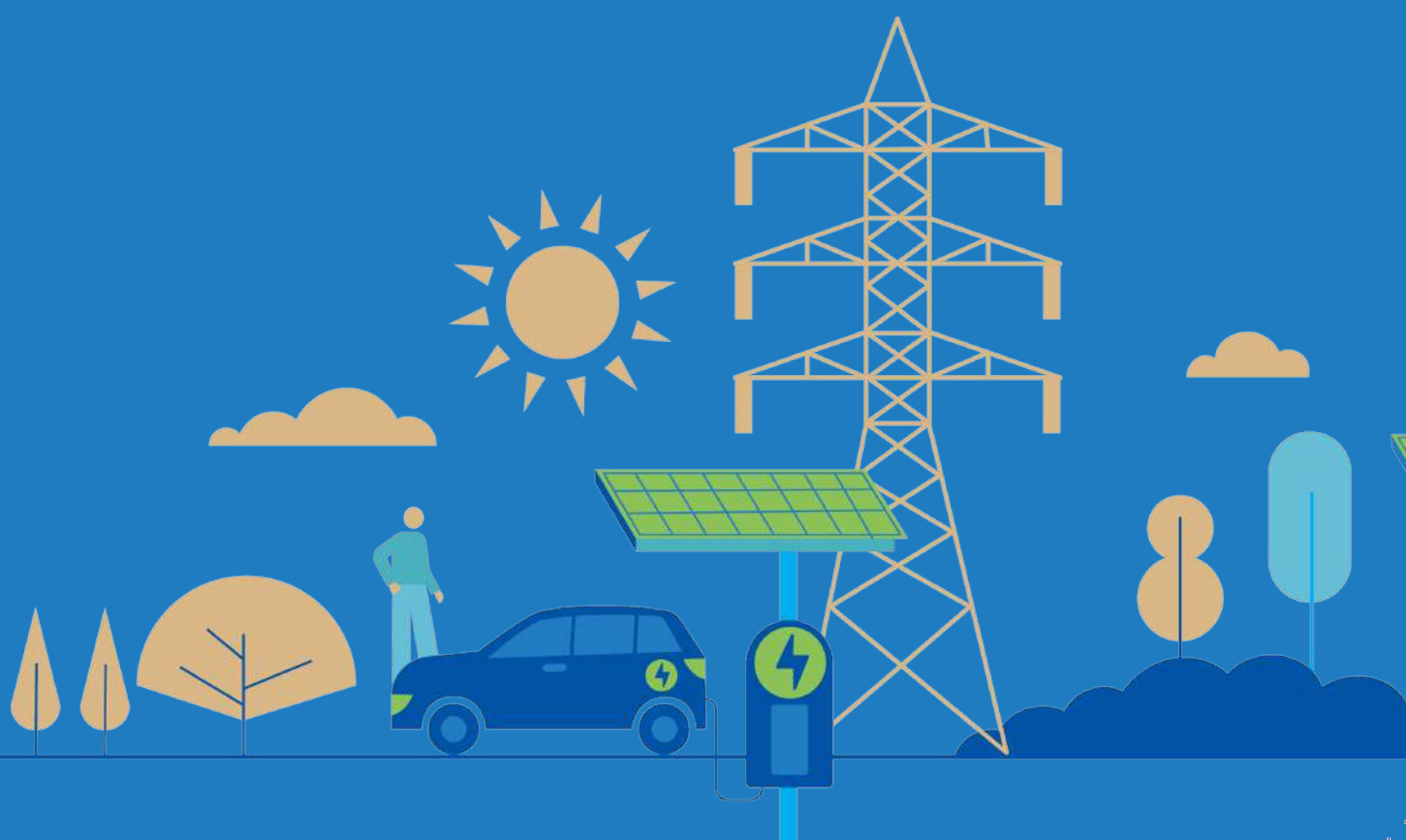
Several States are also revising their EV policies as they expire, making them more ambitious and better matched to a maturing EV ecosystem. Through their renewed policies, Madhya Pradesh and Maharashtra pioneered strong support for electric trucks in the wake of the PM E-DRIVE scheme. In June 2026, Delhi notified a revised EV policy that became the first to set electrification mandates for two-wheelers, three-wheelers and light commercial vehicles.

The approaches States and UTs are adopting vary widely and evolve quickly, making mutual exchanges of knowledge and practice valuable. When States learn from peers about innovative and proven policy initiatives and implementation strategies, they can adopt measures that accelerate their own progress. Evidence-based decision-making also depends on a feedback mechanism that assesses the impact of deployed policies, and it helps policymakers craft region-specific strategies, use resources well and keep EV adoption equitable and inclusive.



3

ABOUT IEMI



The IEMI is a composite Index assessing the policy framework and implementation outcomes for e-mobility across India's States and Union Territories (UTs). As the first government initiative of its kind, it captures the pace and direction of the country's transition while reflecting how progress varies from one State to the next.

The IEMI rests on the principles of comprehensiveness, data-driven assessment, actionability, inclusivity and transparency. It identifies the enablers and outcomes defining the e-mobility ecosystem, and it measures how States and UTs perform against these metrics across successive editions. The resulting picture lets governments benchmark where they stand and can inform how public funding for clean mobility is allocated. Making performance visible in this way supports peer learning and strengthens cooperative federalism. For private investors, it identifies States and UTs with the strongest performance and the biggest room for growth.

IEMI 2025 is the second edition of the Index and captures a snapshot of subnational progress toward e-mobility in 2025. Building on the 2024 edition, it adds a longitudinal dimension, showing how individual States and UTs are progressing over time. These insights can guide targeted policy action and help accelerate the transition to clean mobility.

3.1 Need for the Index

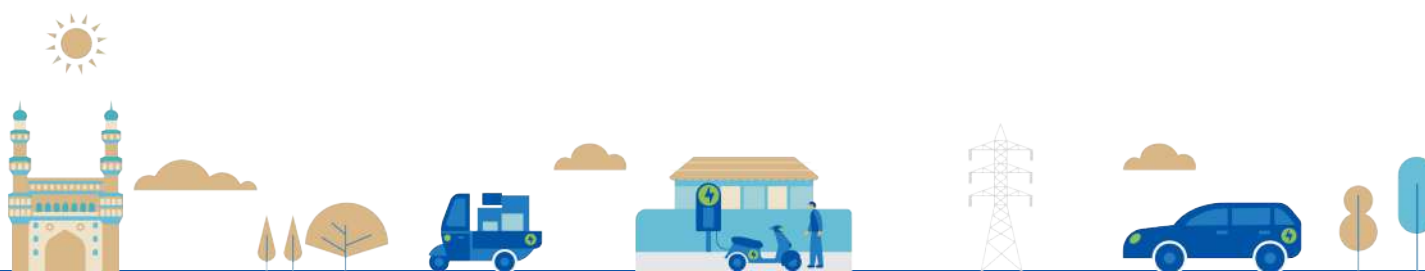
The IEMI is a dynamic platform to evaluate the progress of States and UTs in their endeavours to accelerate the shift towards e-mobility. Globally, the IEMI is the first subnational-level e-mobility Index, providing a comparative and ongoing evaluation of e-mobility development in Indian States and UTs.

This Index evaluates the advancement of e-mobility and identifies key factors contributing to a successful transition. It is designed to serve government officials, manufacturers, investors and researchers with real-time data and clear analysis, aligning State and national efforts across the planning, implementation and tracking stages. The Index facilitates peer learning among States, which helps them make informed policy decisions, drive impactful interventions and attract private sector investment. The assessments undertaken can help policymakers craft region-specific strategies, use resources well and keep EV adoption equitable and inclusive.

12

3.2 Objectives

- i. **To recognise States performing well in this sector:** The IEMI aims to highlight States that have made significant progress in adopting and promoting e-mobility. This includes achievements in EV sales, charging infrastructure deployment and financial incentives. By identifying top-performing States, the Index provides benchmarks for others to follow and fosters a spirit of healthy competition.



- ii. **To identify key success factors with an outsized impact on e-mobility development:** The Index helps determine the most critical elements driving e-mobility adoption, such as policy frameworks, financial incentives and infrastructure investments. Understanding these success factors allows policymakers and industry stakeholders to prioritise their efforts effectively. It also helps States learn from the best practices and adapt strategies to accelerate EV adoption.
- iii. **To encourage States to take a more proactive approach to e-mobility:** By assessing and ranking States, the Index creates a sense of accountability and motivates States to improve their policies and implementation strategies. It serves as an instrument to identify areas that need additional focus and investment. Additionally, the Index facilitates knowledge sharing and collaboration among States, helping lagging regions adopt the best practices.
- iv. **To support evidence-based policymaking for sustainable EV growth:** The Index provides data-driven insights that enable State governments to design more effective e-mobility policies. It helps policymakers understand regional gaps, infrastructure gaps and market readiness, leading to targeted interventions. By promoting transparency and data-backed decision-making, the IEMI contributes to a more structured and sustainable EV ecosystem in India.

3.3 Key Features

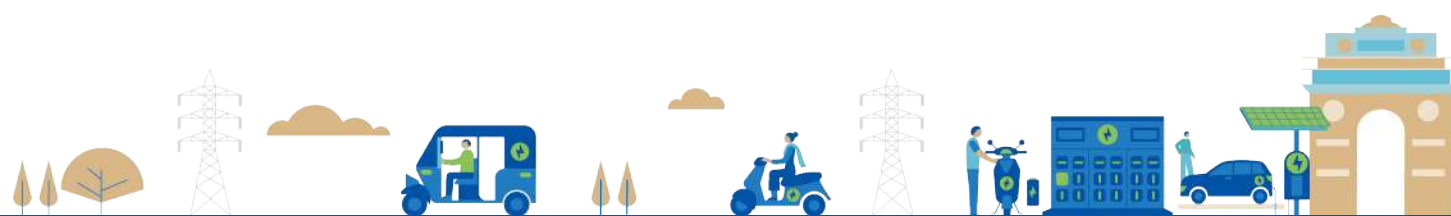
The IEMI is a dynamic platform assessing the performance of India's 28 States and eight UTs along with their ambitions and progress in accelerating the e-mobility transition.

The IEMI tracks and evaluates 16 indicators across three themes: Transport Electrification Progress, Charging Infrastructure Readiness, and EV Research and Innovation Status. The IEMI is designed as a simple and transparent Index, allowing for adaptation and enabling the addition or modification of indicators based on the evolving e-mobility environment. The indicators are selected based on data availability, and the reliability and consistency of the data. The selection process aims to minimise bias, ensuring a fair and evidence-based assessment of e-mobility across States.

The Index provides a comparative analysis of Indian States and UTs so they can engage in peer learning and deploy policy and regulatory interventions with a demonstrated impact. This enables more private sector investments based on States' performance and increases the potential for future growth.

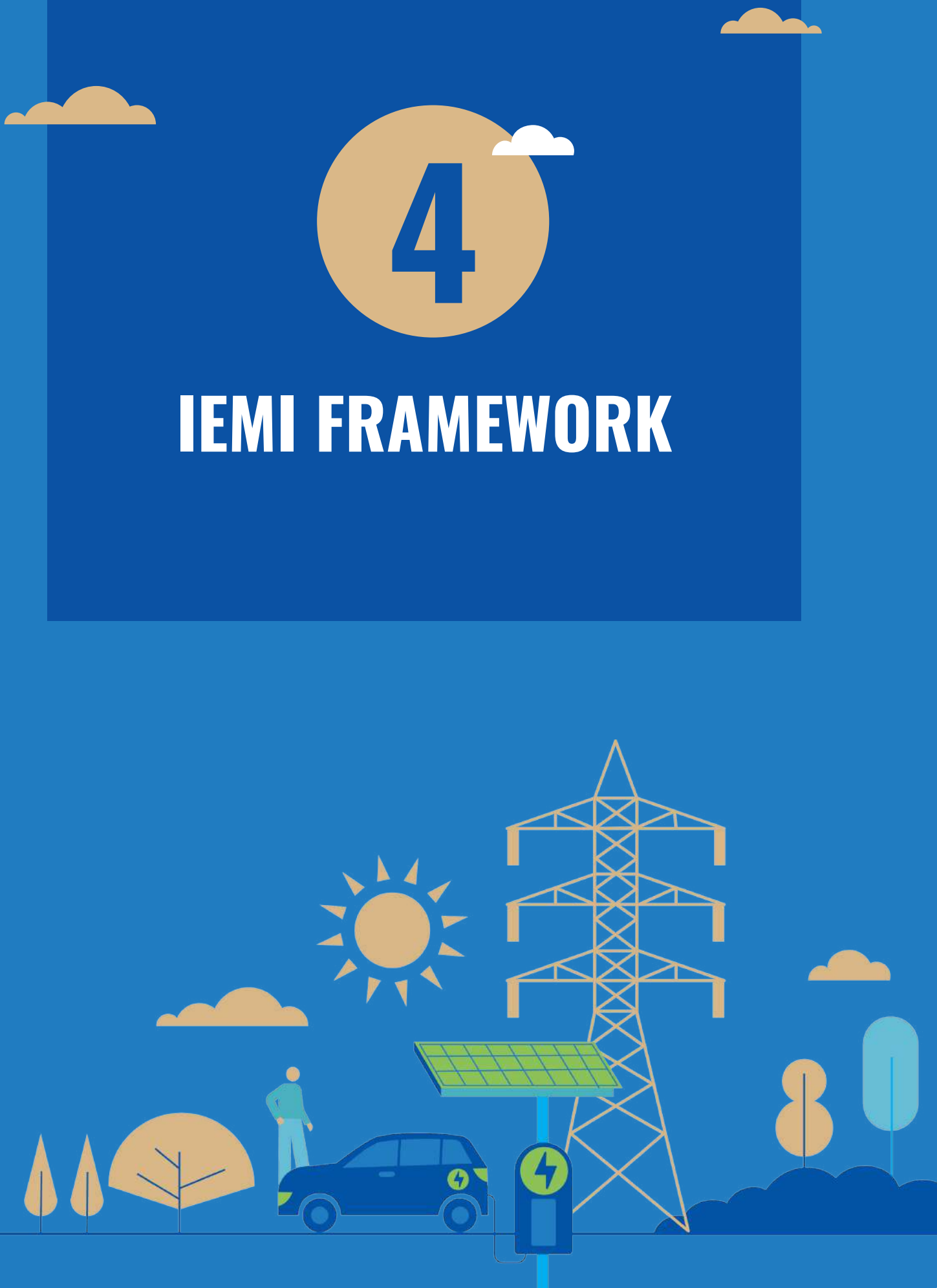
The Index provides recommendations to States and UTs based on their initiatives and performance. These recommendations outline the critical actions they must take to advance e-mobility.

The IEMI platform provides a library of external tools for analysis, including total cost of ownership calculators, EV market insights, EV charging tools and other resources, all aimed at assisting users and investors make informed decisions.



4

IEMI FRAMEWORK



The IEMI is a collaborative initiative that fosters both competitive and cooperative federalism. While the framework for the inaugural edition (IEMI 2024) was developed through consultations with Central Government ministries, State government departments, industry stakeholders, and domestic and global e-mobility experts, the second edition builds upon this foundation through a structured review of State feedback. For IEMI 2025, feedback from States and Union Territories was systematically solicited, documented and incorporated into the methodology. This process led to the introduction of State categories (Large States, UTs and City States, and Hilly and Northeastern States), expansion of data points, use of more reliable datasets and better normalisation of indicators. This made the Index more comprehensive, context-sensitive and reflective of the evolving e-mobility landscape.

The IEMI themes comprise the demand drivers (Transport Electrification Progress), supply-side ecosystem (EV Research and Innovation Status) and allied infrastructure (Charging Infrastructure Readiness) required to support e-mobility progress. The three themes encompass 16 performance indicators (parameters), categorised as outcomes and enablers. Outcomes are metrics that measure the tangible results or impacts of policies, actions and initiatives aimed at promoting e-mobility. Enablers refer to the conditions, resources, policies, actions and initiatives supporting and driving e-mobility. Figure 3 presents the IEMI theme structure.



Figure 3: The India Electric Mobility Index (IEMI) Theme Structure. EV: Electric Vehicle

4.1 Transport Electrification Progress

The Transport Electrification Progress theme primarily addresses the market absorption of EVs, capturing critical metrics that reflect adoption and utilisation. As the most significant theme within the IEMI, it is assigned the highest weight and plays a pivotal role in determining the overall success of electrification efforts.

This theme's importance stems from the fact that widespread EV adoption, both private and commercial, is the ultimate indicator of consumer acceptance, market readiness and effectiveness of policy interventions. Thus, EV adoption stimulates the manufacturing industry, and investments in R&D. Moreover, the EV adoption rate directly influences the economic viability of EV manufacturing and infrastructure development, creating a reinforcing cycle of demand and supply. A robust demand for EVs drives economies of scale, technological innovation and cost reductions, thereby accelerating the transition from ICEVs to sustainable alternatives.

By combining measurable outcomes with enablers such as governance initiatives, and financial and non-financial incentives, this theme provides a comprehensive view of how demand-side factors catalyse the electrification of transport. Figure 4 presents the Transport Electrification Progress theme structure.

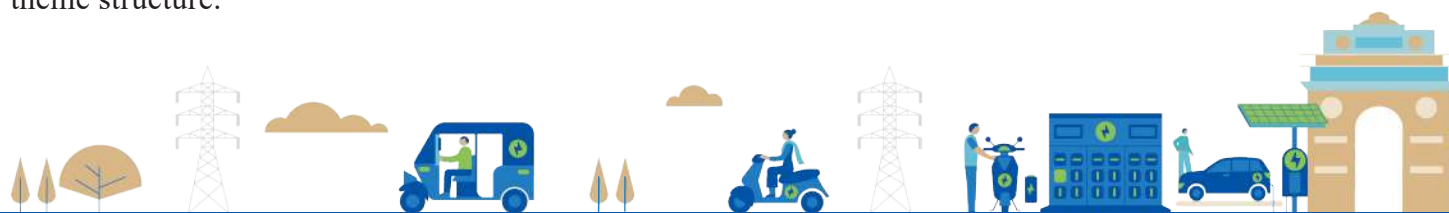




Figure 4: Transport Electrification Progress Theme Structure. EV: electric vehicle.

The Transport Electrification Progress theme includes the following indicators:

1. **Private EV adoption** refers to the share of private EVs in the total number of private vehicles registered in the State during the assessment period. The assessment considers two vehicle types: two-wheelers and four-wheelers.
2. **Commercial EV adoption** refers to the share of commercial EVs in the total number of commercial vehicles registered in the State during the assessment period. The assessment considers six vehicle types: commercial three-wheelers (excluding e-rickshaws), taxis, buses, light goods vehicles, medium goods vehicles and heavy goods vehicles.
3. **Governance initiatives** are substantial initiatives taken at the governance level to plan, regulate and accelerate EV adoption in the State. They are measured by verifying the following:
 - a. State EV policy was notified and is currently active (yes/no).
 - b. The State EV policy mandates an interdepartmental committee for e-mobility (yes/no).
 - c. A State website or portal for EV awareness is available (yes/no).
4. **Purchase incentives** are financial incentives to create demand and encourage EV adoption by reducing upfront costs, making them more competitive than ICEVs. This indicator denotes the annual per capita subsidy allocation, determined by the maximum subsidy per vehicle and maximum limit on the number of vehicles. Purchase incentives include purchase subsidies on EVs and are measured in ₹ per capita (based on the State population). They do not include road tax or registration fee exemptions.
5. **Transition initiatives** are fiscal incentives offered by State governments to encourage the scrapping of ICEVs in exchange for EVs and stimulate demand for converting and retrofitting existing ICEVs into EVs. The indicators are measured as the number of initiatives present in the EV policy to promote EV transition and are verified as follows:
 - a. The EV policy mandates the provision of vehicle scrapping incentives for EVs (yes/no).
 - b. The EV policy mandates the provision of an EV conversion kit or retrofitting incentives (yes/no).



6. **Operational support initiatives** are government initiatives to ease the usage of EVs in the State. They are measured as the number of initiatives present in the EV policy to support EV operations. They are measured by verifying the following:
- The EV policy mandates the provision of reserved parking spaces or parking charge exemptions (yes/no).
 - The EV policy mandates the development of low-emission zones in the State (yes/no).
 - The EV policy mandates permit exemptions for commercial EVs (yes/no).
 - The EV policy mandates interest subvention for financing of EVs (yes/no).
7. **Fuel price parity** is the ratio of petrol cost per litre to the public EV charging electricity cost per unit. It indicates the units of electricity that can be purchased at the cost of one litre of petrol in the State.

4.2 Charging Infrastructure Readiness

The Charging Infrastructure Readiness theme evaluates the progress made in developing and integrating public and semi-public charging infrastructure across States in India. It encompasses State-driven initiatives and incentives aimed at facilitating the establishment of robust charging networks. Additionally, it emphasises the promotion of renewable energy sources to ensure the sustainability of e-mobility solutions.

Development of an accessible and reliable charging infrastructure network is pivotal for accelerating the adoption of EVs in India. A well-established charging network not only addresses range anxiety but also encourages a shift away from conventional ICEVs.

Furthermore, States that implement supportive policies and incentives for charging infrastructure attract investments, stimulate local economies and create jobs in the clean energy sector. Figure 5 presents the Charging Infrastructure Readiness theme structure.

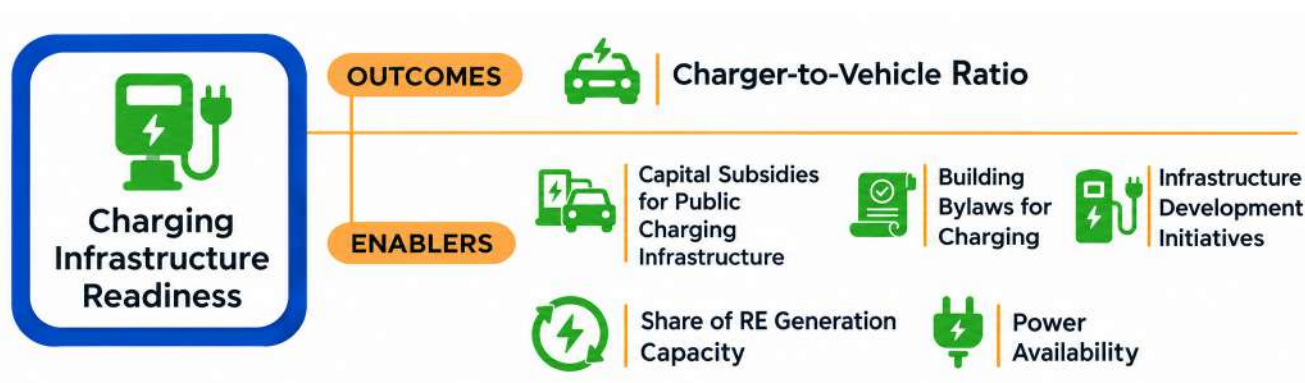
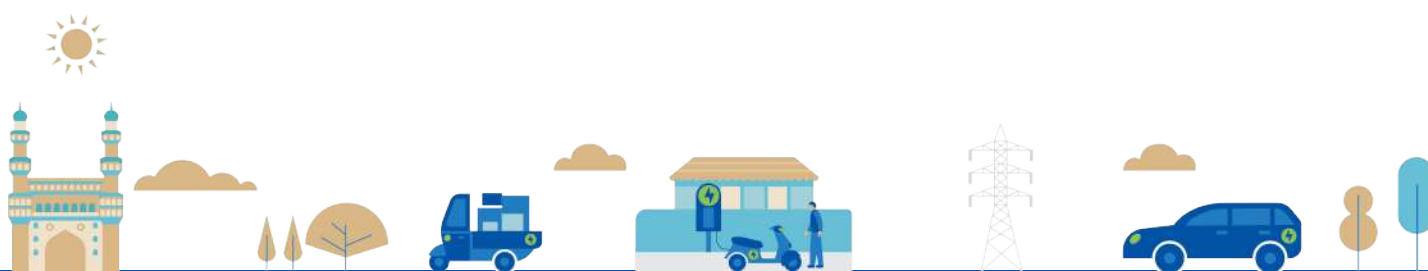


Figure 5: Charging Infrastructure Readiness Theme Structure. RE: renewable energy.

The Charging Infrastructure Readiness theme includes the following indicators:

1. **Charger-to-vehicle ratio** is the total number of public charging points per lakh vehicles registered in the State.
2. **Capital subsidies for public charging infrastructure** refer to financial support from State Governments to set up public charging infrastructure. The indicator is evaluated based on EV policy mandates for the provision of capital subsidies to set up public chargers in the State.
3. **Charging infrastructure development initiatives** refer to steps taken by State Governments to accelerate the approval process (and incentives) for setting up public chargers in the State. The indicator evaluates the presence of the following State initiatives:
 - a. The EV policy mandates a single-window system or fixed lead time for approvals for charging infrastructure connections (yes/no).
 - b. The EV policy mandates the provision of concessional rates for land for public charging (yes/no).
 - c. The State or UT has a nodal agency for charging infrastructure (yes/no).
4. **Building bye-laws and mandates** refer to government initiatives to promote and integrate public and private EV charging with the State's development control regulations. It is measured by verifying the following:
 - a. The EV policy mandates building bye-laws for the integration of EV charging in new buildings (yes/no).
 - b. The EV policy recommends installation of EV charging stations in existing buildings (yes/no).
5. **Share of renewable energy generation capacity** is the ratio of a State's renewable energy generation capacity to its total installed electricity generation capacity.
6. **Power availability** is measured in terms of the deficit between power demand and power supply for States and UTs.



4.3 EV Research and Innovation

The EV Research and Innovation Status theme evaluates the efforts of States to foster R&D and innovation in the e-mobility ecosystem. This theme emphasises the role of local innovation ecosystems, research collaborations and skill development programmes in driving technological advancements and enhancing the adoption of EVs.

By fostering collaborations between academic institutions, research organisations and industry stakeholders, States can accelerate breakthroughs in battery technology, charging solutions and EV manufacturing processes.

Additionally, initiatives such as innovation hubs, skill development programmes and State-funded research grants ensure that the local talent is equipped to meet the growing demands of the EV sector. Figure 6 presents the EV Research and Innovation Status theme structure.

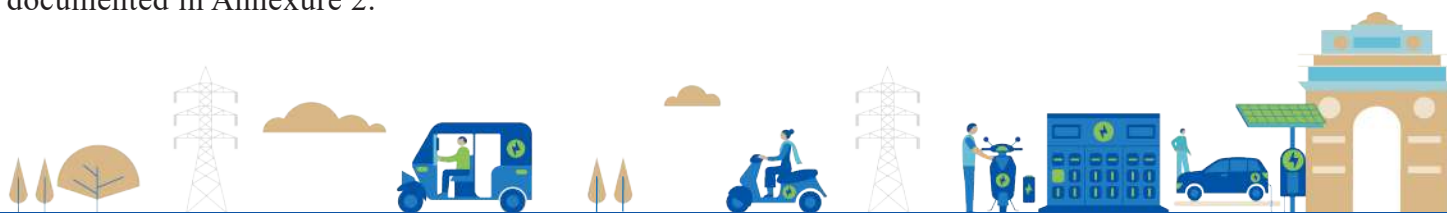


Figure 6: Electric Vehicle (EV) Research and Innovation Status Theme Structure. R&D: research and development.

The EV Research and Innovation Status theme includes the following indicators:

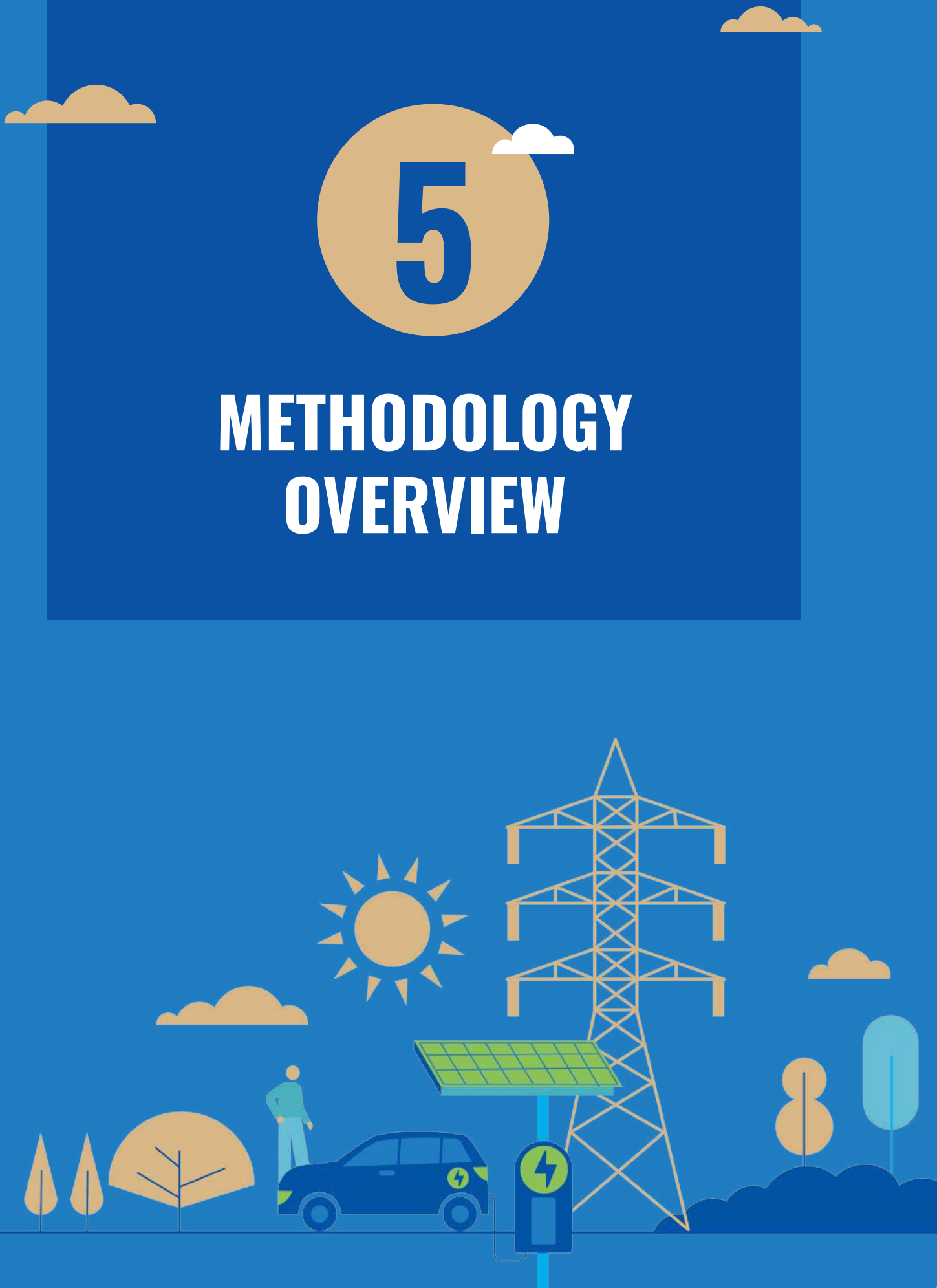
1. The total number of startups in the State recognised as **EV startups** by Startup India is normalised against gross State domestic product (GSDP). The indicator is measured as startups per trillion GSDP.
2. **R&D initiatives** are the State Government's actions to promote R&D in e-mobility through fiscal and non-fiscal measures. They are measured by verifying the following:
 - a. The EV policy mandates initiatives on setting up R&D centres for skill development (yes/no).
 - b. The EV policy mandates the establishment of Centres of Excellence in the State (yes/no).
 - c. The EV policy mandates the setting up of polytechnic or short-term courses on e-mobility (yes/no).
3. **The total number of EV-related patents** filed by Intellectual Property India is normalised with GSDP. The indicator is measured as the number of patents per trillion GSDP.

Chapter 5 presents the assessment framework and overview of the Index methodology. Detailed data sources and evaluation methodologies for all indicators listed across the three themes are documented in Annexure 2.



5

METHODOLOGY OVERVIEW



The IEMI methodology involves the selection of data points, data collection processes and evaluation methods for outcome and enabler indicators across States and UTs. This section details the technical notes, scoring methodology and key enhancements introduced in IEMI 2025 compared with IEMI 2024.

States and UTs were requested to provide feedback on the framework and methodology adopted for IEMI 2024. Feedback was received from eleven States and UTs, namely, Bihar, Chhattisgarh, Goa, Gujarat, Himachal Pradesh, Lakshadweep, Madhya Pradesh, Mizoram, Nagaland, Punjab and Uttarakhand. The feedback was duly examined and incorporated into the framework for IEMI 2025 to the extent possible. This process led to the introduction of peer grouping into three categories (Large States, UTs and City States, and Hilly and Northeastern States), expansion of data points, use of more reliable datasets and better normalisation of indicators. This made the Index more comprehensive, context-sensitive and reflective of the evolving e-mobility landscape.

5.1 Technical Notes

5.1.1 Selecting Indicators

The selection of indicators focused on demand, supporting infrastructure and innovation. Indicators were chosen based on their relevance, alignment with the local context and availability of reliable data. They were designed to evaluate State-level efforts and outcomes across various dimensions of the e-mobility ecosystem. Each indicator was assessed using one or more data points to ensure a comprehensive understanding of the ecosystem's performance.

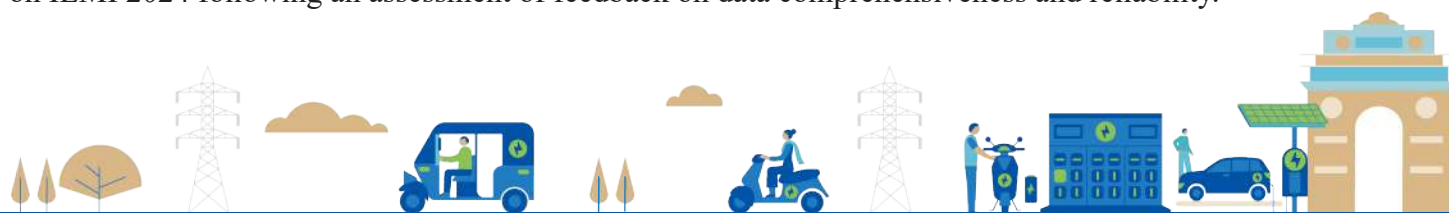
The indicators were developed through multiple stakeholder consultations with government and industry stakeholders as well as e-mobility researchers and experts. Key stakeholders included Central Government ministries; State Government and UT departments; industry representatives including auto manufacturers, fleet operators and charge point operators; and experts from academic institutions and research think tanks.

In 2023, the pilot Index was tested in five States: Delhi, Karnataka, Andhra Pradesh, Haryana and Tamil Nadu. The IEMI framework was further developed through insights from State-level workshops, assessment of data availability and extensive feedback from multiple stakeholders.

In August 2025, IEMI 2024 was launched, in which all States and UTs were evaluated using the refined methodology. Detailed information on the indicators is available in Annexure 2.

5.1.2 Collecting Data

Data were sourced from government dashboards and portals, government agencies and institutions, and official government documents, including the Central Electricity Authority Dashboard; Controller General of Patents, Designs & Trademarks; Electricity Tariff Orders; Petroleum Planning & Analysis Cell; Startup India; State EV Policies; and Vahan Dashboard. These datasets are updated on an annual basis for the evaluation. This approach ensured continuous monitoring and evaluation and helped build a more robust and comprehensive dataset. The data sources for IEMI 2025 were further refined based on IEMI 2024 following an assessment of feedback on data comprehensiveness and reliability.



5.1.3 Dealing with Missing Values

In the IEMI, values missing in the dataset were addressed using a combination of strategies to ensure data integrity and consistency. When missing data points were identified for a specific indicator or State, efforts were made to retrieve the information from alternative secondary sources. These sources include open-source platforms, Central Government databases and other reliable third-party sources that could provide the most up-to-date and relevant data.

In instances where alternative sources for missing data were not available, the previous period's datasets were used. For example, the previous year's GSDP was used for eight States and UTs: Andaman & Nicobar Islands, Chandigarh, Goa, Gujarat, Manipur, Mizoram, Nagaland and Sikkim. This approach ensured that the dataset remained as comprehensive and reliable as possible, supporting accurate evaluations of State progress in the e-mobility transition.

5.2 Scoring

The evaluation involved calculating the indicator, theme and Index composite scores for each State. Each theme comprises indicators that can be categorised into outcome or enabler indicators. Each indicator was scored based on the number of initiatives undertaken or the relative scoring. The indicator weightages were designed such that the outcome indicators accounted for 50% of the overall Index score. Figure 7 presents the detailed weightage distribution of the themes and indicators.

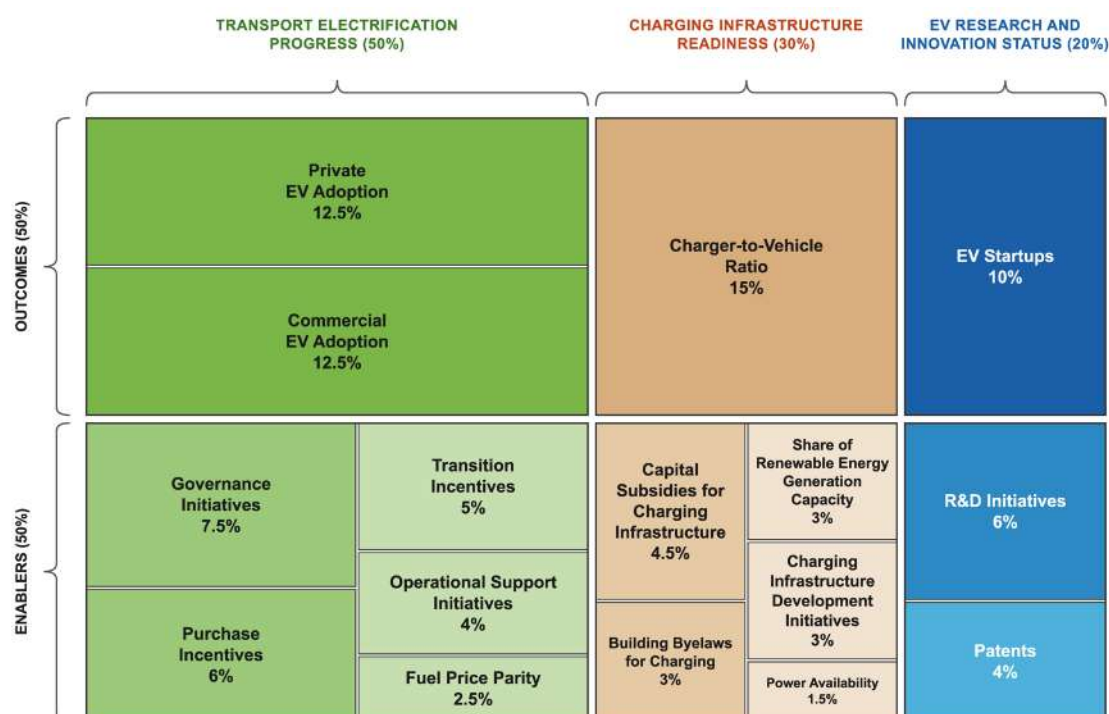
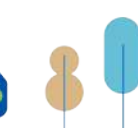
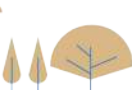


Figure 7: India Electric Mobility Index Theme and Indicator Weightages. EV: electric vehicle; R&D: research and development.



The States and UTs were evaluated at three levels: the IEMI, theme and indicator scores, assessed on a 0-100 scale. The following sections present the scoring methodology for the three levels in detail.

5.3 The IEMI Score

The IEMI score is a composite score indicating the overall performance and efforts of the State or UT in the e-mobility ecosystem's development. The IEMI score was ascertained based on the theme score and weightages assigned to themes of the Index. The IEMI structure includes three themes. Table 1 serves as a reference for the variable notations related to the theme weightages and theme scores.

Table 1: Theme Weightages and Theme Score Notations

Theme	Theme Weightage	Theme Score
Transport Electrification Progress	50% (T_1)	S_1
Charging Infrastructure Readiness	30% (T_2)	S_2
EV Research and Innovation	20% (T_3)	S_3

For any State or UT,

$$IEMI \text{ score} = T_1 S_1 + T_2 S_2 + T_3 S_3$$

5.4 Theme Score

The themes include a varying number of indicators, categorised as enablers or outcomes. The theme score is assessed based on the indicator score and weightage assigned to the indicators. Table 2 serves as a reference for the notations related to indicator weightages and indicator scores within a theme.

Table 2: Indicator Weightage Notations

Indicator	Indicator Weightage	Indicator score
Indicator 1	(I_1)	K_1
Indicator 2	(I_2)	K_2
Indicator n	(I_n)	K_n

For any State or UT,

$$Theme \text{ Score} = \frac{\sum_{i=1}^n I_i K_i}{W_T}, I_i \in T$$

Here,

W_T is the theme weightage of theme T and

$I_i \in T$ represents indicator i belonging to theme T .



5.5 Indicator Score

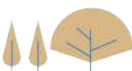
The indicators were evaluated based on two scoring methods: absolute and relative scoring. In the absolute scoring method, a State was scored based on the number of given initiatives it implements. In the relative scoring method, a State was scored compared with the performance of other States and UTs. Relative scoring indicators include private EV adoption, commercial EV adoption, purchase incentives, fuel price parity, chargers per lakh vehicles, share of renewable energy generation capacity, power availability, EV startups and EV patents. Absolute scoring indicators include governance initiatives, transition initiatives, operational support initiatives, charging infrastructure development initiatives, building bye-laws and mandates, and R&D initiatives. Each indicator's scoring method was tailored to rationalise the evaluation process. Annexure 2 describes the indicator scoring methods.

5.6 Summary of Changes in IEMI 2025

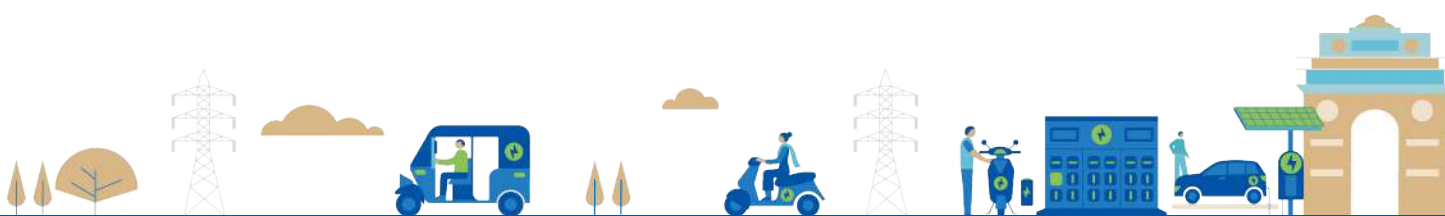
IEMI 2025 introduces several methodological enhancements, including updated data sources, introduction of separate categories for States and UTs, refined indicator assessment, inclusion of additional data points, improvements to the estimation and normalisation methodologies to minimise bias and revisions to better reflect the current e-mobility landscape. Changes to the IEMI structure are detailed in Table 3.

Table 3: Changes Made in India Electric Mobility Index (IEMI) 2025

Component	Changes in IEMI 2025	Rationale
Assessment categories	Separate assessment categories were introduced for States and union territories: i. Large States ii. Union Territories and City States iii. Hilly and Northeastern States	To enable fairer benchmarking by accounting for differences in administrative and geographical characteristics
Data sources	Sources were updated as follows to incorporate more reliable datasets and the latest available government and open-source data: i. For power supply and demand datasets, the 'Annual Handbook of Statistics on Indian States' of the Reserve Bank of India (2024) was changed to the Central Electricity Authority (2025).	To enhance data quality and coverage and reflect the latest developments in the EV ecosystem

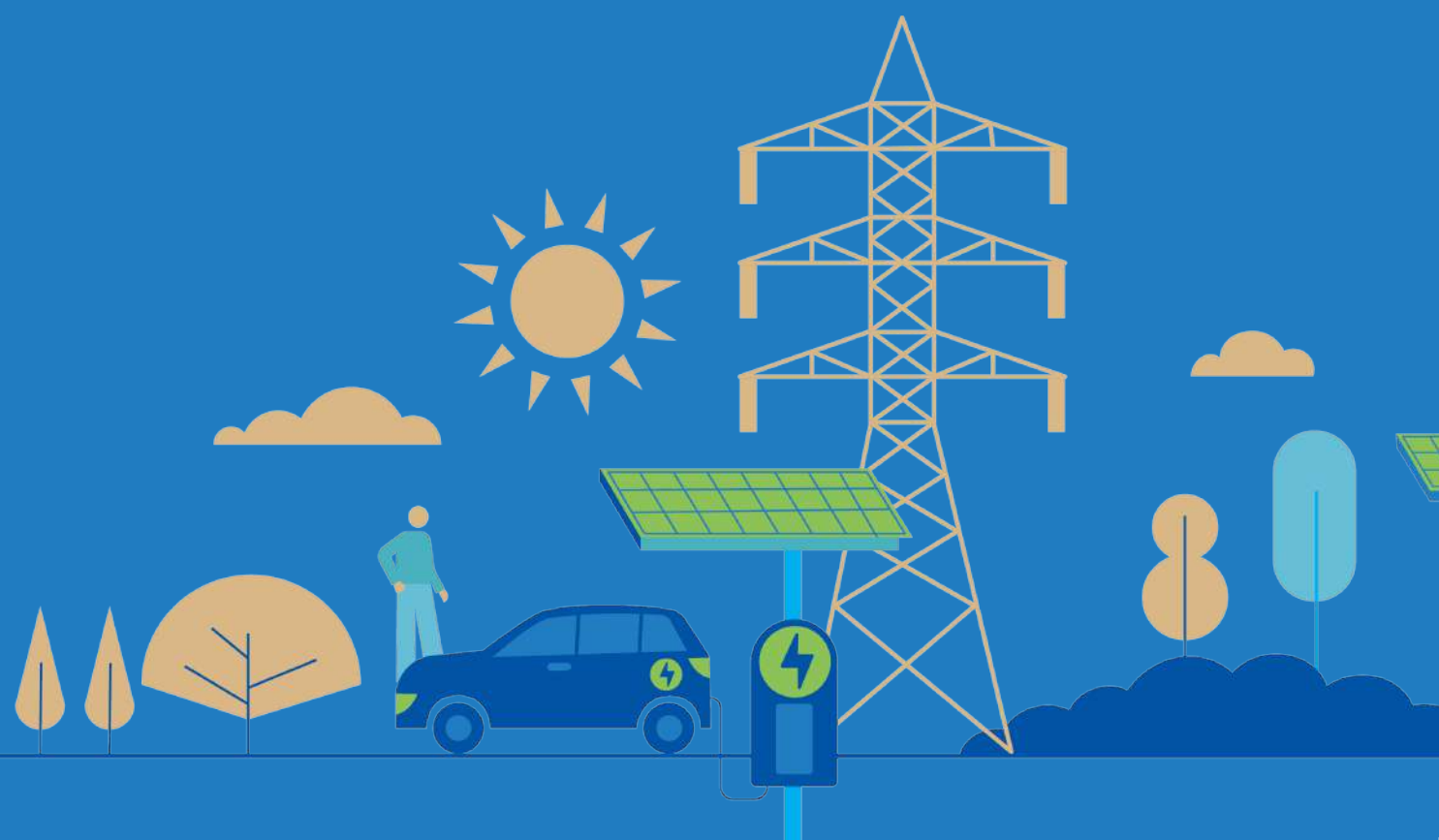


Component	Changes in IEMI 2025	Rationale
	ii. For petrol prices, Indian Oil Corporation (2024) was changed to the Petroleum Planning & Analysis Cell (2025). iii. For charger datasets, the Electric Vehicle (EV) Yatra Portal (2024) was changed to the Bureau of Energy Efficiency (2025).	
Indicator time period	For fuel price parity, the average electricity and petrol prices were estimated over a 365-day period, compared with data points obtained on a single day on December 31, 2024, as in IEMI 2024.	To reduce the influence of short-term price fluctuations and provide a more representative estimate of the year.
Indicator time period	All indicators were derived from the State EV policy and scored on a pro-rata basis, proportional to the number of months the policy was active during the assessment year. For example, a policy active for three out of 12 months received a score of 0.25. In 2024, binary marking was done.	To reflect the duration of policy applicability during the assessment year and prevent full credit for policies that were only partially active.
Indicator assessment	The indicator was renamed from 'EVs per EV charger' to the 'Chargers to Vehicles Ratio'.	To avoid adoption bias during charging infrastructure evaluation
Indicator assessment	The evaluation of e-rickshaws was removed from the commercial vehicle adoption rate.	To avoid market dynamics and unique characteristics of e-rickshaws that differ significantly from other commercial vehicle segments
Data point inclusion	An additional data point was included in the Operational Support Initiatives: whether the policy mandates an interest subvention on the purchase of EVs.	Availability of interest subvention added, to reflect improved affordability and easier access to EV financing for consumers and fleet operators.



6

IEMI RESULTS 2025



The IEMI results provide a holistic overview of the performance and progress of States and UTs in advancing their e-mobility transitions. The overall IEMI score indicates performance across the EV ecosystem, while scores for the three themes highlight performances in specific aspects of e-mobility. Outcome indicator scores provide quantitative measures of subnational performance on key indicators such as EV adoption rates, EV charging infrastructure availability and levels of innovation in the e-mobility ecosystem. This chapter details the IEMI-, thematic- and outcome-level scores for States and UTs.

To enable fair comparison among peers, the 36 States and Union Territories are assessed in three categories: Large States (17), Hilly and Northeastern States (12), and UTs and City States (7). Each indicator, theme and the composite IEMI were scored out of 100. Based on the score, each State or UT was classified into one of the following classes:

- a. Top Performers: score ≥ 65
- b. Frontrunners: score of 50–64
- c. Emerging Performers: score of 35–49
- d. Aspirants: score < 35

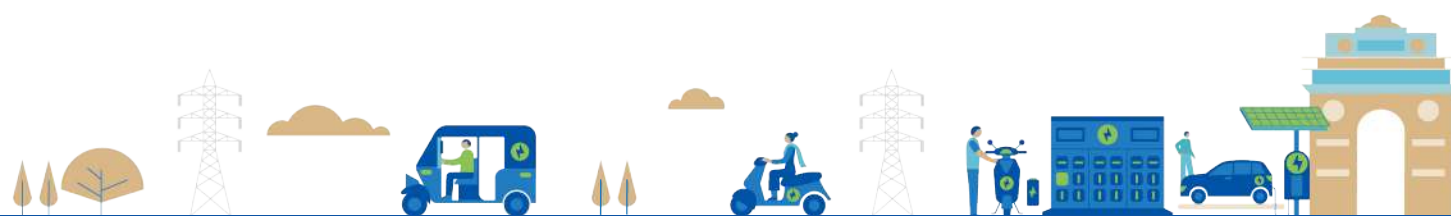
The thresholds were set at uniform 15-point intervals (35, 50 and 65), giving each band a consistent width and avoiding arbitrary boundaries. The cut-off for Top Performers was set at 65 to keep the top tier selective. For 2025, five States met this threshold.

6.1 IEMI Score

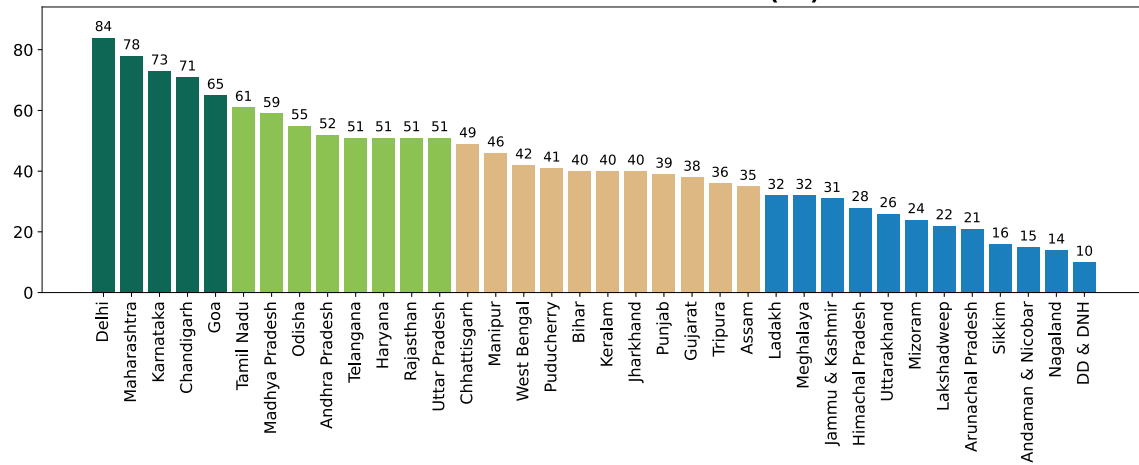
The IEMI score was determined by analysing the performance of each State and UT across all indicators, alongside the weightage attributed to the indicators and overarching themes of the Index. This score reflects a State's progress in advancing its e-mobility ecosystem. A higher IEMI score indicates a stronger performance across the three themes, with higher rates of EV adoption, charging infrastructure availability and EV startups in the region. Figure 8 presents the IEMI score across the three categories.

6.1.1 Large States

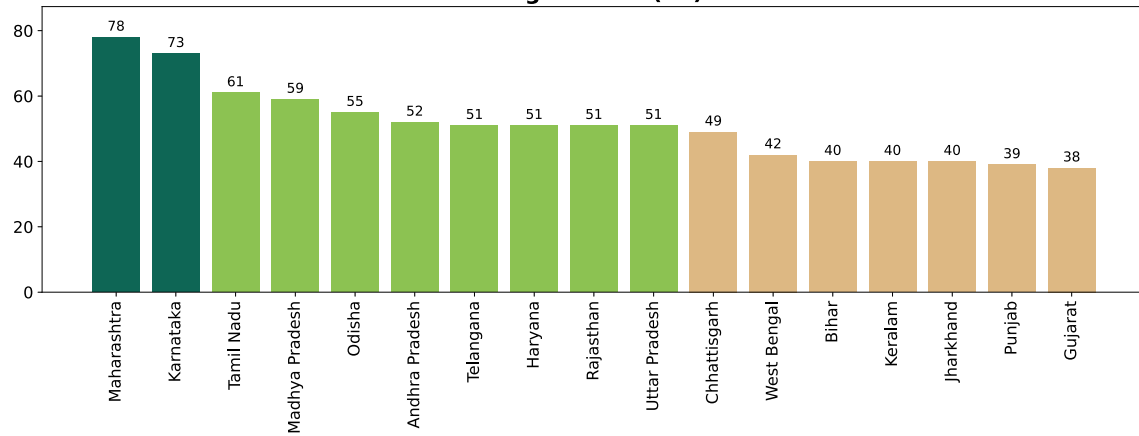
Maharashtra (78) ranked first in the Large States category, followed by Karnataka (73). These two States were the only Top Performers among the Large States. Eight States qualified as Frontrunners: Tamil Nadu (61), Madhya Pradesh (59), Odisha (55), Andhra Pradesh (52), Telangana (51), Haryana (51), Rajasthan (51) and Uttar Pradesh (51). The remaining seven States were Emerging Performers: Chhattisgarh (49), West Bengal (42), Bihar (40), Kerala (40), Jharkhand (40), Punjab (39) and Gujarat (38). No State from this category appeared within the Aspirant tier.



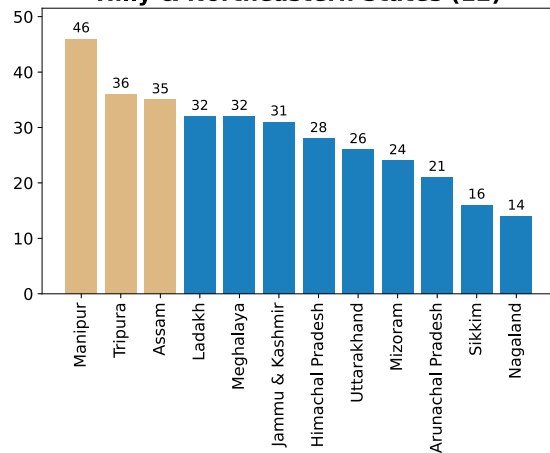
All States and Union Territories (36)



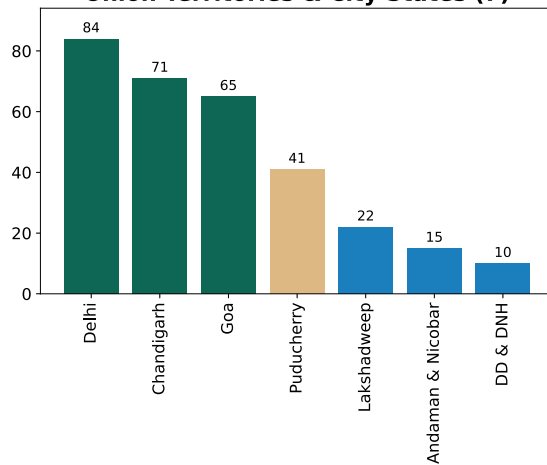
Large States (17)



Hilly & Northeastern States (12)



Union Territories & City States (7)

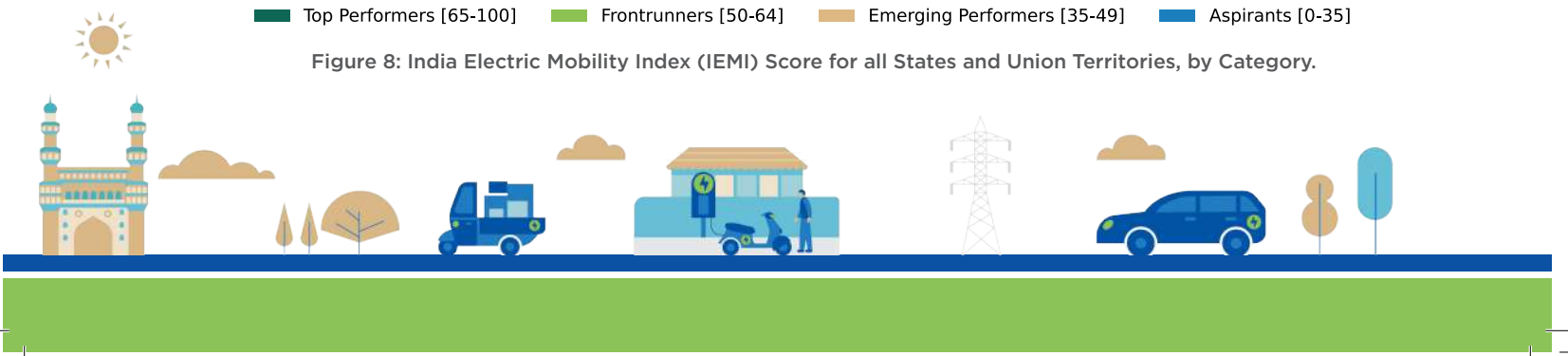


Note:

1. The bars represent the respective State/UT IEMI scores and the scores are out of 100.
2. DD & DNH is Dadra and Nagar Haveli and Daman and Diu.

■ Top Performers [65-100]
 ■ Frontrunners [50-64]
 ■ Emerging Performers [35-49]
 ■ Aspirants [0-35]

Figure 8: India Electric Mobility Index (IEMI) Score for all States and Union Territories, by Category.



The results in this category further illustrate that similar composite scores may conceal substantially different performance profiles. Haryana, for instance, recorded one of the highest Charging Infrastructure Readiness scores in India alongside one of the lowest Transport Electrification Progress scores among Large States. This underscores that the composite score should be interpreted in conjunction with the underlying theme scores.

6.1.2 Hilly and Northeastern States

Manipur recorded the highest score at 46, followed by Tripura (36) and Assam (35); these three States were the category's only Emerging Performers. The remaining nine States were Aspirants: Ladakh (32), Meghalaya (32), Jammu & Kashmir (31), Himachal Pradesh (28), Uttarakhand (26), Mizoram (24), Arunachal Pradesh (21), Sikkim (16) and Nagaland (14). The principal constraint in Hilly and Northeastern States was research and innovation: half of these States scored 10 or below on the EV Research and Innovation Status theme.

6.1.3 UTs and City States

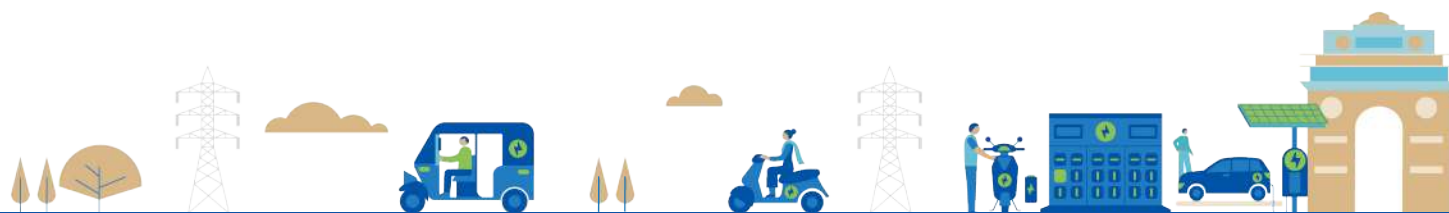
UTs and City States exhibited the widest internal variation. Delhi (84) recorded the highest score in the country, with Chandigarh (71) and Goa (65) also attaining Top Performer status. Puducherry (41) was the sole Emerging Performer. The remaining three UTs fell within the Aspirant tier: Lakshadweep (22), Andaman & Nicobar Islands (15), and Dadra and Nagar Haveli and Daman and Diu (10).

The gap of more than 70 points between Delhi and the lowest-ranked UT reflects the structural divide between metropolitan UTs and the smaller island and frontier territories, in which nascent vehicle markets, limited charging networks and absence of research institutions are mutually reinforcing constraints.

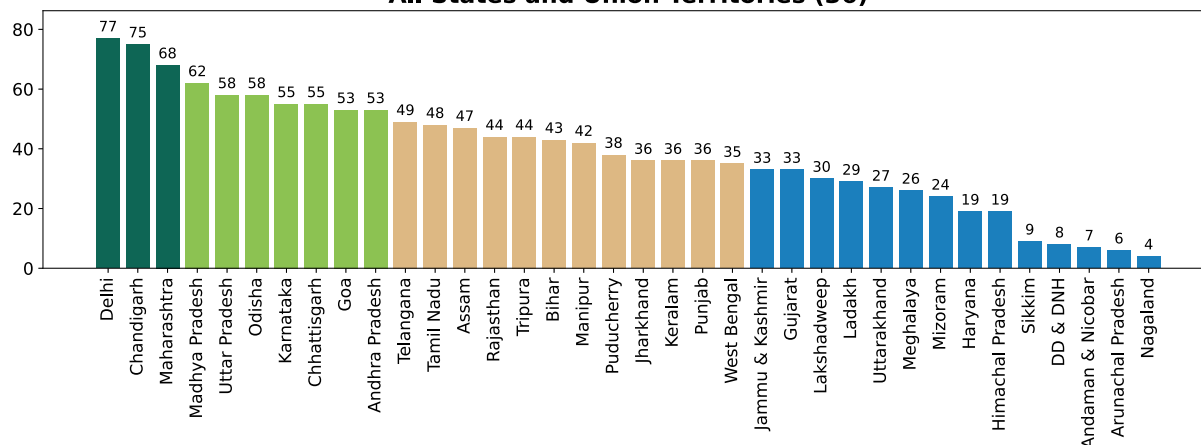
6.2 Transport Electrification Progress

The Transport Electrification Progress score was determined by analysing the performance of each State and UT across indicators under the theme, along with the weight attributed to the seven indicators. Figure 9 presents the Transport Electrification Progress score across the three States and UT categories.

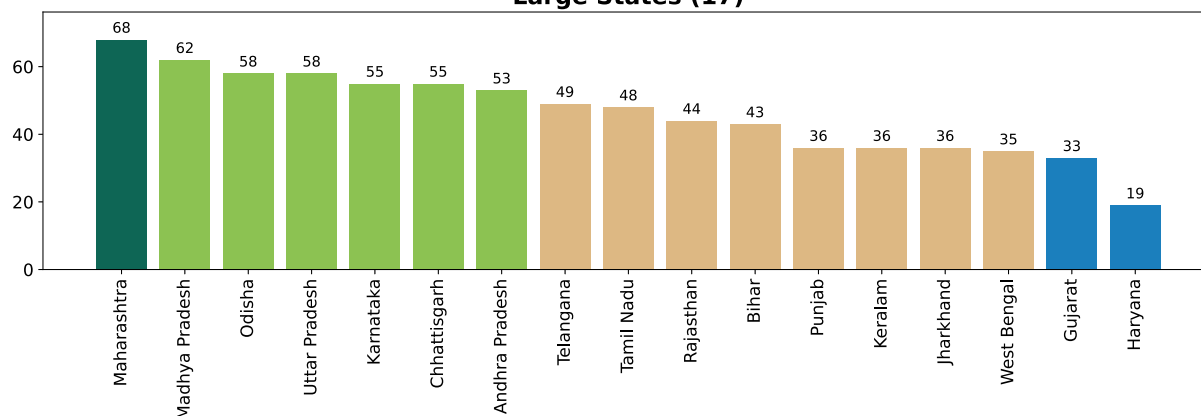
This theme remains one of the key opportunities for States and UTs to improve their performance on the Index. The UTs of Delhi (77) and Chandigarh (75) led the country, reflecting the combined effect of concentrated urban demand, sustained fleet electrification mandates and early policy support. Among States, only Maharashtra (68) reached Top Performer status. Fourteen of the 36 States and UTs fell within the Aspirant category on this theme. The theme thus represents the single largest opportunity for improving overall Index performance.



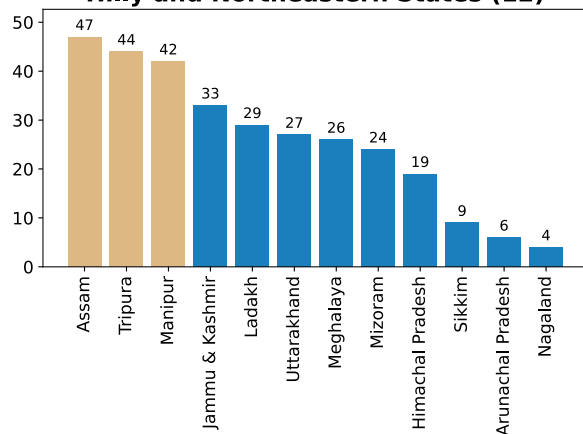
All States and Union Territories (36)



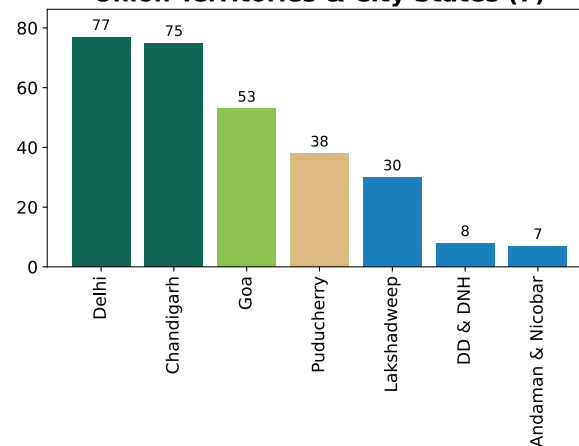
Large States (17)



Hilly and Northeastern States (12)



Union Territories & City States (7)

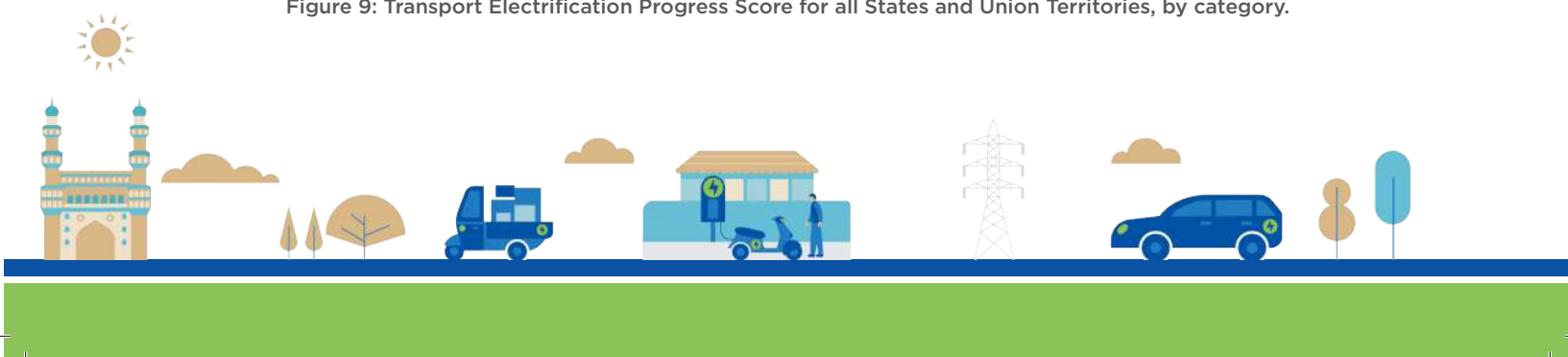


Note:

- The bars represent the respective State/UT Transport Electrification Progress theme scores and the scores are out of 100.
- DD & DNH is Dadra and Nagar Haveli and Daman and Diu.

Top Performers [65-100] Frontrunners [50-64] Emerging Performers [35-49] Aspirants [0-35]

Figure 9: Transport Electrification Progress Score for all States and Union Territories, by category.



6.2.1 Large States

Among the Large States, Maharashtra (68) was the only Top Performer in the category. Six States qualified as Frontrunners: Madhya Pradesh (62), Odisha (58), Uttar Pradesh (58), Karnataka (55), Chhattisgarh (55) and Andhra Pradesh (53). Eight States were Emerging performers: Telangana (49), Tamil Nadu (48), Rajasthan (44), Bihar (43), Punjab (36), Kerala (36), Jharkhand (36) and West Bengal (35). Only two States fell within the Aspirant tier: Gujarat (33) and Haryana (19). Haryana's position is particularly noteworthy: despite recording one of the highest Charging Infrastructure Readiness scores in India, its Transport Electrification Progress score was the lowest in the category, indicating that the availability of charging infrastructure has yet to translate into EV adoption.

6.2.2 Hilly and Northeastern States

Hilly and Northeastern States did not rise above the Emerging Performer tier in this theme. Assam (47), Tripura (44) and Manipur (42) were the category's three Emerging Performers, while the remaining nine States were Aspirants: Jammu & Kashmir (33), Ladakh (29), Uttarakhand (27), Meghalaya (26), Mizoram (24), Himachal Pradesh (19), Sikkim (9), Arunachal Pradesh (6) and Nagaland (4).

Manipur, Tripura and Assam performed comparatively well on commercial EV adoption but lagged behind in private EV adoption. Dispersed settlements and limited charging networks continue to constrain EV uptake across Hilly and Northeastern States, suggesting that electrification strategies of these States may need to differ materially from those of the Large States.

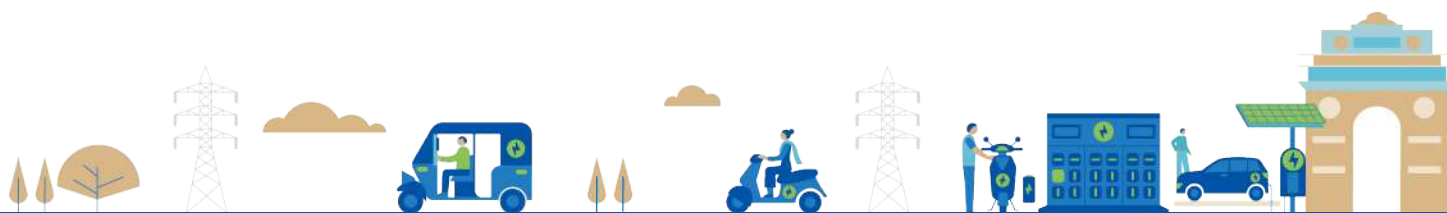
6.2.3 UTs and City States

Performance of the UTs and City States was strongly polarised. Delhi (77) and Chandigarh (75) were Top Performers—the only two UTs and City States in the country to reach that tier—reflecting their concentrated urban demand, sustained fleet electrification mandates and early policy support. Goa (53) was the sole Frontrunner, and Puducherry (38) was the sole Emerging Performer. The remaining three UTs and City States were Aspirants: Lakshadweep (30), Dadra and Nagar Haveli and Daman and Diu (8), and Andaman & Nicobar Islands (7). These island and remote territories face structural constraints similar to those of the Hilly and Northeastern States.

6.3 Charging Infrastructure Readiness

The Charging Infrastructure Readiness score was determined by analysing the performance of each State and UT across indicators under the theme, along with the weightage attributed to the six indicators. Figure 10 presents the Charging Infrastructure Readiness score across the three categories.

States and UTs registered stronger results for this theme, compared to Transport Electrification Progress. Six States and UTs reached the Top Performer status, double the number for the Transport Electrification Progress theme, and seven more were Frontrunners. Another 15 States and UTs were



Emerging Performers, and the remaining eight were Aspirants. Even so, nearly two-thirds of the country scored below the Frontrunner threshold, indicating that charging networks in most States remain at a relatively early stage of development.

6.3.1 Large States

Karnataka (97) ranked first in the country, followed closely by Maharashtra (91) and Haryana (91), with Tamil Nadu (73) rounding out the four Top Performers. Four States were Frontrunners: Rajasthan (64), Andhra Pradesh (62), Odisha (57) and Keralam (55). The remaining nine States were Emerging Performers, ranging from Madhya Pradesh (48) down to Uttar Pradesh (36). No Large State fell within the aspirant tier on this theme.

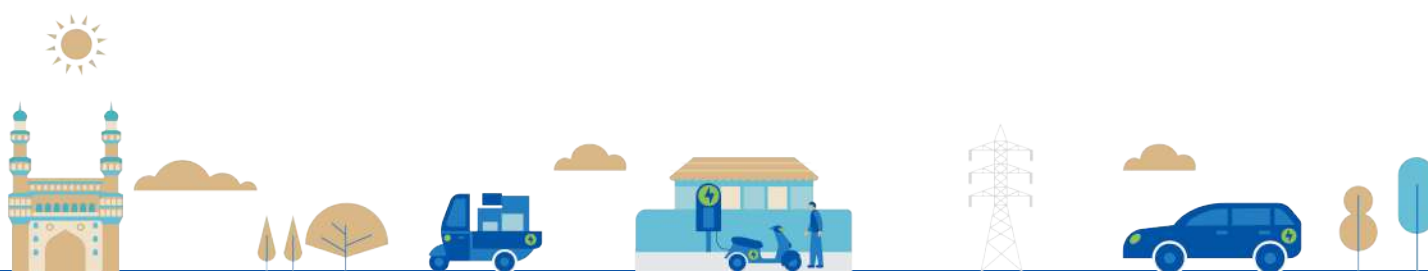
Haryana sat among the highest-scoring Large States on Charging Infrastructure Readiness (91). Yet, it recorded the lowest Transport Electrification Progress score among Large States (19), indicating that the availability of charging infrastructure has not yet translated into vehicle adoption. Uttar Pradesh showed the reverse pattern: it was a Frontrunner on Transport Electrification Progress (58) but the lowest-scoring Large State on Charging Infrastructure Readiness (36). Thus, charging infrastructure and vehicle adoption are progressing at different speeds in different States.

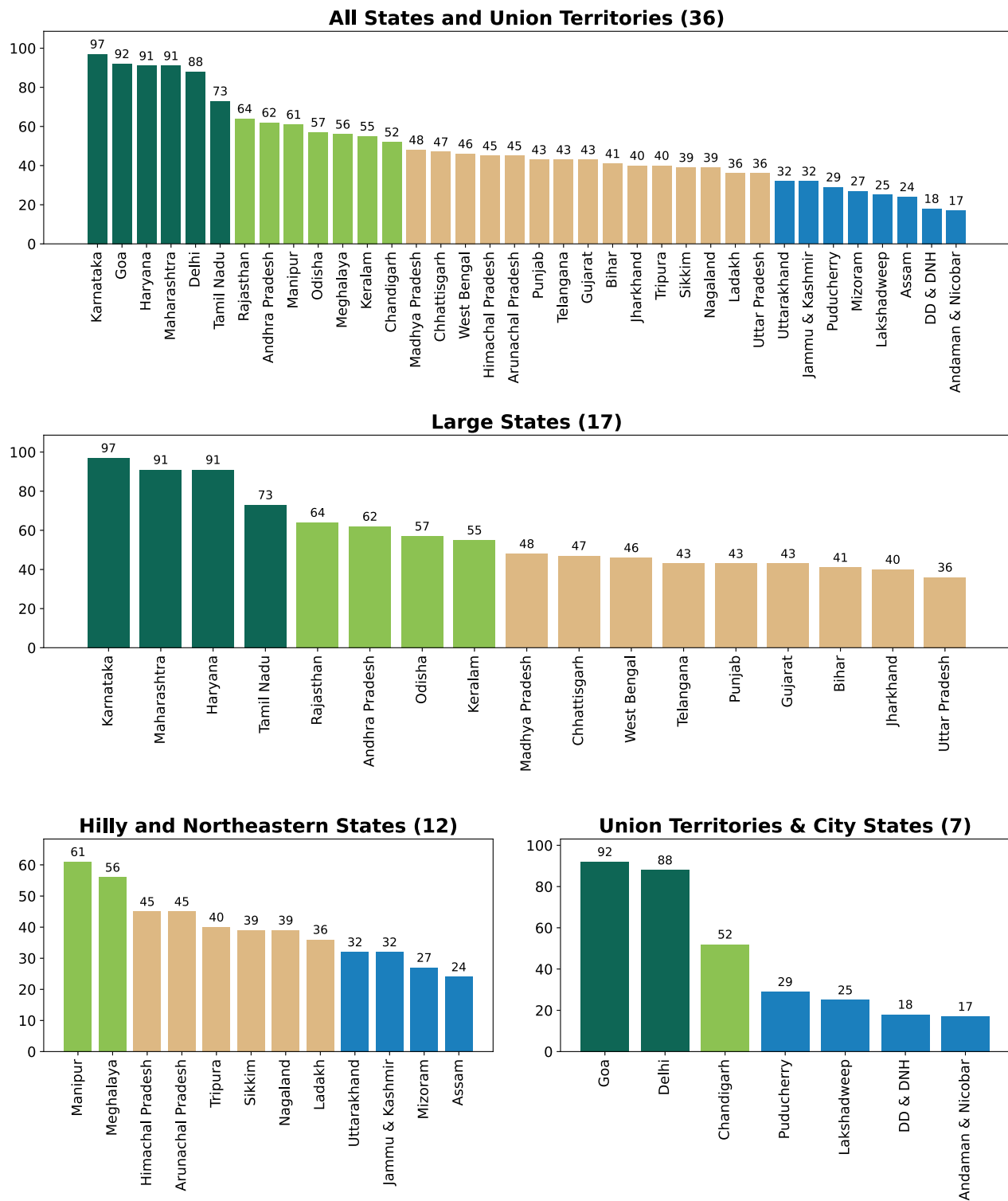
6.3.2 Hilly and Northeastern States

Manipur (61) and Meghalaya (56) led the category and were its only Frontrunners. Six States were Emerging Performers: Arunachal Pradesh (45), Himachal Pradesh (45), Tripura (40), Sikkim (39), Nagaland (39) and Ladakh (36). The remaining four were Aspirants: Uttarakhand (32), Jammu & Kashmir (32), Mizoram (27) and Assam (24). Notably, Assam, the regional leader in Transport Electrification Progress, ranked last in the category on Charging Infrastructure Readiness (24), suggesting that its EV adoption has so far outpaced the development of its charging network.

6.3.3 UTs and City States

Goa (92) and Delhi (88) were the only Top Performers among the UTs and City States and ranked among the leading regions nationally, consistent with Delhi's position in Transport Electrification Progress. Chandigarh (52) was the only Frontrunner, and the remaining four UTs and City States were Aspirants: Puducherry (29), Lakshadweep (25), Dadra and Nagar Haveli and Daman and Diu (18) and Andaman & Nicobar Islands (17). Chandigarh's position is striking: despite being a Top Performer on Transport Electrification Progress (75), it was only a Frontrunner on Charging Infrastructure Readiness (52), mirroring in reverse the pattern observed in Haryana.





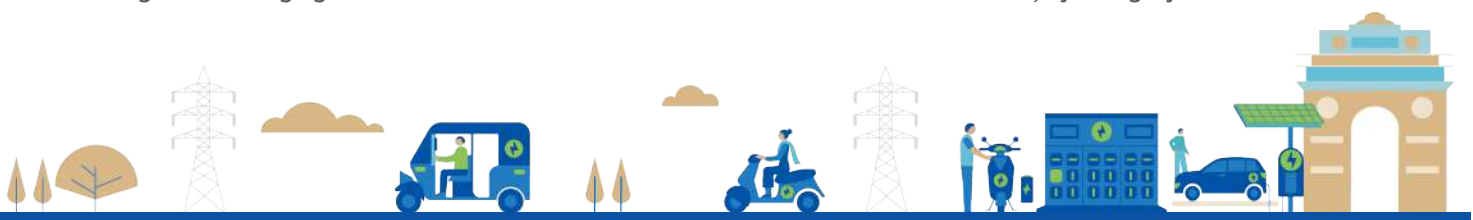
Note:

1. The bars represent the respective State/UT Charging Infrastructure Readiness theme scores and the scores are out of 100.

2. DD & DNH is Dadra and Nagar Haveli and Daman and Diu.

■ Top Performers [65-100] ■ Frontrunners [50-64] ■ Emerging Performers [35-49] ■ Aspirants [0-35]

Figure 10: Charging Infrastructure Readiness Score for all States and Union Territories, by Category.



6.4 EV Research and Innovation Status

The EV Research and Innovation Status score was determined by analysing the performance of each State and UT across indicators under the theme, along with weights attributed to the three indicators. Figure 11 presents the EV Research and Innovation Status score across the three categories.

Nine States and UTs were Top Performers, the highest under any theme; however, 17 were Aspirants, among which four recorded a score of zero. Research and innovation capacity was heavily concentrated in a small number of industrialised States and urban regions, while large parts of the country have yet to establish a measurable presence in this domain.

6.4.1 Large States

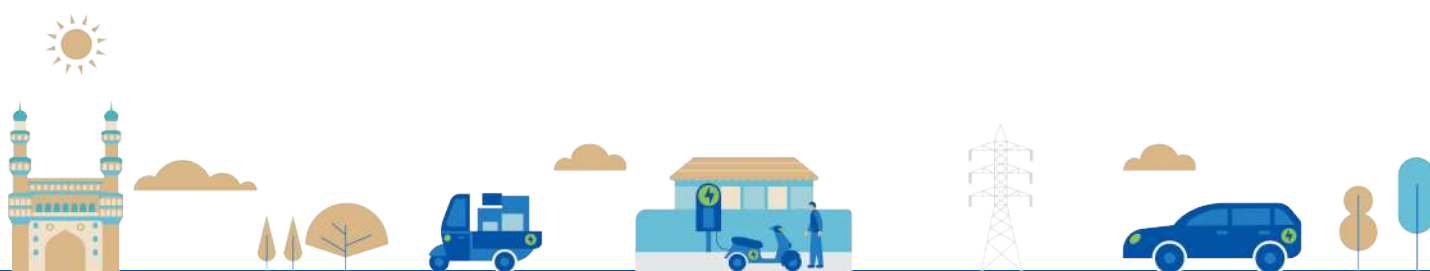
Maharashtra (85) ranked first among the Large States, followed by Karnataka (82) and Tamil Nadu (77). Six States were Top Performers, with Haryana (74), Telangana (71) and Madhya Pradesh (65) completing the list. Broadly, these States host the country's principal automotive manufacturing and technology clusters. Two of the States were Frontrunners: Uttar Pradesh (54) and West Bengal (51). Seven States were Emerging Performers, ranging from Rajasthan (49) to Chhattisgarh (36). The remaining two States were Aspirants: Bihar (32) and Kerala (29). Kerala's position is notable: despite having strong human-capital indicators, it ranked last among the Large States on this theme, suggesting that its research ecosystem has yet to orient itself toward e-mobility.

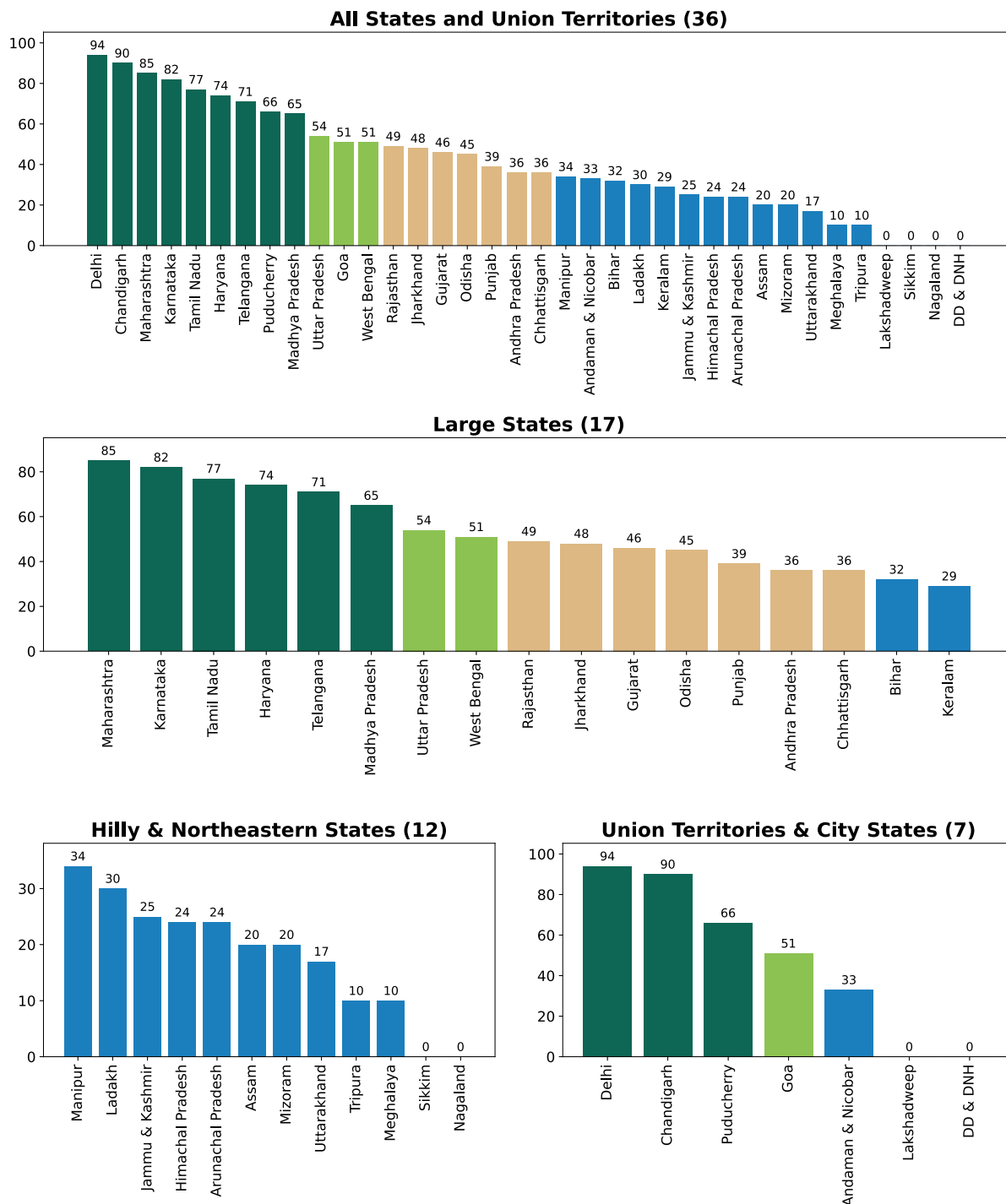
6.4.2 Hilly and Northeastern States

All Hilly and Northeastern States were Aspirants, and their scores were the lowest on this theme compared with the other themes. Manipur (34) led the region, followed by Ladakh (30), Jammu & Kashmir (25), Himachal Pradesh (24) and Arunachal Pradesh (24), while Sikkim and Nagaland recorded no measurable activity, with scores of zero. The near absence of EV Research and Innovation Status activity in the region reflects the limited presence of the automotive industry, technical institutions focused on e-mobility and related start-up activity.

6.4.3 UTs and City States

Delhi (94) recorded the highest score in the country, followed by Chandigarh (90) and Puducherry (66), all three qualifying as Top Performers. Goa (51) was the group's sole Frontrunner. The remaining three UTs and City States were Aspirants: Andaman & Nicobar Islands (33) along with Lakshadweep and Dadra and Nagar Haveli and Daman and Diu at zero. Research institutions, industry headquarters and start-up activities are concentrated in Delhi, while the smaller and remote territories have little institutional base or start-up presence to support research activity.



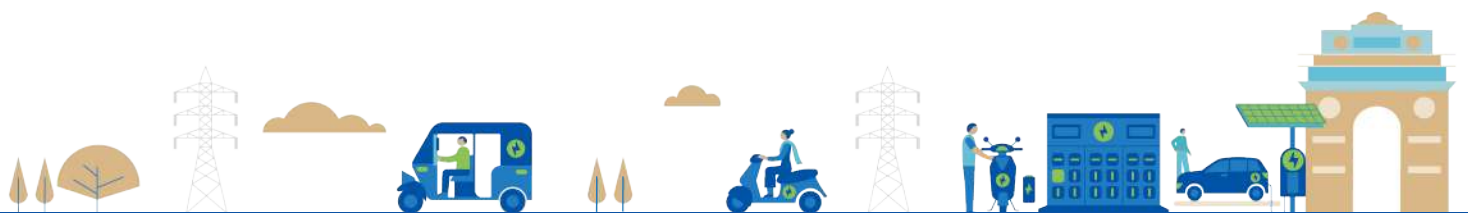


Note:

1. The bars represent the respective State/UT EV Research & Innovation Status theme scores and the scores are out of 100.
2. DD & DNH is Dadra and Nagar Haveli and Daman and Diu.

■ Top Performers [65-100]
 ■ Frontrunners [50-64]
 ■ Emerging Performers [35-49]
 ■ Aspirants [0-35]

Figure 11: Electric Vehicle (EV) Research and Innovation Readiness Status Score for all States and Union Territories, by Category.



6.5 State and UT Ranking (2024 vs. 2025)

A comparison of IEMI ranks between 2024 and 2025 revealed considerable changes among the States and UTs below the stable upper tier. Across the three categories of States and UTs, the leading positions remained unchanged, while the middle and lower ranks underwent substantial reordering. It is noteworthy that several States and UTs registered declines in rank and scores, indicating that progress in e-mobility has been uneven across the country. Figure 12 compares the IEMI rankings for 2024 and 2025.

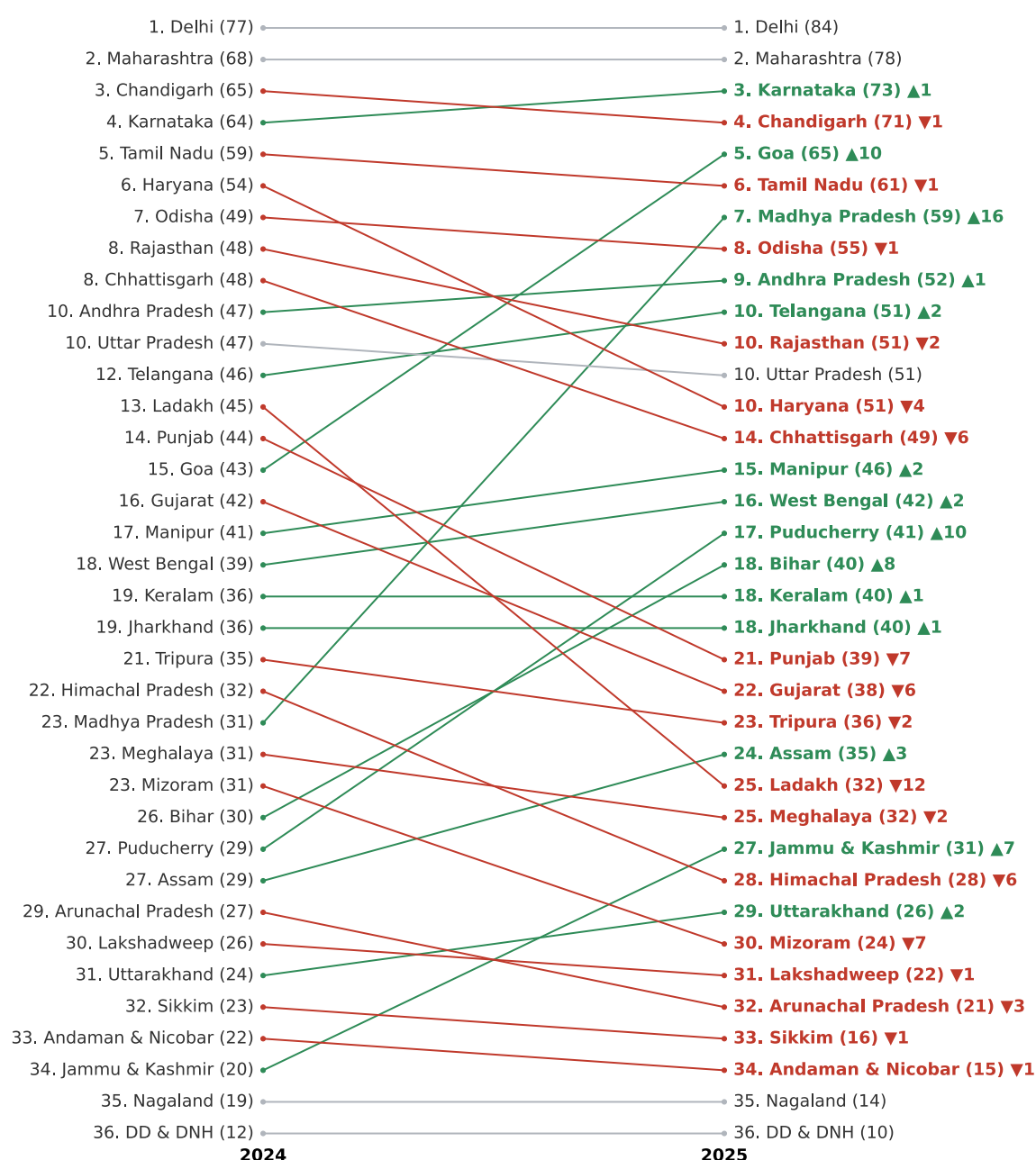


Figure 12: India Electric Mobility Index (IEMI) 2024 vs. IEMI 2025: Comparison of State Rankings.

Notes: DD & DNH = Dadra and Nagar Haveli and Daman and Diu.



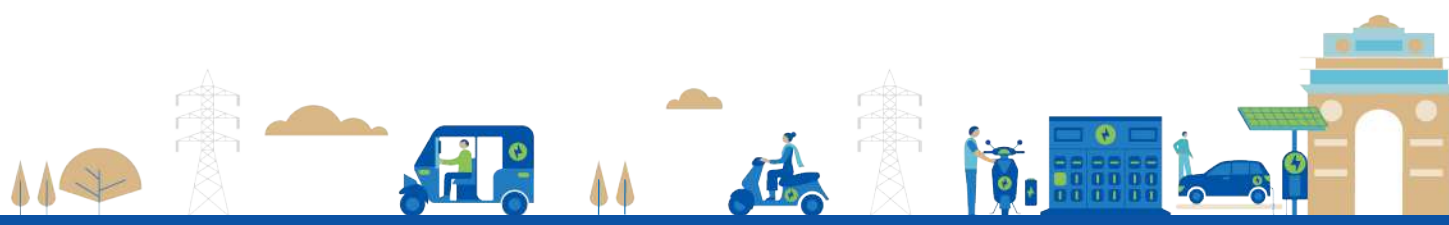
6.5.1 Overall Ranking Trends (2024-25)

Delhi retained its leadership position in the IEMI, improving its score from 77 to 84, followed by Maharashtra, which increased its score from 68 to 78 while maintaining second place. Karnataka emerged as the third-ranked top performer, moving up one position with a score of 73, overtaking Chandigarh, which slipped to fourth despite an increase in score from 65 to 71. Tamil Nadu, by contrast, slipped one place to sixth despite improving its score from 59 to 61, as fast-rising Goa moved ahead of it.

The most significant improvement in rankings was recorded by Madhya Pradesh, which advanced 16 positions, from 23rd (31) to seventh (59). This improvement reflects substantial progress across multiple indicators, including policy, charging infrastructure and ecosystem development. Other notable gainers include Goa, which climbed 10 positions to fifth (65); Puducherry, which also advanced 10 places to 17th (41); Bihar, which rose eight positions to 18th (40); Jammu & Kashmir, which rose seven places to 27th (31); and Assam, which moved up three places to 24th (35). Manipur, Jharkhand and Uttarakhand also recorded modest improvements in their relative rankings.

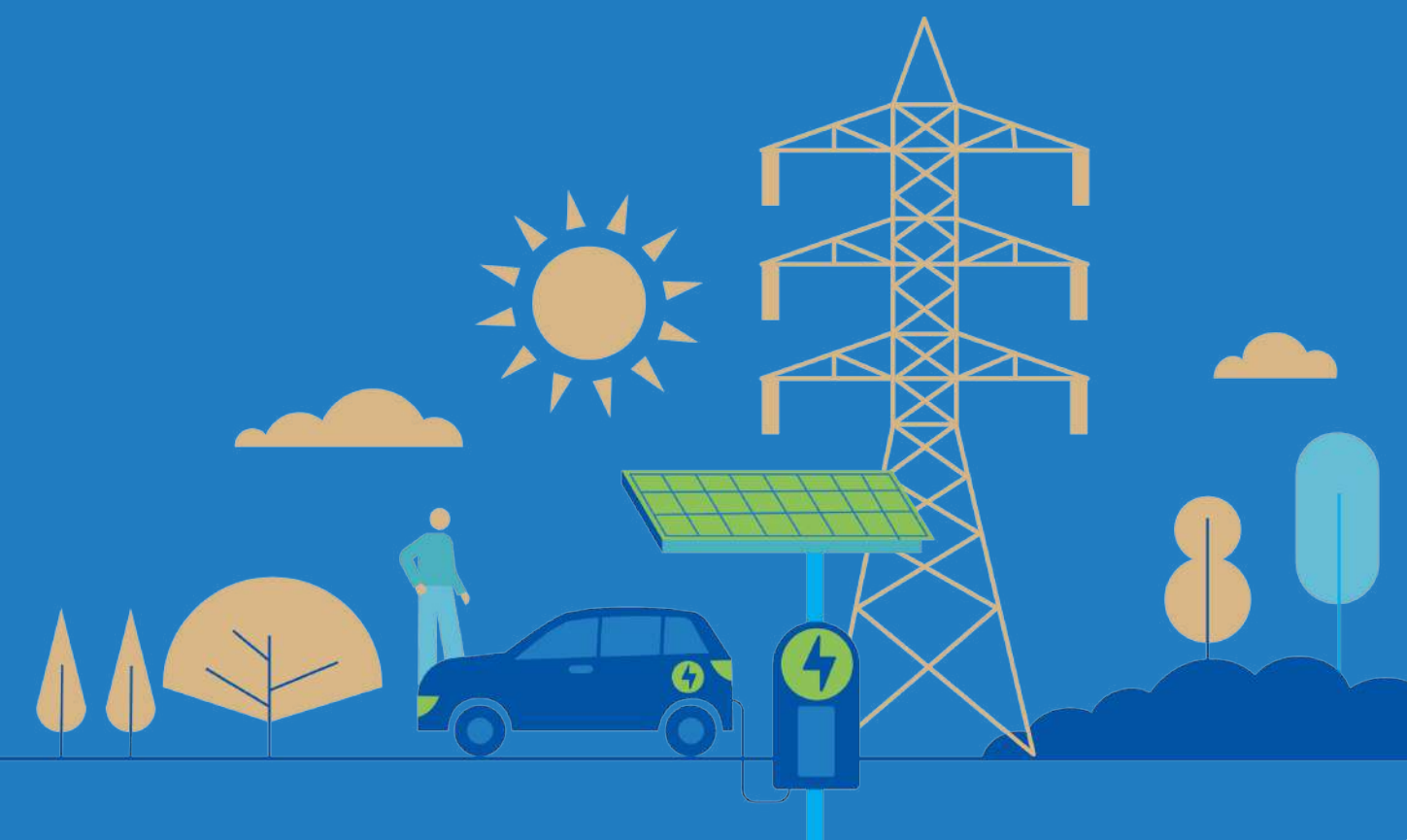
Several jurisdictions experienced declines despite maintaining or improving their scores, reflecting stronger overall performance across the country. The largest decline was recorded by Ladakh, which fell 12 positions, from 13th (45) to 25th (32), which the report attributes primarily to the revised charging infrastructure assessment methodology introduced in this edition. Punjab and Mizoram each fell seven places, while Chhattisgarh, Gujarat and Himachal Pradesh each dropped six positions. Haryana declined by four places and Rajasthan fell by two, while Uttar Pradesh held its position at 10th place. At the lower end of the rankings, Nagaland and Dadra and Nagar Haveli and Daman and Diu remained in the last two positions, with scores of 14 and 10, respectively.

Overall, the 2025 edition highlights a broad-based improvement in e-mobility performance across India, with several States making substantial gains while competition among leading performers has become increasingly close.



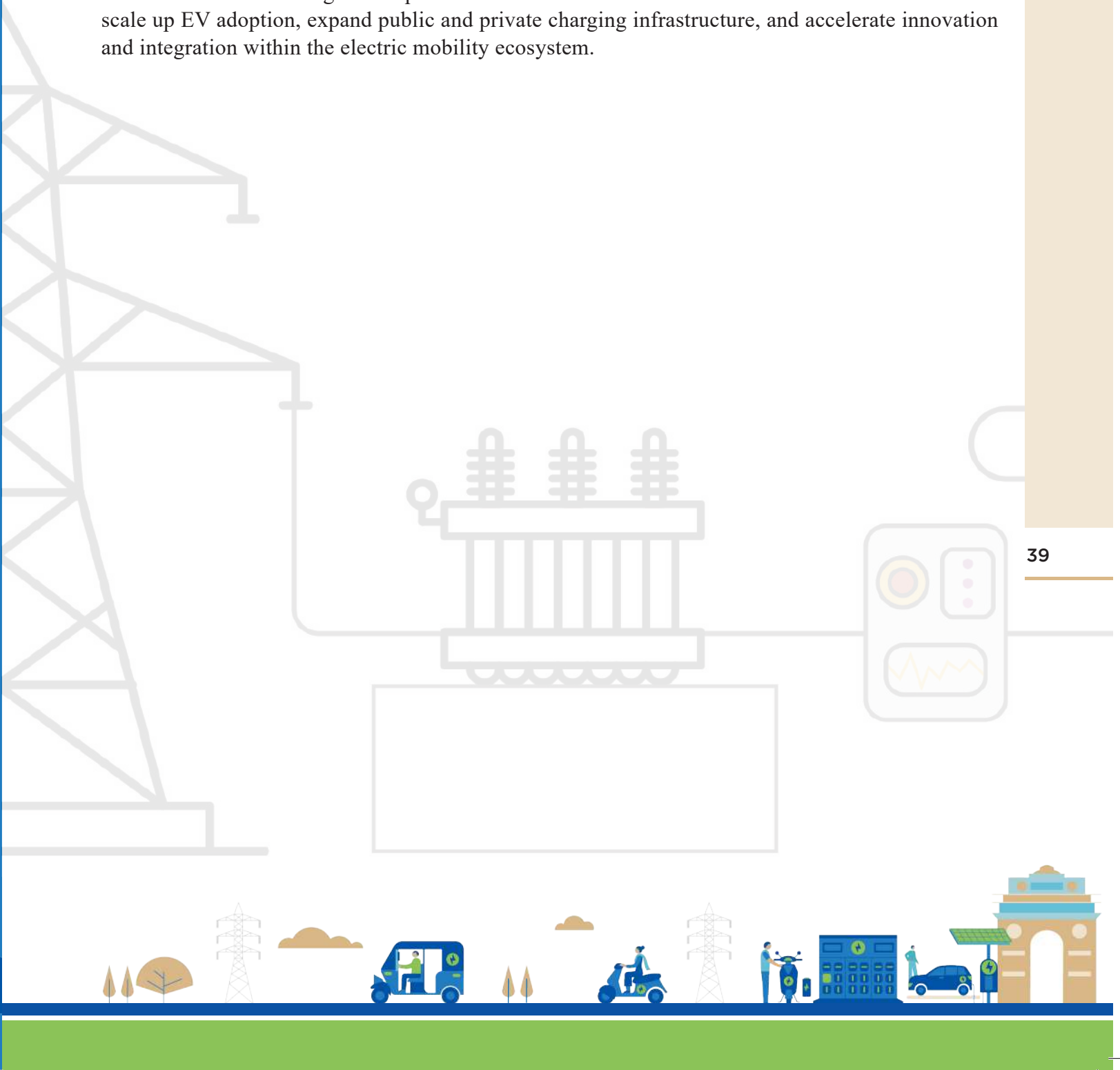


STATE AND UNION TERRITORY PROFILES 2025



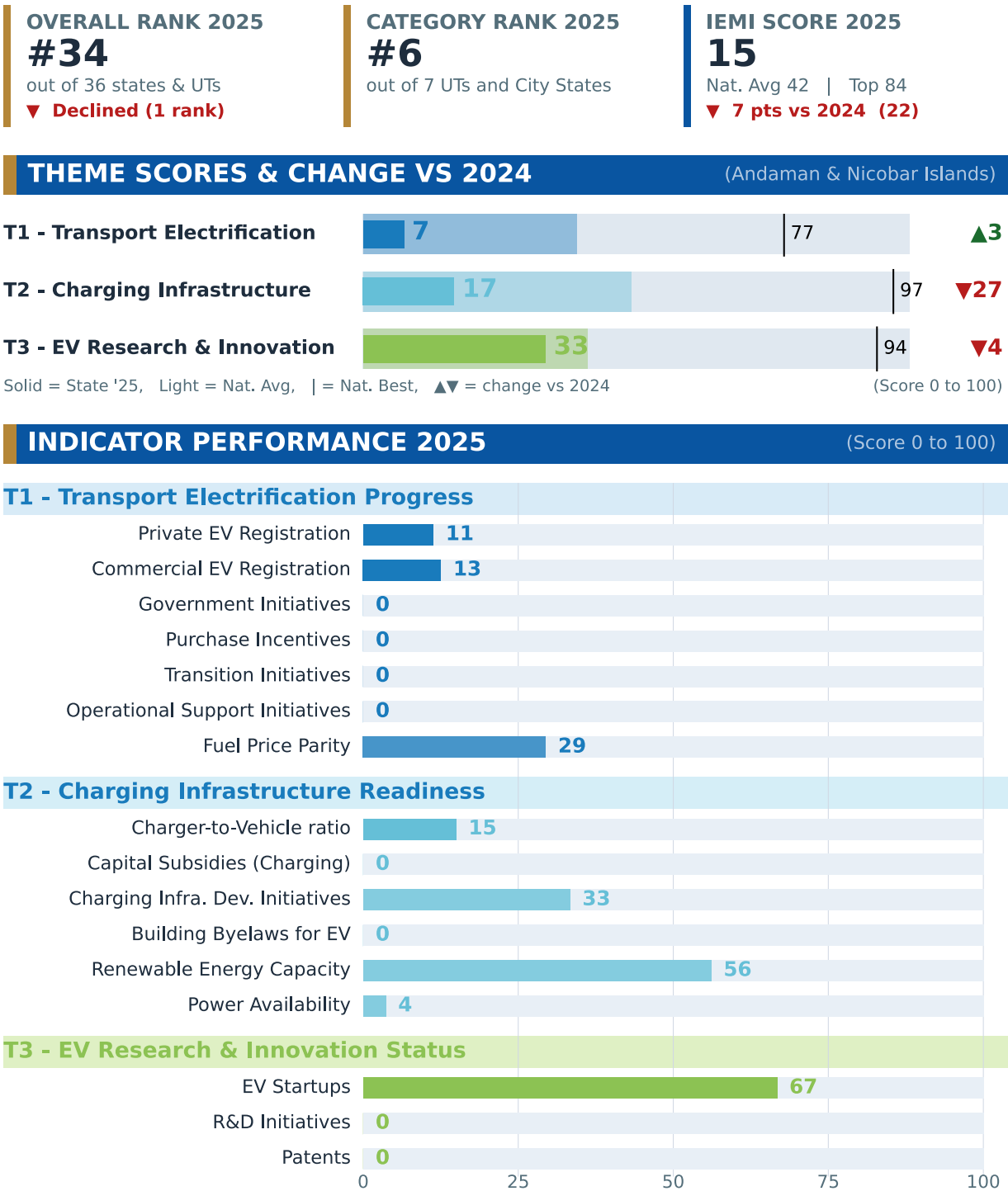
The State and UT profiles provide a detailed overview of electric mobility performance across all States and UTs for 2025. They highlight State ranks and scores, theme and indicator scores, recommendations and unique selling points (USPs). This section offers a comprehensive, data-driven assessment of each State and UT's progress in advancing electric mobility. It also presents comparisons with IEMI 2024 to track momentum over time and assess consistency of implementation efforts. Furthermore, each profile highlights key aspects of the State's approach to promoting electric mobility and offers targeted recommendations to identify areas with potential for further improvement. Together, these insights offer a holistic view of each State's strengths, challenges, and trajectory toward building a robust electric mobility ecosystem.

Recommendations for States and UTs are tailored based on an analysis of their IEMI thematic and indicator scores. The insights and potential of each State and UT are framed as recommendations to scale up EV adoption, expand public and private charging infrastructure, and accelerate innovation and integration within the electric mobility ecosystem.



7.1 Andaman & Nicobar Islands

The Andaman and Nicobar Islands cover an area of 8,249 km², with a population of 4 lakh as per the National Commission on Population (NCP) in the year 2025 and an estimated GSDP of ₹ 8126 crore in the year 2023-24 according to MoSPI.

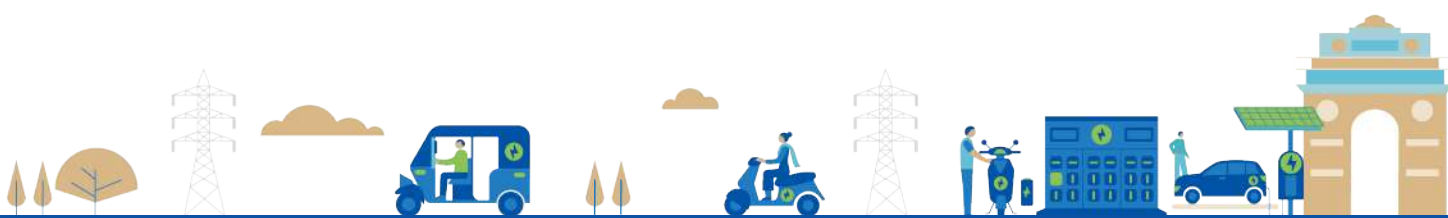


Highlights and USPs

- The administration proposes to convert all 250 buses to battery electric and expand the fleet by 2030, with 40 e-buses already in operation.²²

Recommendations

- Frame and notify an EV policy to enable comprehensive and integrated approach to electric mobility.
- Consider implementation of appropriate incentives and initiatives to promote EV adoption, charging infrastructure development and support research and innovation.



7.2 Andhra Pradesh

Andhra Pradesh covers an area of 1,62,975 km², with a population of 5.36 crore as per the NCP for 2025 and an estimated GSDP of ₹ 8.7 lakh crore in 2024-25 according to MoSPI.

OVERALL RANK 2025

#9

out of 36 states & UTs

▲ Improved (1 rank)

CATEGORY RANK 2025

#6

out of 17 Large States

IEMI SCORE 2025

52

Nat. Avg 42 | Top 84

▲ 5 pts vs 2024 (47)

THEME SCORES & CHANGE VS 2024

(Andhra Pradesh)



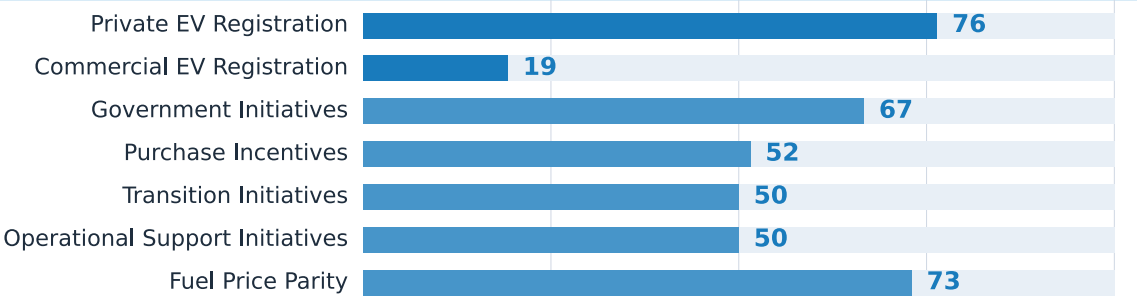
Solid = State '25, Light = Nat. Avg, | = Nat. Best, ▲▼ = change vs 2024

(Score 0 to 100)

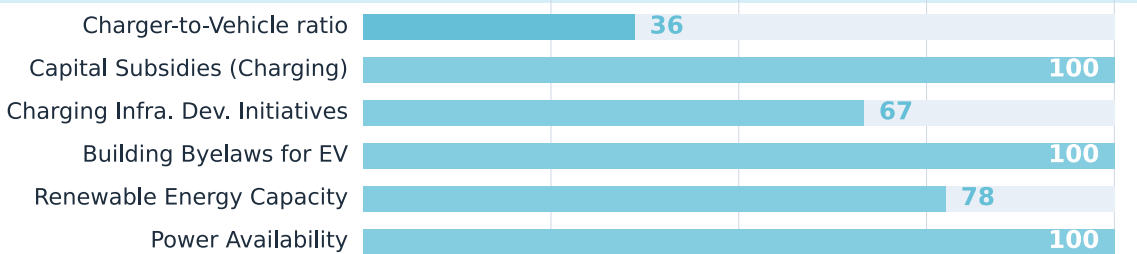
INDICATOR PERFORMANCE 2025

(Score 0 to 100)

T1 - Transport Electrification Progress



T2 - Charging Infrastructure Readiness



T3 - EV Research & Innovation Status

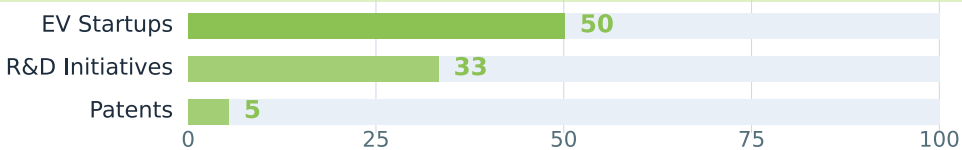


Figure 14: IEMI Rank and Score, Theme and Indicator scores for Andhra Pradesh



Highlights and USPs

- The New and Renewable Energy Development Corporation of Andhra Pradesh Ltd. has committed to one lakh EVs to government employees through equated monthly instalment (EMI) programs, with road tax and registration fee waivers.²³

Recommendations

- Increase commercial EV adoption by providing financial and operational support, including parking and commercial vehicle permit exemptions and reduced tariffs for public charging.
- Encourage strong research and innovation, through development of Centres of Excellence and introduce e-mobility skilling programmes.



7.3 Arunachal Pradesh

Arunachal Pradesh covers an area of 83,743 km², with a population of 16 lakh as per the NCP in the year 2025 and an estimated GSDP of ₹ 22,423 crore in 2024-25 according to MoSPI.

OVERALL RANK 2025

#32

out of 36 states & UTs

▼ Declined (3 ranks)

CATEGORY RANK 2025

#10

out of 12 Hilly & NE States

IEMI SCORE 2025

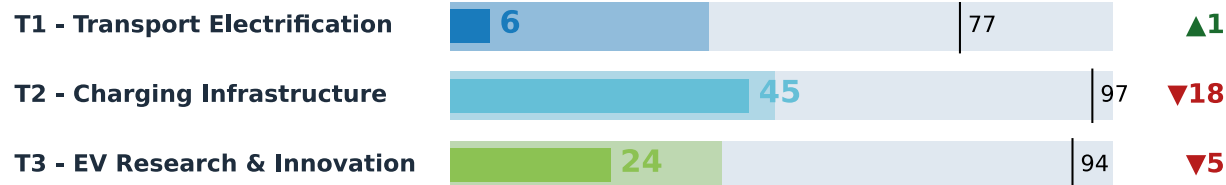
21

Nat. Avg 42 | Top 84

▼ 6 pts vs 2024 (27)

THEME SCORES & CHANGE VS 2024

(Arunachal Pradesh)



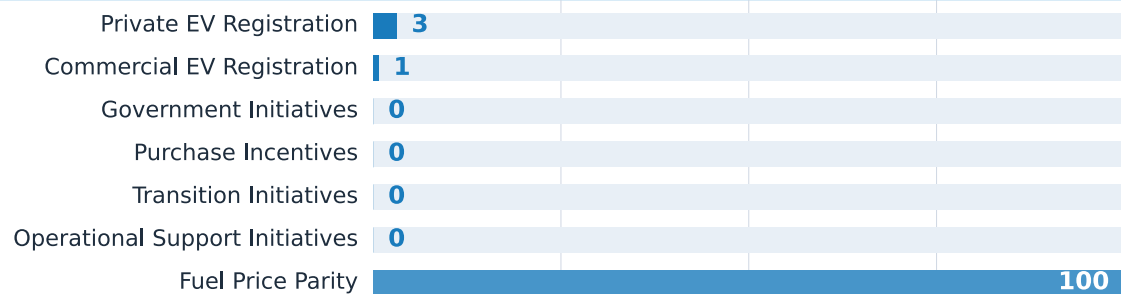
Solid = State '25, Light = Nat. Avg, | = Nat. Best, ▲▼ = change vs 2024

(Score 0 to 100)

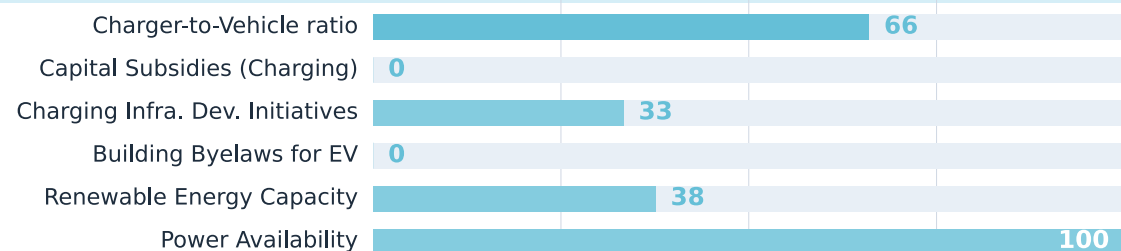
INDICATOR PERFORMANCE 2025

(Score 0 to 100)

T1 - Transport Electrification Progress



T2 - Charging Infrastructure Readiness



T3 - EV Research & Innovation Status

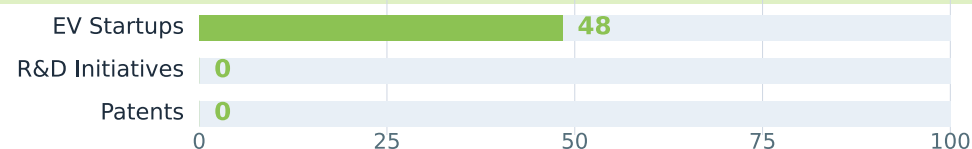


Figure 15: IEMI Rank and Score, Theme and Indicator scores for Arunachal Pradesh

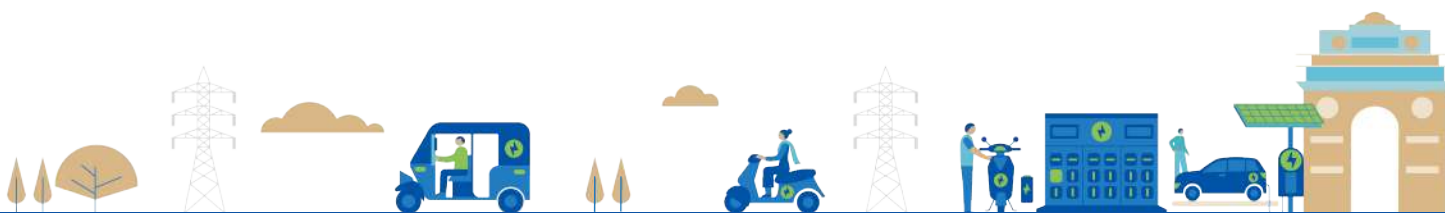


Highlights and USPs

- Arunachal Pradesh deployed 10 electric buses, covering not only its capital - Itanagar, but also smaller towns such as Namsai and Pasighat.²⁴
- Arunachal Pradesh State Electricity Regulatory Commission's tariff order effective 1 April 2026 introduces a Green Tariff allowing consumers to opt for cleaner power, special tariff provisions for EV charging stations, and time-of-day tariffs with lower off-peak rates.

Recommendations

- Frame and notify an EV policy to enable comprehensive and integrated approach to e-mobility.
- Consider implementation of appropriate incentives and initiatives to promote EV adoption, charging infrastructure development and support research and innovation.



7.4 Assam

Assam covers an area of 78,438 km², with a population of 3.65 crore as per the NCP in the year 2025 and an estimated GSDP of ₹ 3.5 lakh crore in 2024-25 according to MoSPI.

OVERALL RANK 2025

#24

out of 36 states & UTs

▲ Improved (3 ranks)

CATEGORY RANK 2025

#3

out of 12 Hilly & NE States

IEMI SCORE 2025

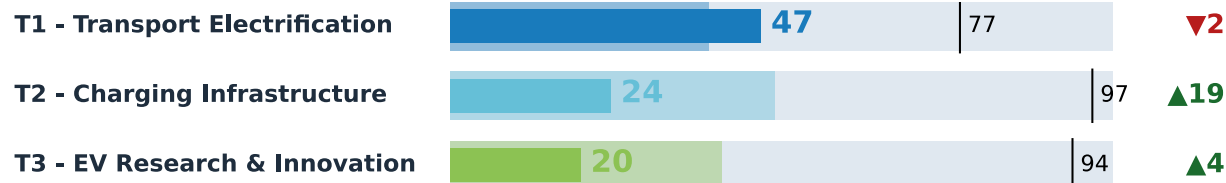
35

Nat. Avg 42 | Top 84

▲ 6 pts vs 2024 (29)

THEME SCORES & CHANGE VS 2024

(Assam)



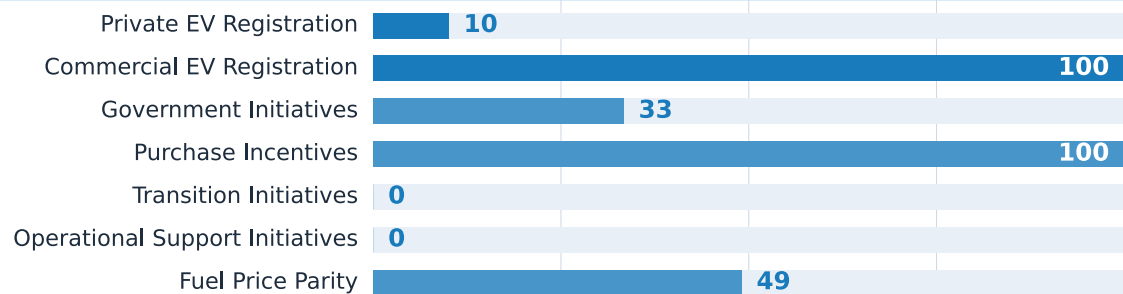
Solid = State '25, Light = Nat. Avg, | = Nat. Best, ▲▼ = change vs 2024

(Score 0 to 100)

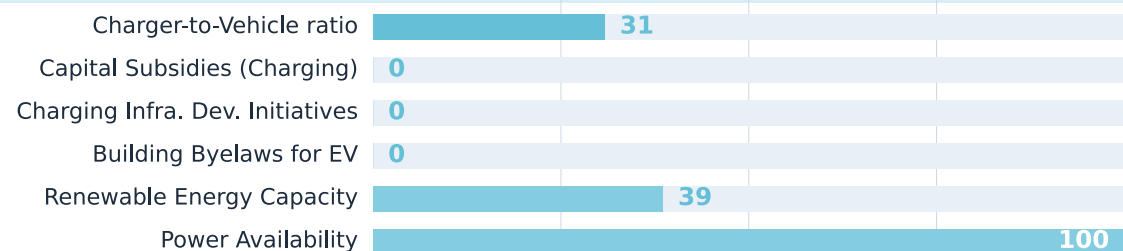
INDICATOR PERFORMANCE 2025

(Score 0 to 100)

T1 - Transport Electrification Progress



T2 - Charging Infrastructure Readiness



T3 - EV Research & Innovation Status

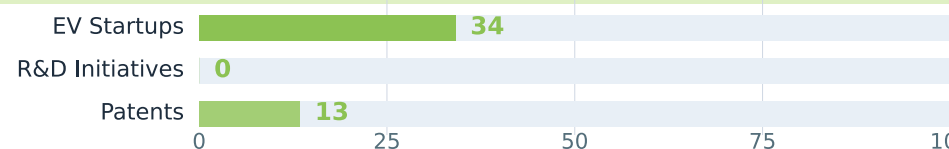


Figure 16: IEMI Rank and Score, Theme and Indicator scores for Assam.

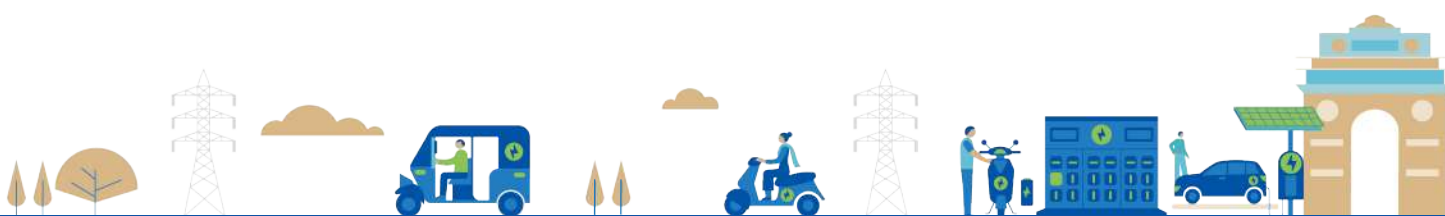


Highlights and USPs

- A significant incentive for EV charging infrastructure is provided through 90% exemption on electricity duty, reducing operational costs for entrepreneurs.²⁵
- Assam government launched one of India's first app-based e-bike taxi service - 'Baayu'. It is a fully electric and decentralized bike taxi service.²⁶

Recommendations

- Promote private EV adoption by introducing vehicle scrapping incentives and low emission zones.
- Improve streamlined approval processes, concessional land rates for charging stations and consider recommending EV charging infrastructure in building bye-laws.
- Establish R&D centres for skill development and introduce e-mobility courses.



7.5 Bihar

Bihar covers an area of 94,163 km², with a population of 13.1 crore as per the NCP in the year 2025 and an estimated GSDP of ₹ 5.3 lakh crore in the year 2024-25 according to MoSPI.

OVERALL RANK 2025

#18

out of 36 states & UTs

▲ Improved (8 ranks)

CATEGORY RANK 2025

#13

out of 17 Large States

IEMI SCORE 2025

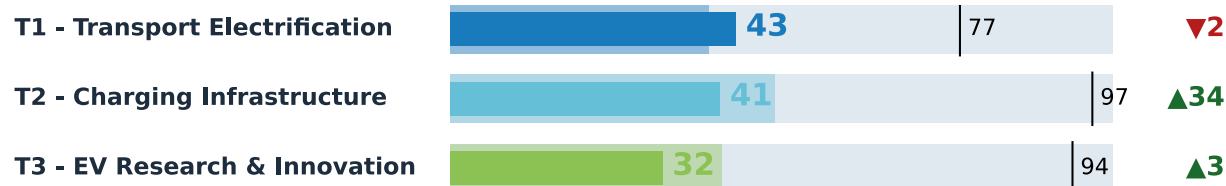
40

Nat. Avg 42 | Top 84

▲ 10 pts vs 2024 (30)

THEME SCORES & CHANGE VS 2024

(Bihar)



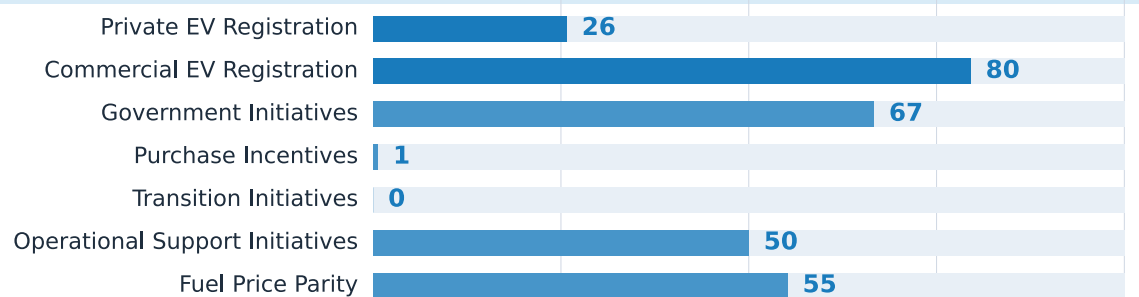
Solid = State '25, Light = Nat. Avg, | = Nat. Best, ▲▼ = change vs 2024

(Score 0 to 100)

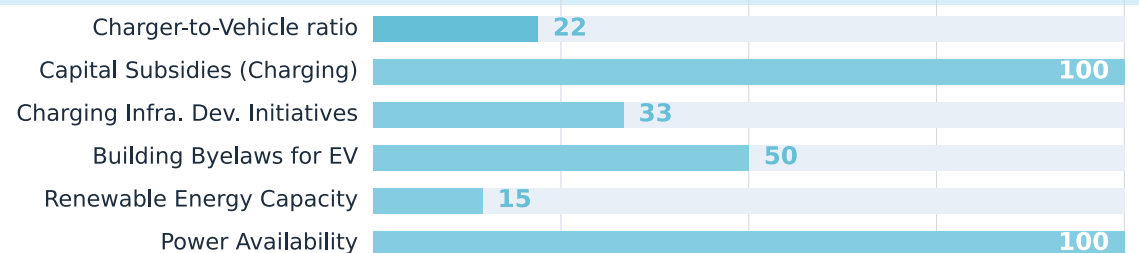
INDICATOR PERFORMANCE 2025

(Score 0 to 100)

T1 - Transport Electrification Progress



T2 - Charging Infrastructure Readiness



T3 - EV Research & Innovation Status

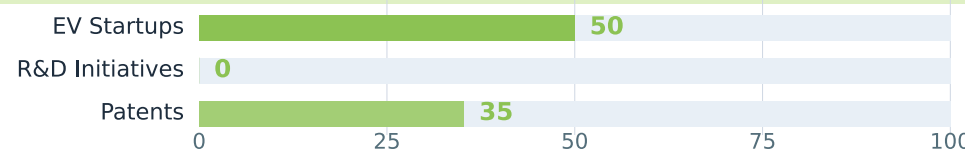


Figure 17: IEMI Rank and Score, Theme and Indicator scores for Bihar.

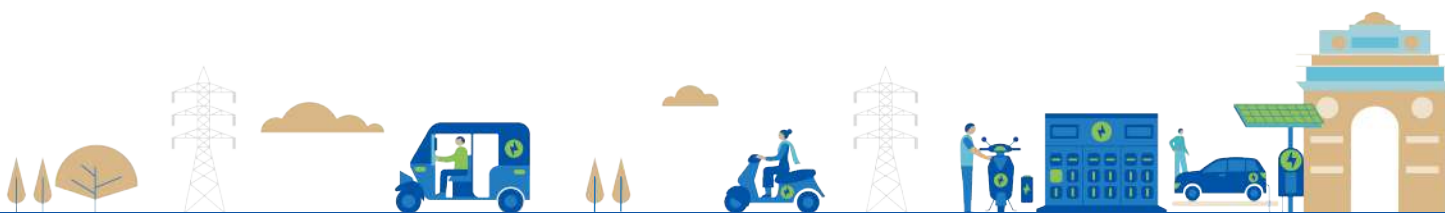


Highlights and USPs

- As per the EV policy, municipal authorities are required to provide subsidized parking for all personal EVs. Individual towns/cities may prepare a city parking plan for on-street parking places for electric vehicles with subsidized fees and EV charging stations.²⁷
- EV policy mandates that a District-Level EV Committee be constituted in every district under the chairmanship of the District Magistrate.²⁸

Recommendations

- To boost private EV adoption, promote awareness through State EV website, consider higher purchase incentives and transition incentives for all modes.
- Improve EV charging infrastructure by streamlining approvals through a single-window system, and integrating charging requirements into building bye-laws.
- Establish R&D centres, Centres of Excellence and e-mobility courses for skill development.



7.6 Chandigarh

Chandigarh covers an area of 113 km², with a population of 13 lakh as per the NCP in the year 2025 and an estimated GSDP of ₹ 38,186 crore in 2023-24 according to MoSPI.

OVERALL RANK 2025

#4

out of 36 states & UTs

▼ **Declined (1 rank)**

CATEGORY RANK 2025

#2

out of 7 UTs and City States

IEMI SCORE 2025

71

Nat. Avg 42 | Top 84

▲ **6 pts vs 2024 (65)**

THEME SCORES & CHANGE VS 2024

(Chandigarh)



Solid = State '25, Light = Nat. Avg, | = Nat. Best, ▲▼ = change vs 2024

(Score 0 to 100)

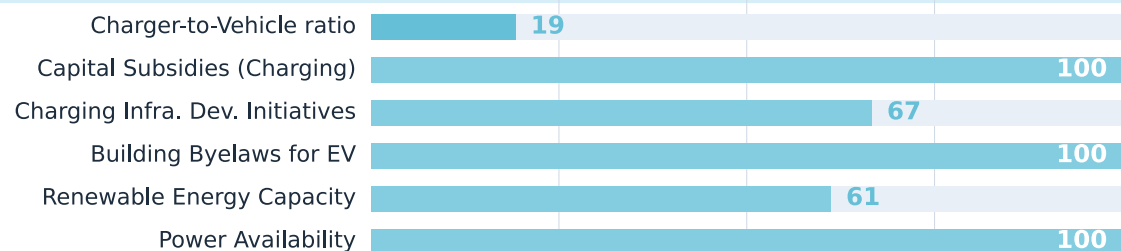
INDICATOR PERFORMANCE 2025

(Score 0 to 100)

T1 - Transport Electrification Progress



T2 - Charging Infrastructure Readiness



T3 - EV Research & Innovation Status

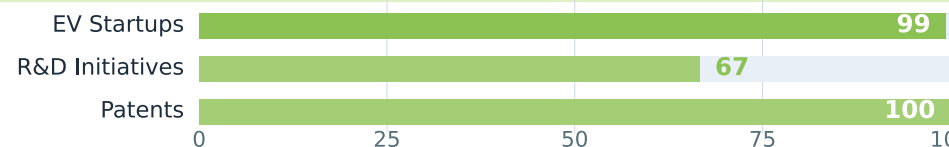
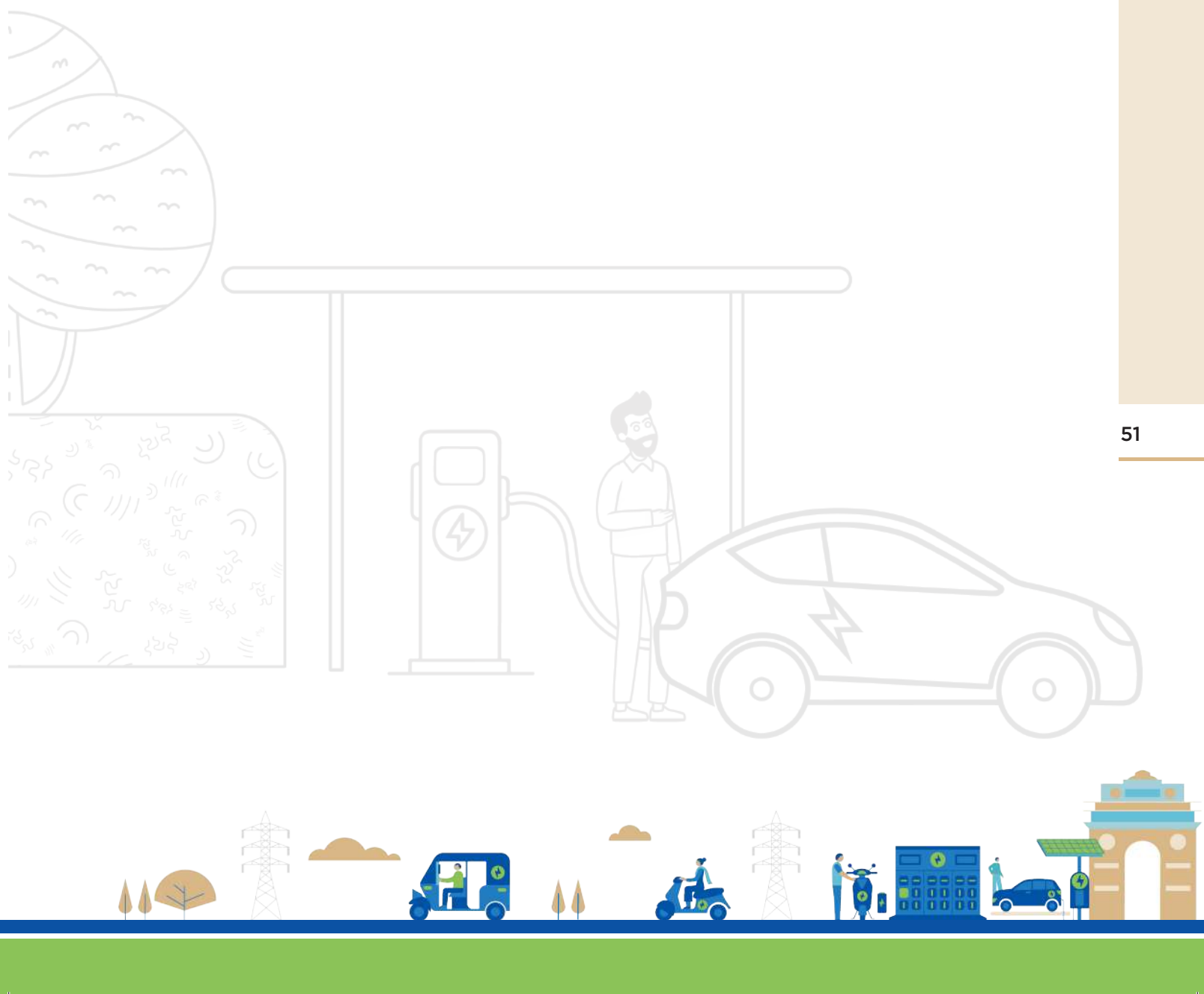


Figure 18: IEMI Rank and Score, Theme and Indicator scores for Chandigarh.



Highlights and USPs

- Chandigarh offers a hard cap on ICE regulations. Only a fixed number of petrol/diesel vehicles could be registered per financial year.²⁹
- An upfront incentive of 25% of bicycle cost, capped at ₹3,000, applies to the first 25,000 e-bicycles in the policy period.³⁰



7.7 Chhattisgarh

Chhattisgarh covers an area of 135,192 km², with a population of 310 lakh as per the NCP in the year 2025 and an estimated GSDP of ₹ 3.3 lakh crore in 2024-25 according to MoSPI.

OVERALL RANK 2025

#14

out of 36 states & UTs

▼ Declined (6 ranks)

CATEGORY RANK 2025

#11

out of 17 Large States

IEMI SCORE 2025

49

Nat. Avg 42 | Top 84

▲ 1 pt vs 2024 (48)

THEME SCORES & CHANGE VS 2024

(Chhattisgarh)



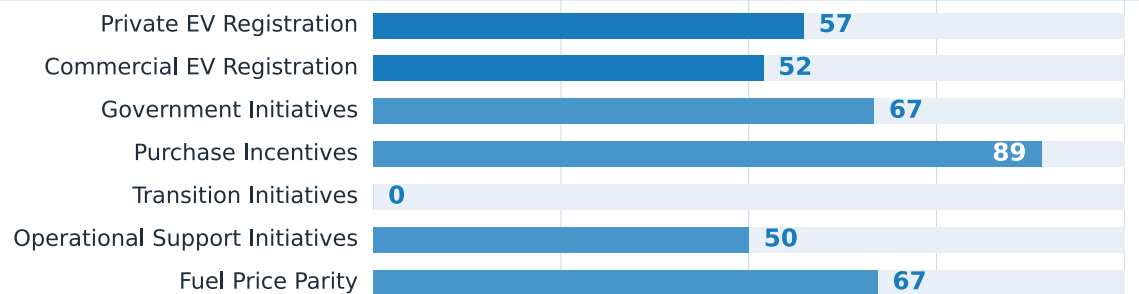
Solid = State '25, Light = Nat. Avg, | = Nat. Best, ▲▼ = change vs 2024

(Score 0 to 100)

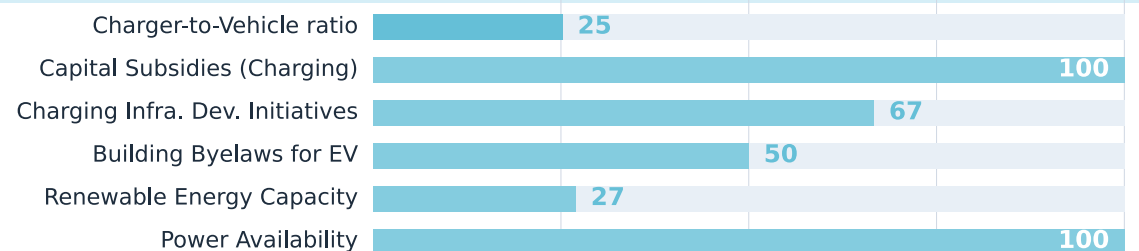
INDICATOR PERFORMANCE 2025

(Score 0 to 100)

T1 - Transport Electrification Progress



T2 - Charging Infrastructure Readiness



T3 - EV Research & Innovation Status

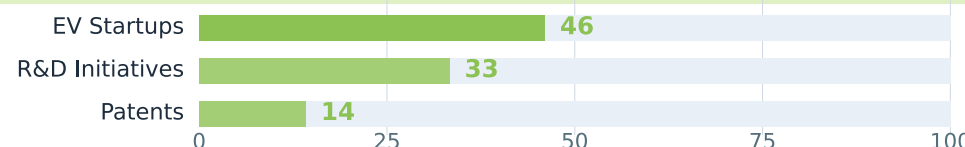
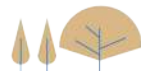


Figure 19: IEMI Rank and Score, Theme and Indicator scores for Chhattisgarh.



Highlights and USPs

- As per the EV policy, municipal authorities are required to provide 50% subsidized parking for all personal EVs.
- Non-domestic consumers may avail separate LT/HT connection with suitable metering and metering equipment in same premises for EV charging/ setting up EV charging station as per the Chhattisgarh State Electricity Supply Code (Fifth Amendment), 2025 issued by the Chhattisgarh State Electricity Regulatory Commission (CSERC).³²

Recommendations

- To boost EV adoption, the State should introduce an EV awareness website, provide incentives for vehicle scrapping and conversion kits, and develop low-emission zones.
- Promote the development of public charging infrastructure by offering concessional land rates and mandating the provision of EV charging points in new and existing buildings.
- With a growing number of EV startups and R&D centres, establish Centres of Excellence and introduce e-mobility courses to strengthen skills and workforce capacity in the State.



7.8 Dadra and Nagar Haveli and Daman and Diu

Dadra and Nagar Haveli and Daman and Diu cover an area of 602 km², with a population of 15 lakh as of 2025.

OVERALL RANK 2025

#36

out of 36 states & UTs

— No change

CATEGORY RANK 2025

#7

out of 7 UTs and City States

Last in its category

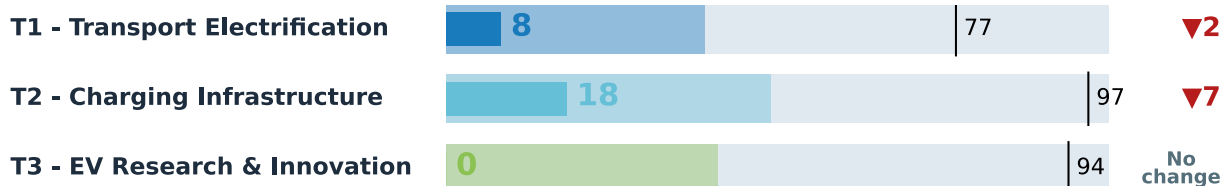
IEMI SCORE 2025

10

Nat. Avg 42 | Top 84

▼ 2 pts vs 2024 (12)

THEME SCORES & CHANGE VS 2024 (Dadra and Nagar Haveli and Daman and Diu)



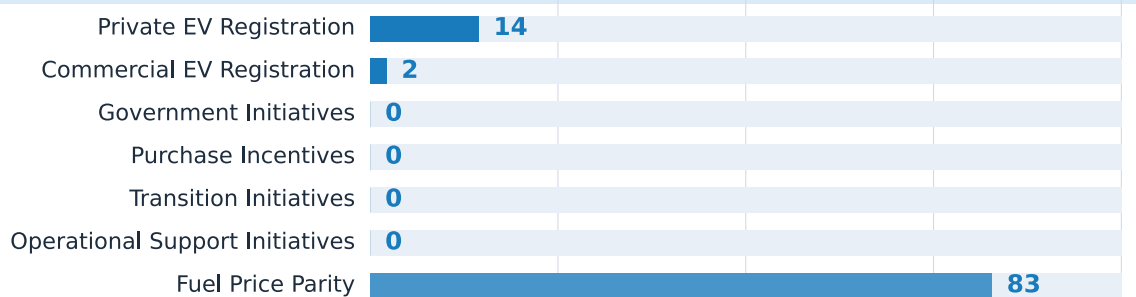
Solid = State '25, Light = Nat. Avg, | = Nat. Best, ▲▼ = change vs 2024

(Score 0 to 100)

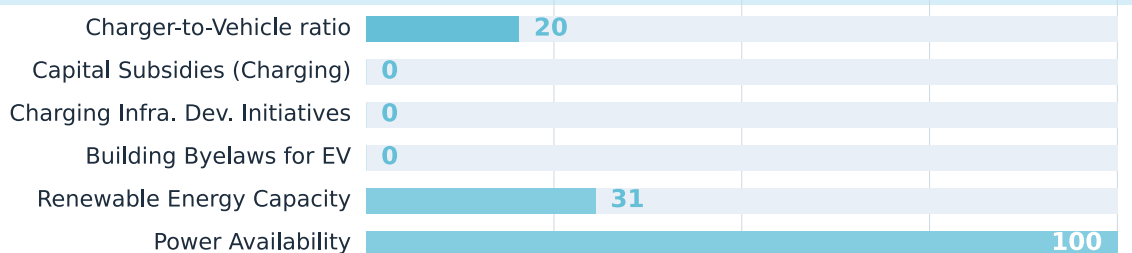
INDICATOR PERFORMANCE 2025

(Score 0 to 100)

T1 - Transport Electrification Progress



T2 - Charging Infrastructure Readiness



T3 - EV Research & Innovation Status

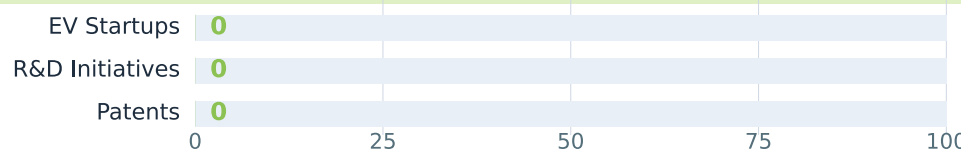


Figure 20: IEMI Rank and Score, Theme and Indicator scores for Dadra and Nagar Haveli and Daman and Diu.

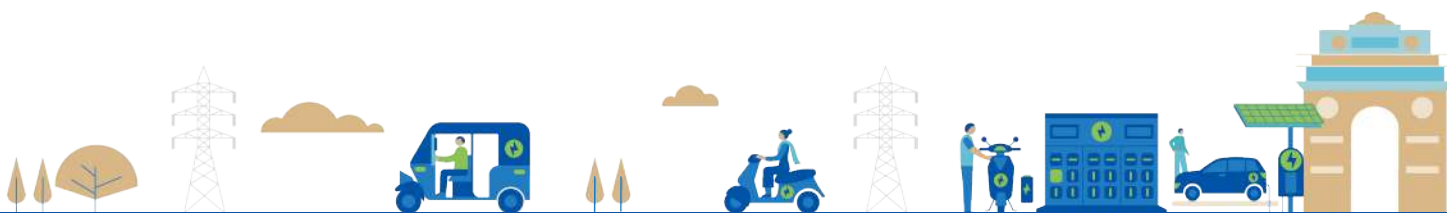


Highlights and USPs

- Diu becomes first fully solar-powered district with 11.88 MW capacity.³³

Recommendations

- Frame an EV policy to enable comprehensive and integrated approach to e-mobility.
- Consider implementation of appropriate incentives and initiatives to promote EV adoption, charging infrastructure development and support research and innovation in Dadra and Nagar Haveli and Daman and Diu.



7.9 Delhi

Delhi covers an area of 1,484 km², with a population of 2.23 crore as per the NCP in the year 2025 and an estimated GSDP of ₹ 7.1 lakh crore in 2024-25 according to MoSPI.

OVERALL RANK 2025

#1

out of 36 states & UTs
— No change

CATEGORY RANK 2025

#1

out of 7 UTs and City States
Leads its category

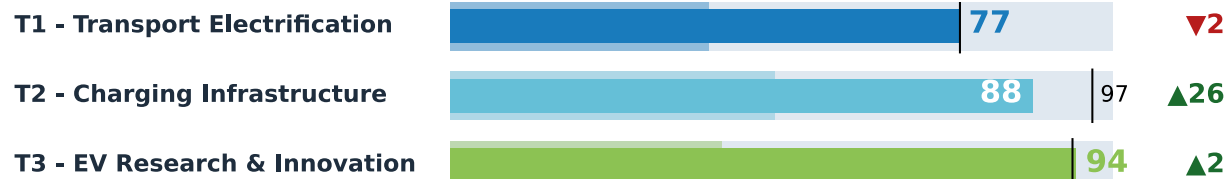
IEMI SCORE 2025

84

Nat. Avg 42 | Top 84
▲ 7 pts vs 2024 (77)

THEME SCORES & CHANGE VS 2024

(Delhi)



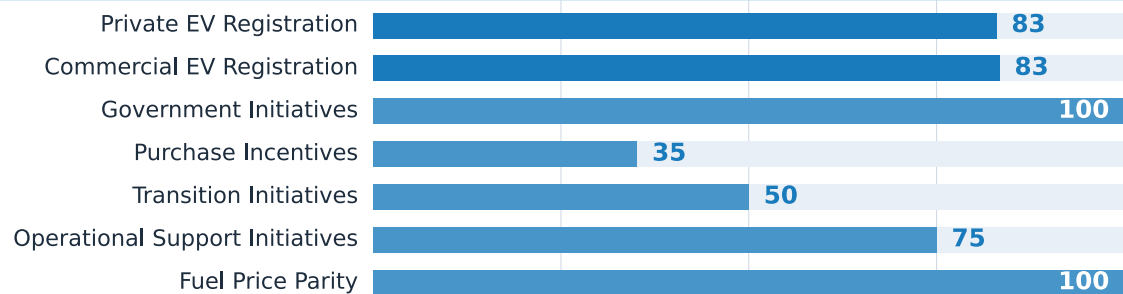
Solid = State '25, Light = Nat. Avg, | = Nat. Best, ▲▼ = change vs 2024

(Score 0 to 100)

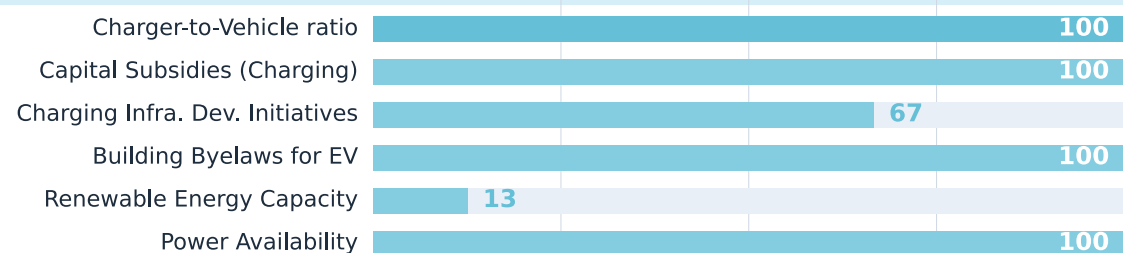
INDICATOR PERFORMANCE 2025

(Score 0 to 100)

T1 - Transport Electrification Progress



T2 - Charging Infrastructure Readiness



T3 - EV Research & Innovation Status



Figure 21: IEMI Rank and Score, Theme and Indicator scores for Delhi.

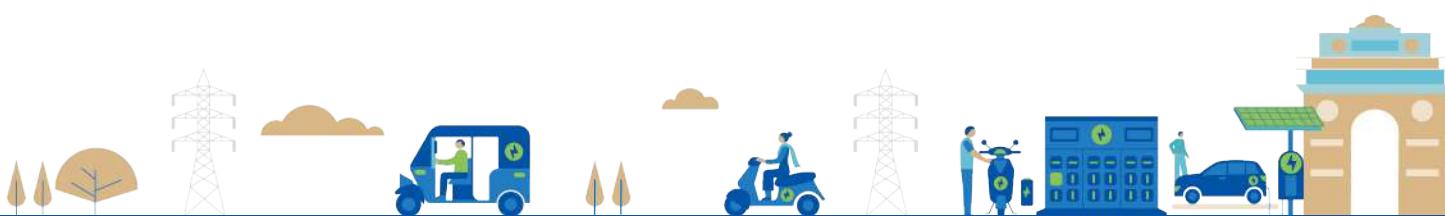
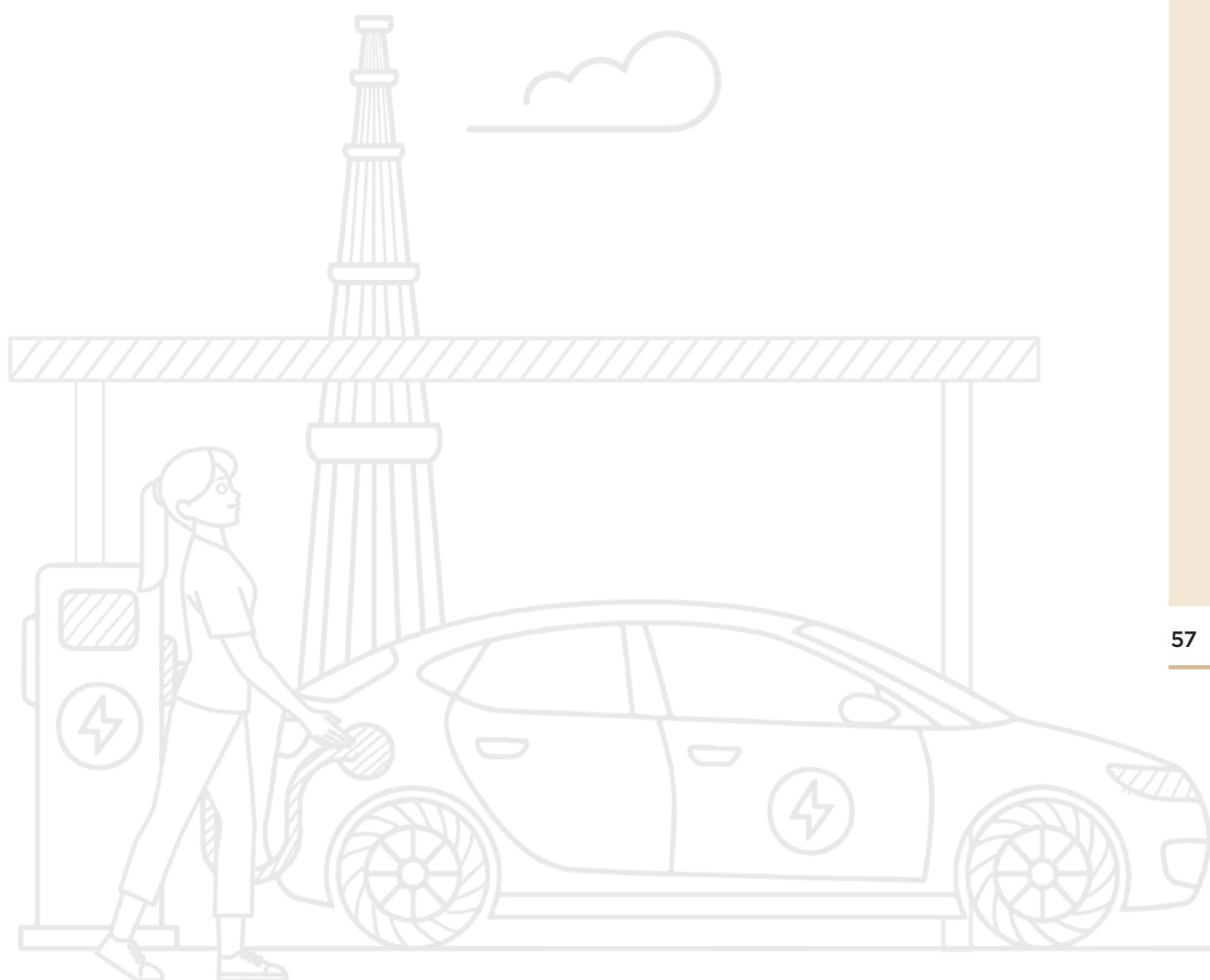


Highlights and USPs

- As per the EV Policy 2.0, Delhi is the first State to mandate 100% electrification of autorickshaws and light commercial vehicles (from January 2027), and of two-wheelers (from January 2028).
- As of February 2026, Delhi operated 4,286 electric buses, making it the largest electric-bus fleet in India.³⁴
- Delhi is the first State to provide subsidies for electric cycles.³⁵

Recommendations

- Given the limited land availability in Delhi, it can leverage rooftop solar to expand renewable energy generation for EV charging to promote clean mobility initiatives.



7.10 Goa

Goa covers an area of 3,702 km², with a population of 16 lakh as per the NCP in the year 2025 and an estimated GSDP of ₹ 64,137 crore in 2023-24 according to MoSPI.

OVERALL RANK 2025

#5

out of 36 states & UTs

▲ Improved (10 ranks)

CATEGORY RANK 2025

#3

out of 7 UTs and City States

IEMI SCORE 2025

65

Nat. Avg 42 | Top 84

▲ 22 pts vs 2024 (43)

THEME SCORES & CHANGE VS 2024

(Goa)



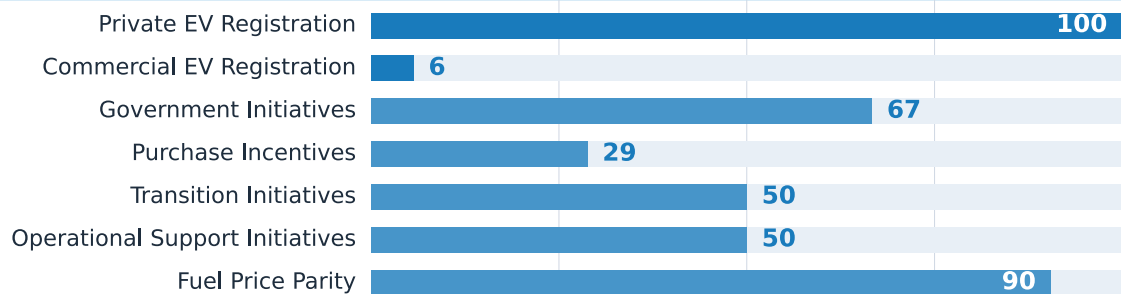
Solid = State '25, Light = Nat. Avg, | = Nat. Best, ▲▼ = change vs 2024

(Score 0 to 100)

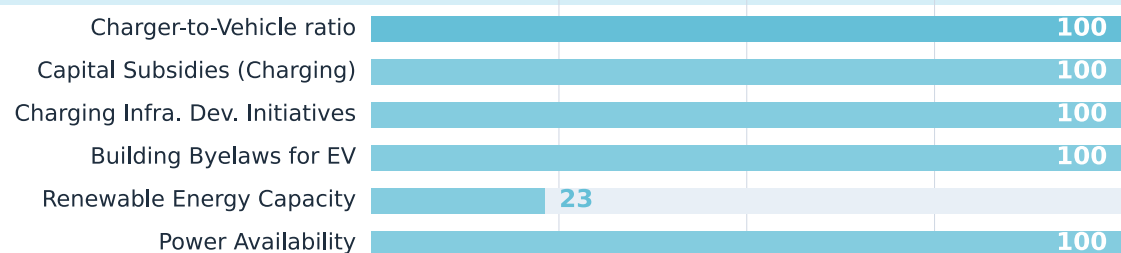
INDICATOR PERFORMANCE 2025

(Score 0 to 100)

T1 - Transport Electrification Progress



T2 - Charging Infrastructure Readiness



T3 - EV Research & Innovation Status

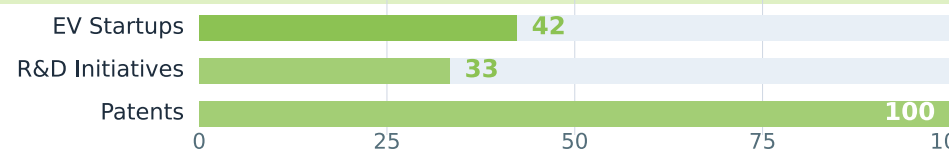


Figure 22: IEMI Rank and Score, Theme and Indicator scores for Goa.



Highlights and USPs

- The State ranks second in private adoption (private two-wheelers and cars) in India achieving a 12% adoption rate in 2025.³⁶
- The State provides a subsidy of upto 8 lakh, to set up public charging infrastructure covering electricity infrastructure costs for charging stations.
- Specific areas such as Panjim Smart City, heritage zones, tourist zones, airports, and railway stations will be identified to transition to 100% mandatory EV.

Recommendations

- Support adoption of commercial EV.
- Consider fostering startup development in the State by investing in R&D establishing Centres of Excellence and enhancing skill development.



7.11 Gujarat

Gujarat covers an area of 196,024 km², with a population of 7.35 crore as per the NCP in the year 2025 and an estimated GSDP of ₹ 14.65 lakh crore in 2022-23 according to MoSPI.

OVERALL RANK 2025

#22

out of 36 states & UTs

▼ Declined (6 ranks)

CATEGORY RANK 2025

#17

out of 17 Large States

Last in its category

IEMI SCORE 2025

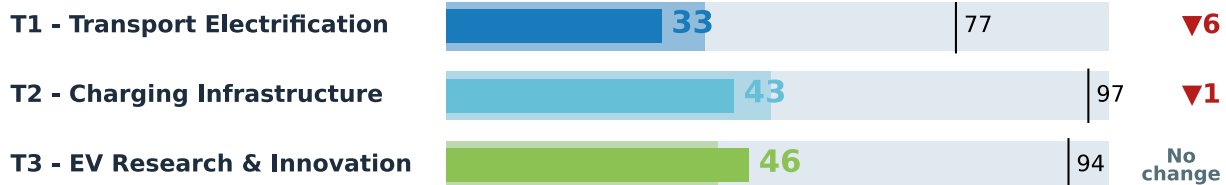
38

Nat. Avg 42 | Top 84

▼ 4 pts vs 2024 (42)

THEME SCORES & CHANGE VS 2024

(Gujarat)



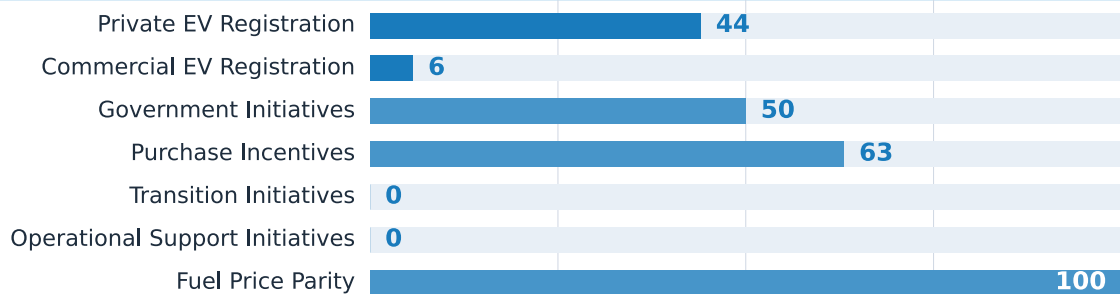
Solid = State '25, Light = Nat. Avg, | = Nat. Best, ▲▼ = change vs 2024

(Score 0 to 100)

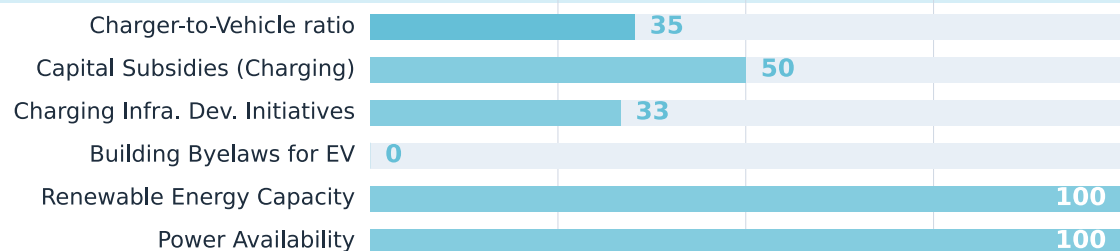
INDICATOR PERFORMANCE 2025

(Score 0 to 100)

T1 - Transport Electrification Progress



T2 - Charging Infrastructure Readiness



T3 - EV Research & Innovation Status

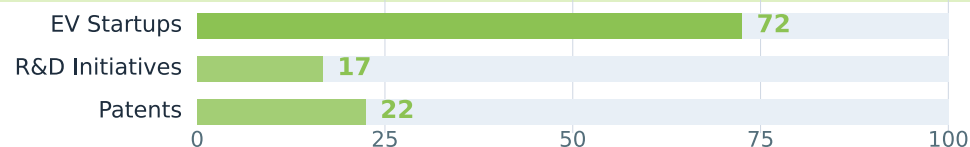


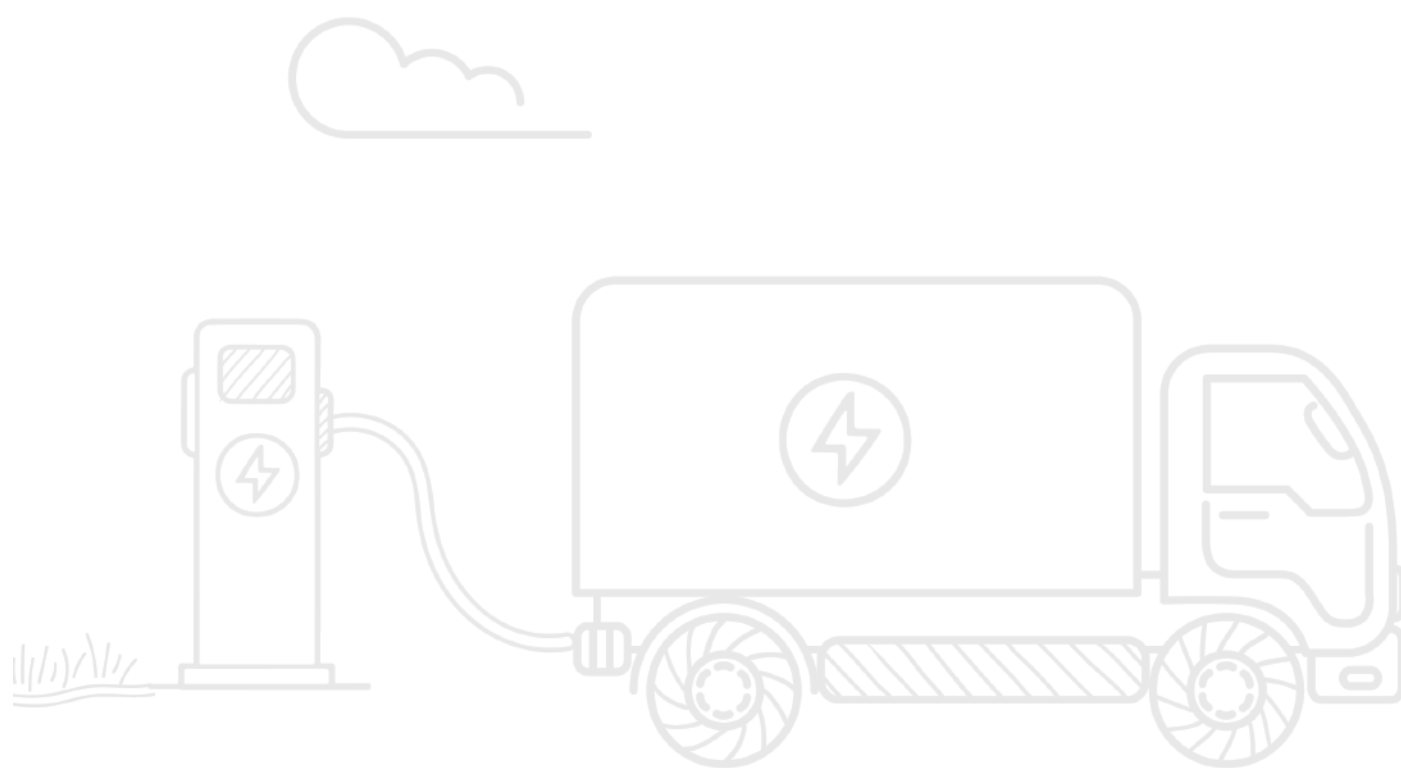
Figure 23: IEMI Rank and Score, Theme and Indicator scores for Gujarat.

Highlights and USPs

- As per the EV policy, EV charging stations were exempt from 100% electricity duty until June 30, 2025.³⁹
- Gujarat's State Electric Vehicle Policy provided an incentive of ₹10,000 per kWh for eligible electric two-wheelers, capped at ₹20,000 per vehicle.⁴⁰

Recommendations

- Frame and notify an EV policy to enable comprehensive and integrated approach to e-mobility.
- Consider implementation of appropriate incentives and initiatives to promote electric vehicle adoption, charging infrastructure development and support research and innovation in Gujarat.



7.12 Haryana

Haryana covers an area of 44,212 km², with a population of 3.11 crore as per the NCP for the year 2025 and an estimated GSDP of ₹ 6.8 lakh crore in 2024-25 according to MoSPI.

OVERALL RANK 2025

#10

out of 36 states & UTs

▼ Declined (4 ranks)

CATEGORY RANK 2025

#7

out of 17 Large States

IEMI SCORE 2025

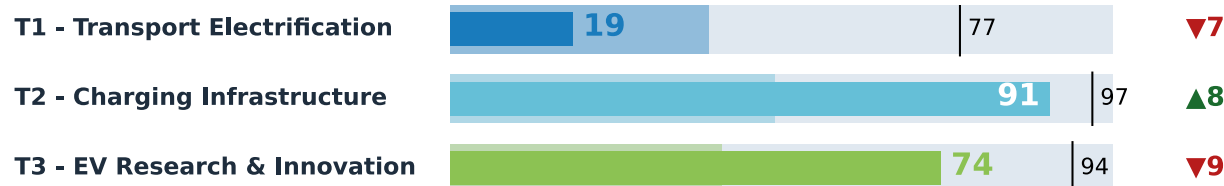
51

Nat. Avg 42 | Top 84

▼ 3 pts vs 2024 (54)

THEME SCORES & CHANGE VS 2024

(Haryana)



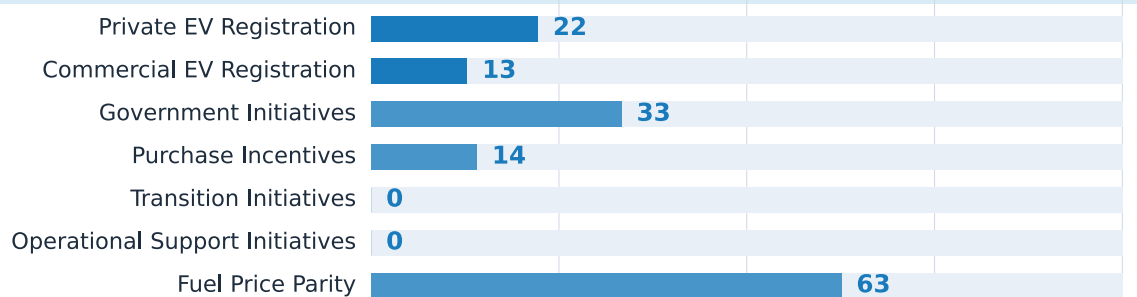
Solid = State '25, Light = Nat. Avg, | = Nat. Best, ▲▼ = change vs 2024

(Score 0 to 100)

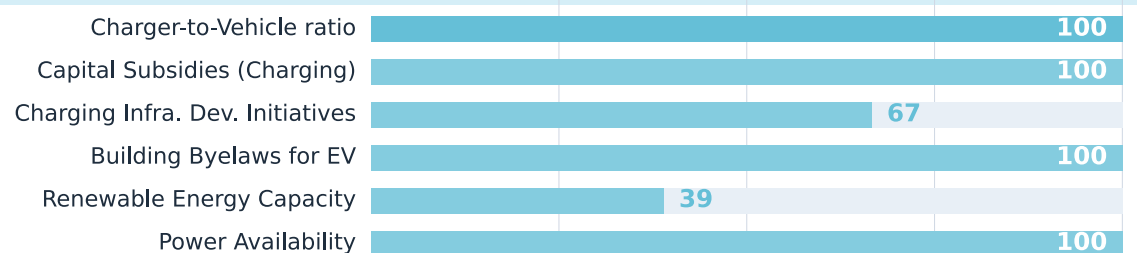
INDICATOR PERFORMANCE 2025

(Score 0 to 100)

T1 - Transport Electrification Progress



T2 - Charging Infrastructure Readiness



T3 - EV Research & Innovation Status

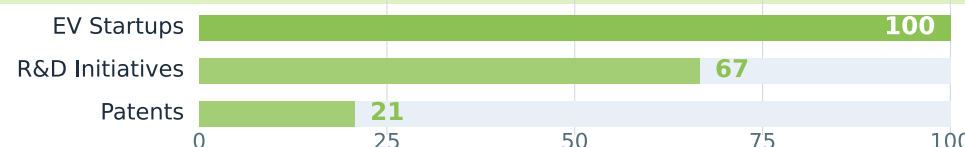


Figure 24: IEMI Rank and Score, Theme and Indicator scores for Haryana.

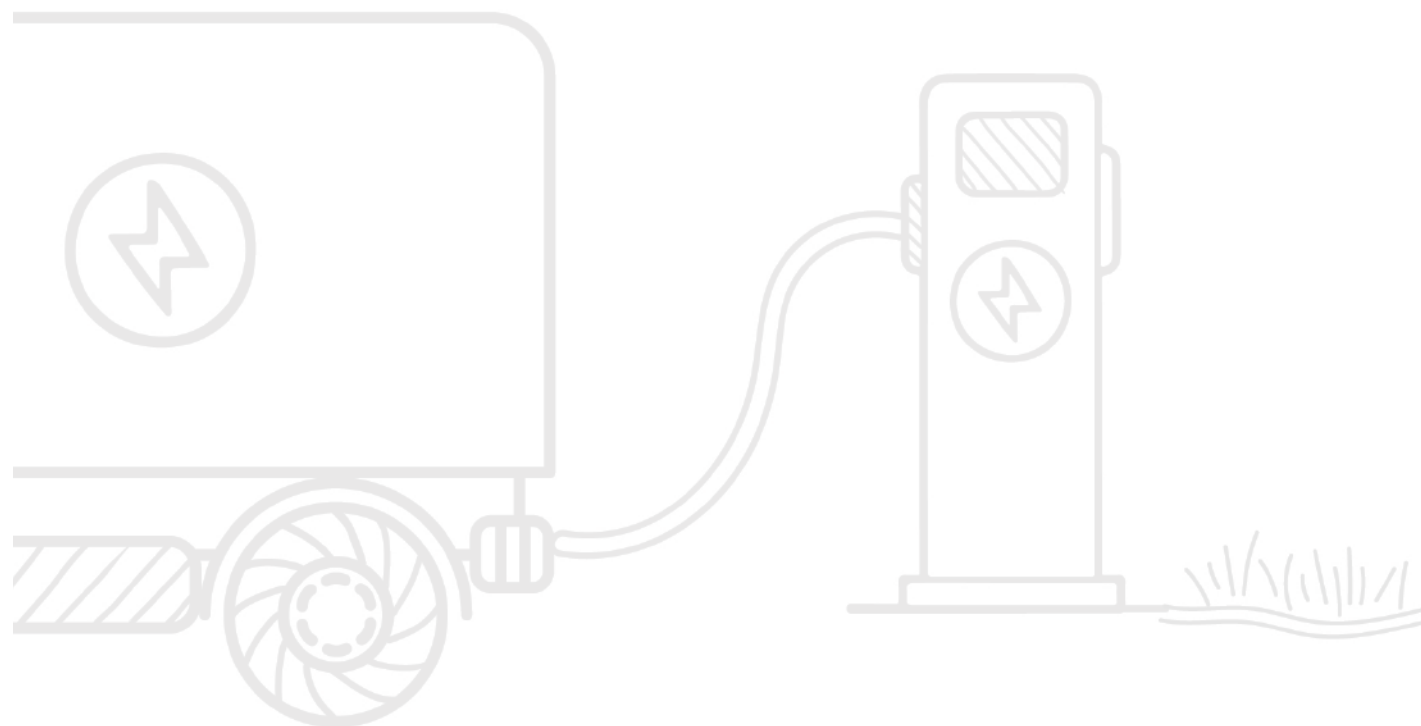


Highlights and USPs

- EV manufacturers will be reimbursed 100% of patent registration costs, up to ₹ 25 lakhs, for both domestic and international filings as per EV policy.⁴¹
- As an employment generation subsidy, eligible manufacturing units will receive ₹ 48,000 per employee annually for 10 years for hiring Haryana residents, with valid ESI/PF⁴²
- Large and Mega units must establish battery disposal, recycling, and material recovery facilities at their proposed plants to claim incentives under the EV policy.⁴³

Recommendations

- Set up a high-level interdepartmental committee to steer the development of planned electric mobility ecosystem.
- Promote EV awareness in the State through EV awareness website.
- To boost EV adoption, consider transition and operational support through vehicle scrapping incentives, reserved parking, low-emission zones, permit exemptions for commercial EVs, and enhanced subsidies.



7.13 Himachal Pradesh

Himachal Pradesh covers an area of 55,673 km², with a population of 76 lakh as per the NCP in the year 2025 and an estimated GSDP of ₹ 1.5 lakh crore in 2024-25 according to MoSPI.

OVERALL RANK 2025

#28

out of 36 states & UTs

▼ Declined (6 ranks)

CATEGORY RANK 2025

#7

out of 12 Hilly & NE States

IEMI SCORE 2025

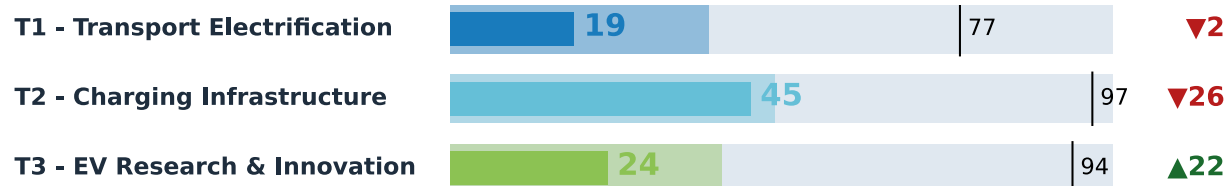
28

Nat. Avg 42 | Top 84

▼ 4 pts vs 2024 (32)

THEME SCORES & CHANGE VS 2024

(Himachal Pradesh)



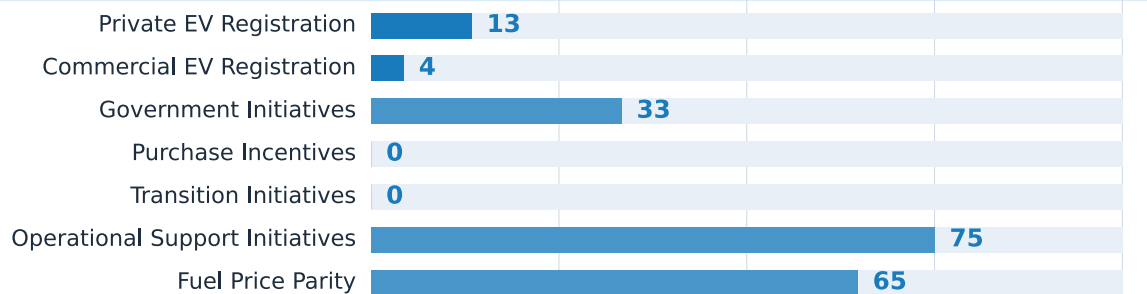
Solid = State '25, Light = Nat. Avg, | = Nat. Best, ▲▼ = change vs 2024

(Score 0 to 100)

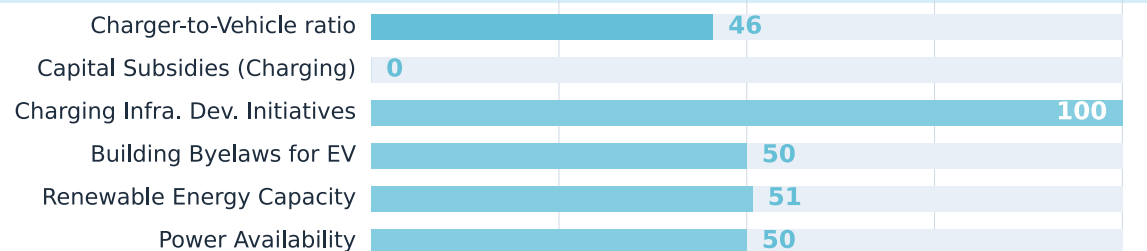
INDICATOR PERFORMANCE 2025

(Score 0 to 100)

T1 - Transport Electrification Progress



T2 - Charging Infrastructure Readiness



T3 - EV Research & Innovation Status

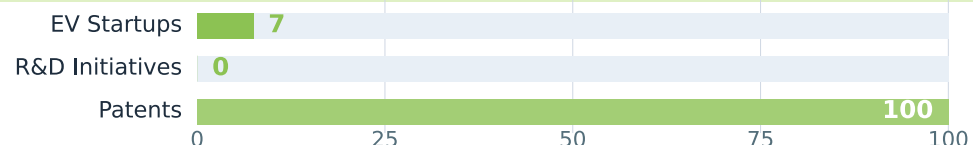


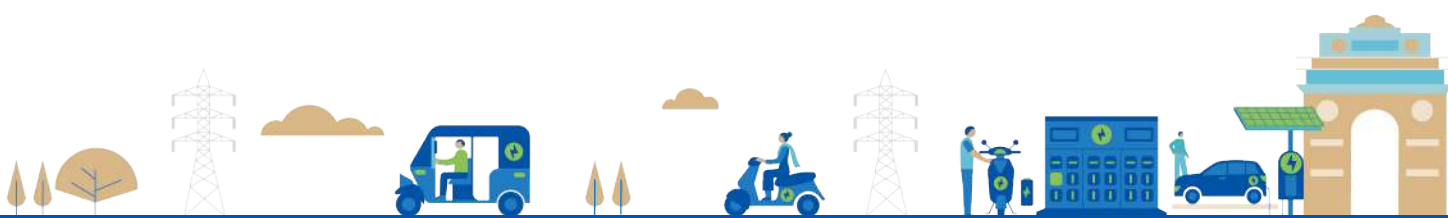
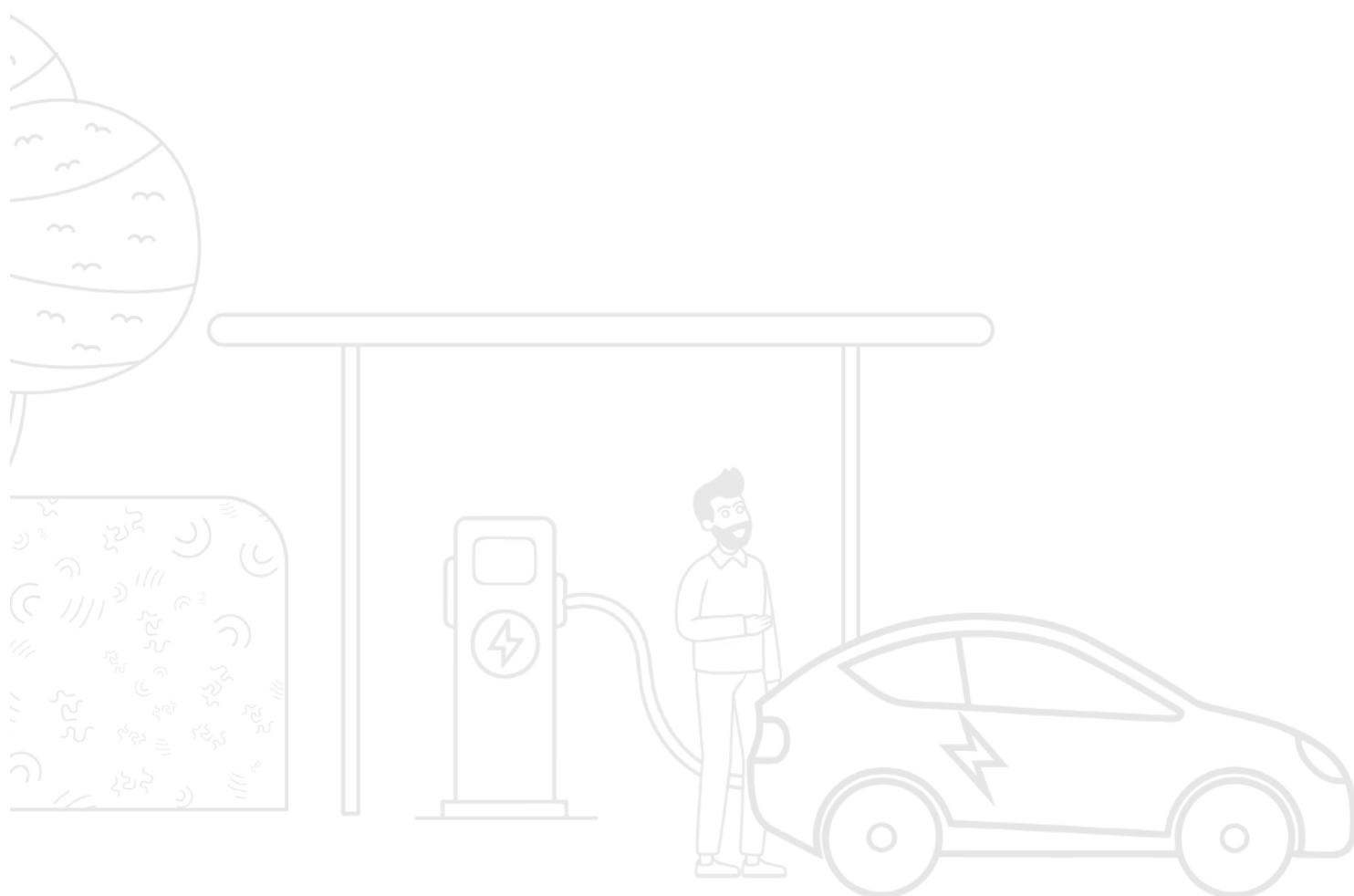
Figure 25: IEMI Rank and Score, Theme and Indicator scores for Himachal Pradesh.

Highlights and USPs

- In order to provide self-employment opportunities to the youth, the State government has initiated Rajiv Gandhi Self-Employment Startup Scheme, under which 50% subsidy was being provided on the purchase of e-taxi with a motive to get attached these e-taxis with government offices so as to provide self-employment with a fixed income.⁴⁴
- As per EV policy, four model cities - Shimla, Mandi, Baddi, Dharamshala are required to prepare City EV readiness plans.⁴⁵

Recommendations

- Promote EV awareness across State through a dedicated EV awareness portal.
- To boost EV adoption, introduce purchase subsidies, offer incentives for vehicle scrapping and conversion kits and subsidies for deployment of public charging infrastructure.
- Encourage stronger Research and Innovation through development of R&D centres, Centres of Excellence, and e-mobility courses for skill development.



7.14 Jammu & Kashmir

Jammu and Kashmir covers an area of 42,241 km², with a population of 1.38 crore as per the NCP in the financial year 2025 and an estimated GSDP of ₹ 1.5 lakh crore in 2024-25 according to MoSPI.

OVERALL RANK 2025

#27

out of 36 states & UTs

▲ Improved (7 ranks)

CATEGORY RANK 2025

#6

out of 12 Hilly & NE States

IEMI SCORE 2025

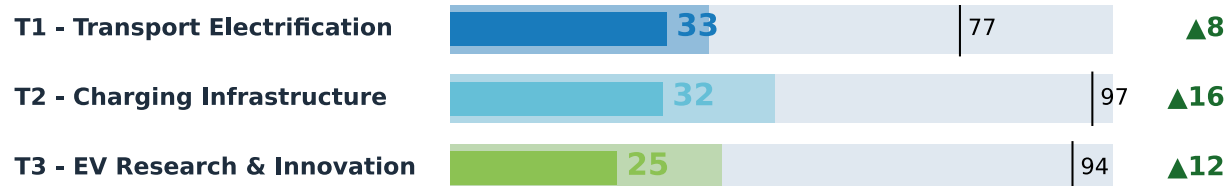
31

Nat. Avg 42 | Top 84

▲ 11 pts vs 2024 (20)

THEME SCORES & CHANGE VS 2024

(Jammu & Kashmir)



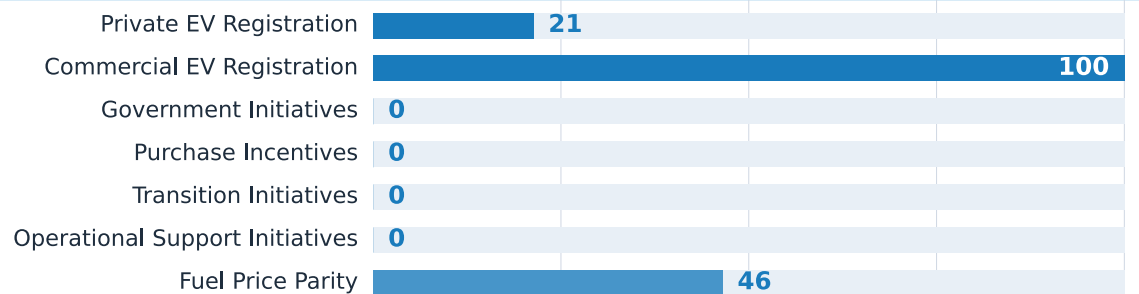
Solid = State '25, Light = Nat. Avg, | = Nat. Best, ▲▼ = change vs 2024

(Score 0 to 100)

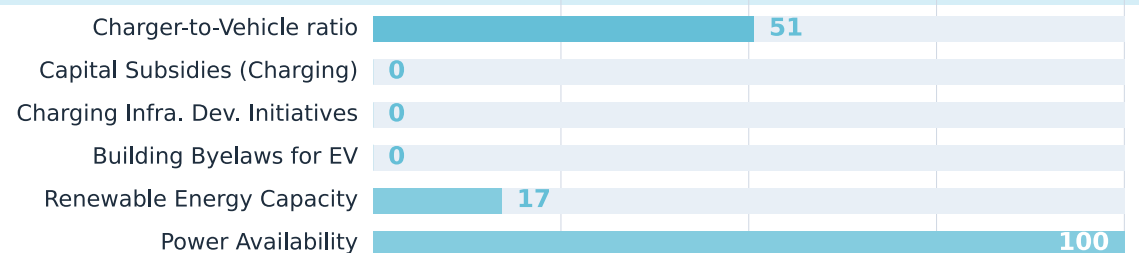
INDICATOR PERFORMANCE 2025

(Score 0 to 100)

T1 - Transport Electrification Progress



T2 - Charging Infrastructure Readiness



T3 - EV Research & Innovation Status

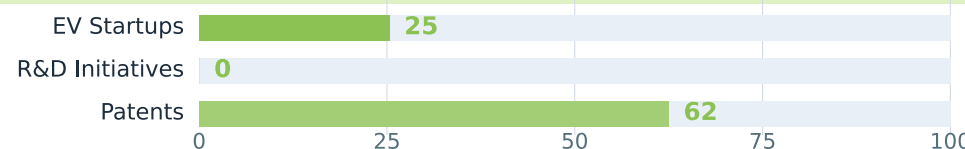


Figure 26: IEMI Rank and Score, Theme and Indicator scores for Jammu & Kashmir.

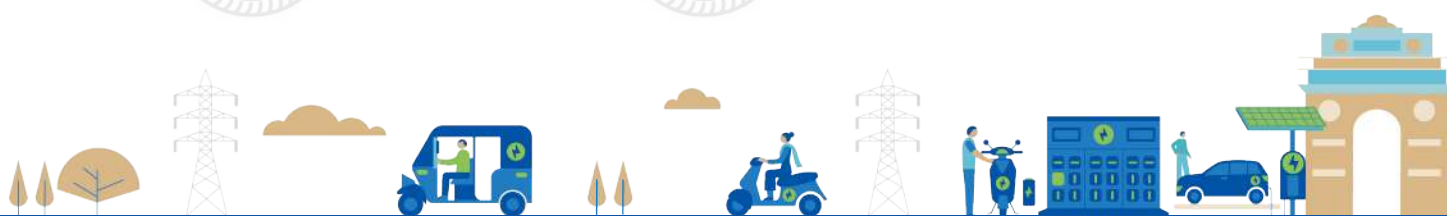
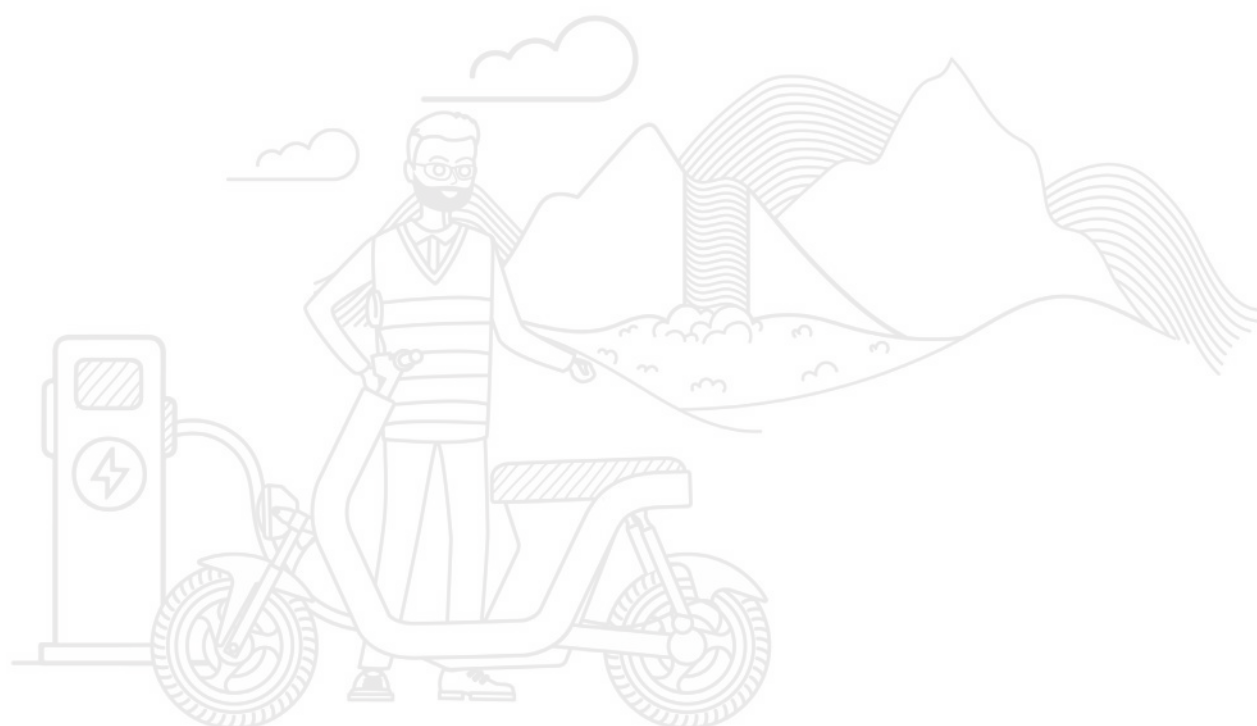


Highlights and USPs

- Jammu and Kashmir is accelerating its electric mobility transition, primarily by doubling its smart electric bus fleet with an additional 200 e-buses to serve urban commuters and eco-sensitive tourist and pilgrimage circuits.⁴⁶
- Jammu & Kashmir holds a strong strategic advantage with an estimated 5.9 million tonnes of lithium reserves, positioning it as a key raw-material hub for India's battery and electric vehicle manufacturing ecosystem.⁴⁷

Recommendations

- Frame and notify an EV policy to enable comprehensive and integrated approach to e-mobility.
- Consider implementation of appropriate incentives and initiatives to promote electric vehicle adoption, charging infrastructure development and support research and innovation in Jammu and Kashmir.



7.15 Jharkhand

Jharkhand covers an area of 79,716 km², with a population of 4.06 crore as per the NCP in the year 2025 and an estimated GSDP of ₹ 3 lakh crore in 2024-25 according to MoSPI.

OVERALL RANK 2025

#18

out of 36 states & UTs

▲ Improved (1 rank)

CATEGORY RANK 2025

#13

out of 17 Large States

IEMI SCORE 2025

40

Nat. Avg 42 | Top 84

▲ 4 pts vs 2024 (36)

THEME SCORES & CHANGE VS 2024

(Jharkhand)



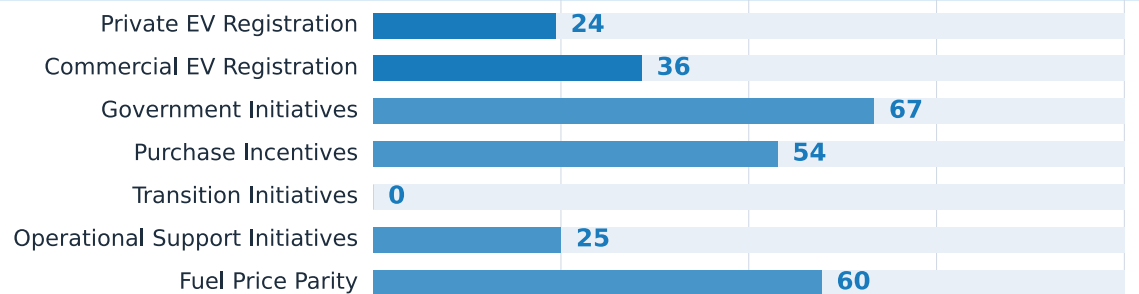
Solid = State '25, Light = Nat. Avg, | = Nat. Best, ▲▼ = change vs 2024

(Score 0 to 100)

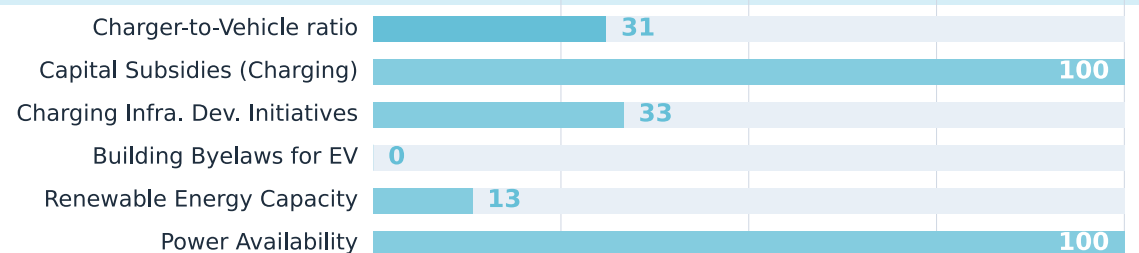
INDICATOR PERFORMANCE 2025

(Score 0 to 100)

T1 - Transport Electrification Progress



T2 - Charging Infrastructure Readiness



T3 - EV Research & Innovation Status

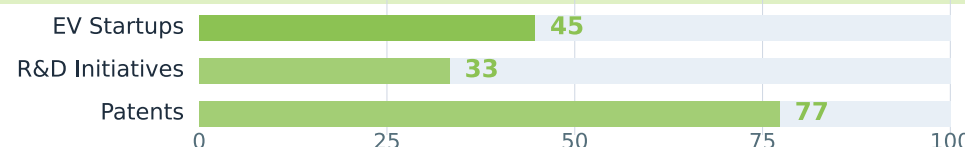


Figure 27: IEMI Rank and Score, Theme and Indicator scores for Jharkhand.

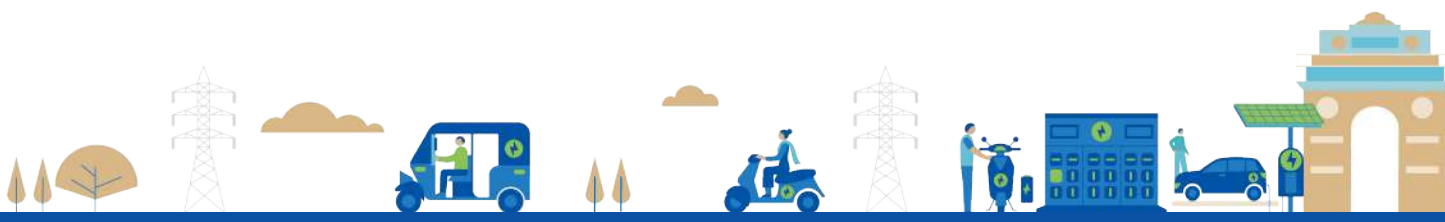


Highlights and USPs

- The State provides interest-free loans for government employees to purchase their first EV (two-wheeler and four-wheeler).⁴⁸

Recommendations

- Promote EV awareness in the State through EV awareness portal.
- To boost EV adoption, key initiatives include scrappage and conversion incentives, developing low emission zones, allowing commercial EV exemptions and introducing purchase subsidies.
- To improve EV charging infrastructure, the State should provide concessional rates for public charging lands, and integrate charging needs into building bye-laws, while reducing electricity tariffs for charging stations.
- Encourage strong research and innovation through R&D centres and e-mobility courses for skill development.



7.16 Karnataka

Karnataka covers an area of 191,791 km², with a population of 6.87 crore as per the NCP in the year 2025 and an estimated GSDP of ₹ 15.7 lakh crore in 2024-25 according to MoSPI.

OVERALL RANK 2025

#3

out of 36 states & UTs

▲ Improved (1 rank)

CATEGORY RANK 2025

#2

out of 17 Large States

IEMI SCORE 2025

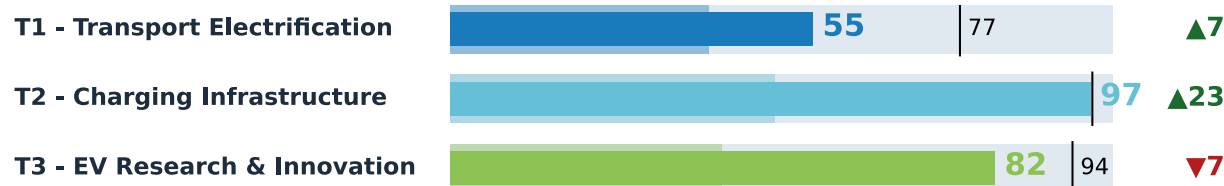
73

Nat. Avg 42 | Top 84

▲ 9 pts vs 2024 (64)

THEME SCORES & CHANGE VS 2024

(Karnataka)



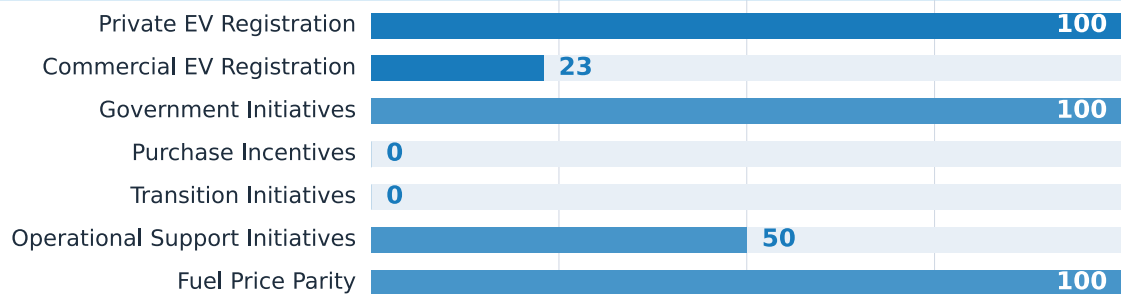
Solid = State '25, Light = Nat. Avg, | = Nat. Best, ▲▼ = change vs 2024

(Score 0 to 100)

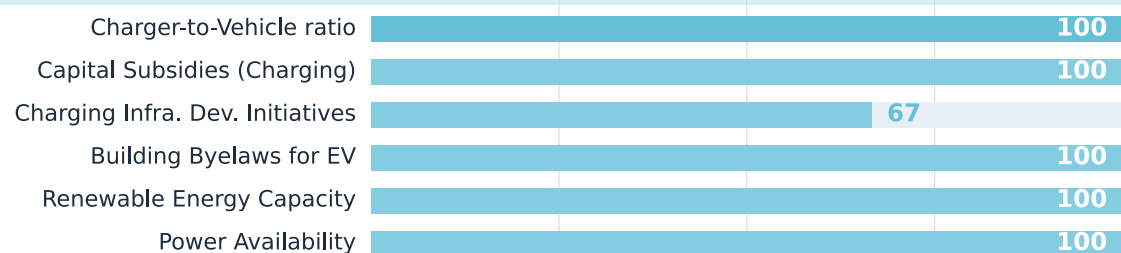
INDICATOR PERFORMANCE 2025

(Score 0 to 100)

T1 - Transport Electrification Progress



T2 - Charging Infrastructure Readiness



T3 - EV Research & Innovation Status



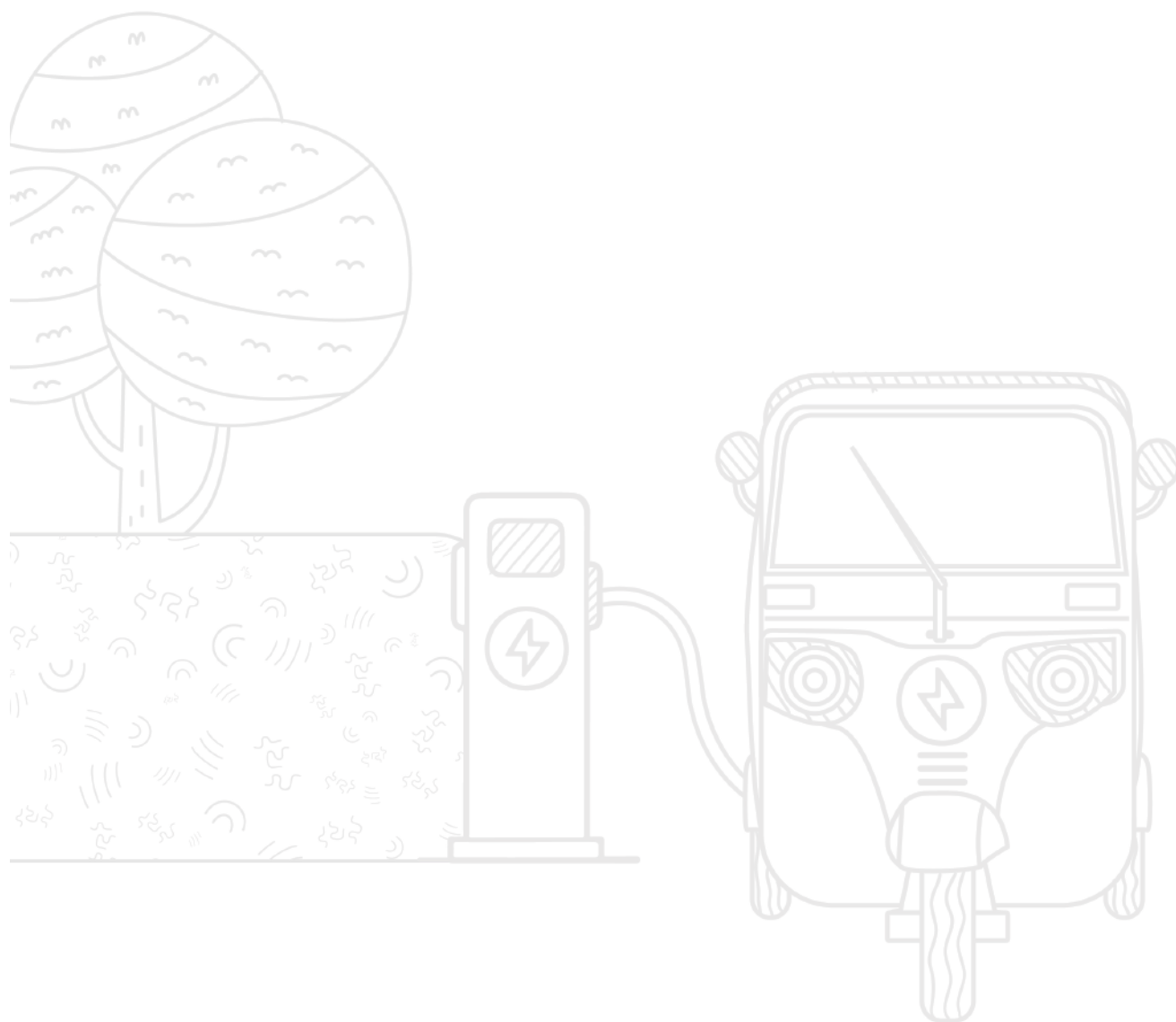
Figure 28: IEMI Rank and Score, Theme and Indicator scores for Karnataka.

Highlights and USPs

- Introduction of 'BESCOM EV Mithra' (one unified EV charging app) along with a single-window clearance system and EV Accelerator Cell.⁴⁹
- Karnataka was the first Indian State with a dedicated EV policy in 2017. It covered not just vehicle sales but charging infrastructure and dedicated manufacturing zones.⁵⁰

Recommendations

- Boost commercial EV adoption by providing incentives for EV purchases, vehicle scrappage, conversion kits, and EV parking exemptions.



7.17 Kerala

Kerala covers an area of 38,863 km², with a population of 3.61 crore as per the NCP in the year 2025 and an estimated GSDP of ₹ 6.85 lakh crore in 2024-25 according to MoSPI.

OVERALL RANK 2025

#18

out of 36 states & UTs

▲ Improved (1 rank)

CATEGORY RANK 2025

#13

out of 17 Large States

IEMI SCORE 2025

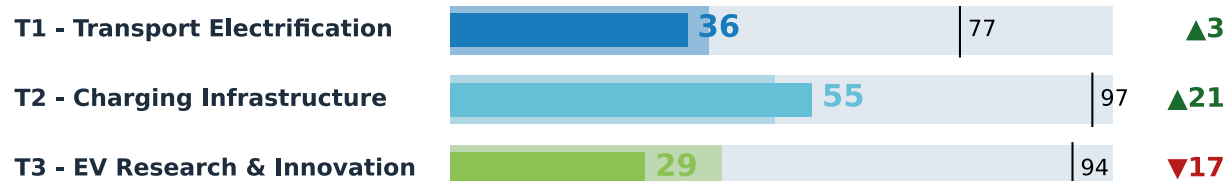
40

Nat. Avg 42 | Top 84

▲ 4 pts vs 2024 (36)

THEME SCORES & CHANGE VS 2024

(Kerala)



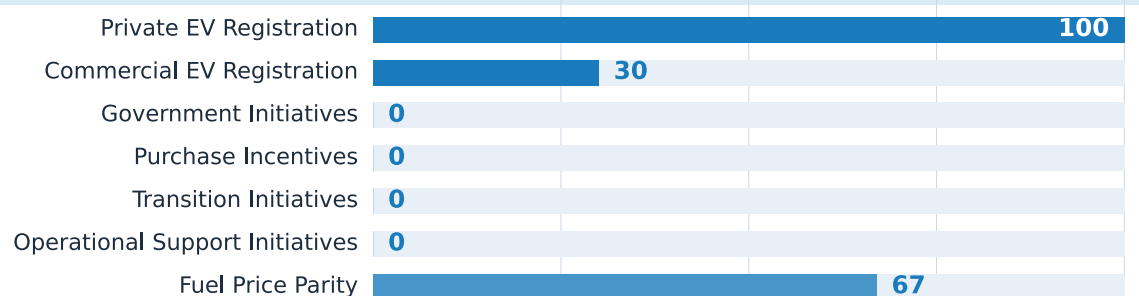
Solid = State '25, Light = Nat. Avg, | = Nat. Best, ▲▼ = change vs 2024

(Score 0 to 100)

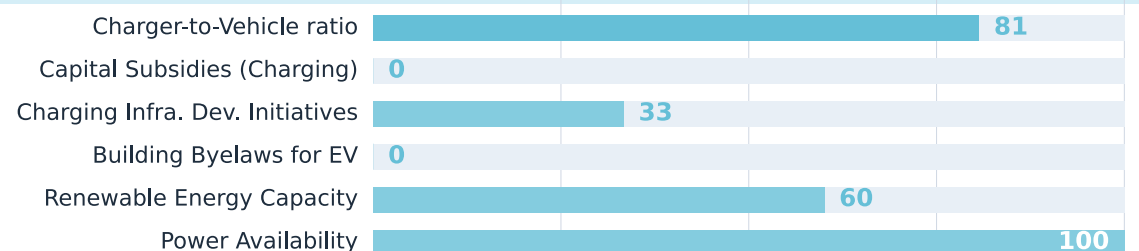
INDICATOR PERFORMANCE 2025

(Score 0 to 100)

T1 - Transport Electrification Progress



T2 - Charging Infrastructure Readiness



T3 - EV Research & Innovation Status

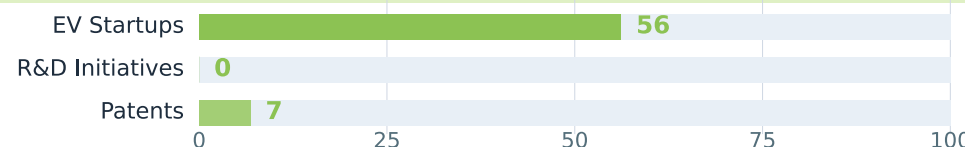


Figure 29: IEMI Rank and Score, Theme and Indicator scores for Kerala.

Highlights and USPs

- Kerala ranks first in private EV adoption (two-wheelers and cars) in India, achieving 12.3% adoption rate in 2025.⁵¹
- The Vikram Sarabhai Space Centre (VSSC) and the State public sector undertaking Travancore Titanium Products (TTPL) have developed a prototype lithium-titanate (LTO) battery, marking a significant step towards advancing e-mobility in Kerala.⁵²

Recommendations

- Frame and notify an EV policy to enable comprehensive and integrated approach to e-mobility.
- Consider implementation of appropriate incentives and initiatives to promote electric vehicle adoption, charging infrastructure development and support research and innovation.



7.18 Ladakh

Ladakh covers an area of 59,146 km², with a population of 3 lakh as per the NCP in the year 2025.

OVERALL RANK 2025

#25

out of 36 states & UTs

▼ Declined (12 ranks)

CATEGORY RANK 2025

#4

out of 12 Hilly & NE States

IEMI SCORE 2025

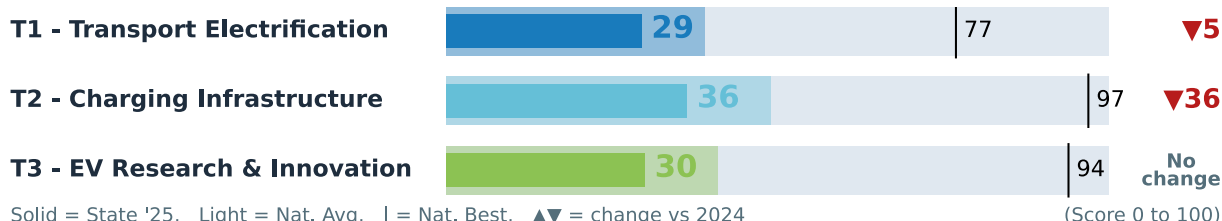
32

Nat. Avg 42 | Top 84

▼ 13 pts vs 2024 (45)

THEME SCORES & CHANGE VS 2024

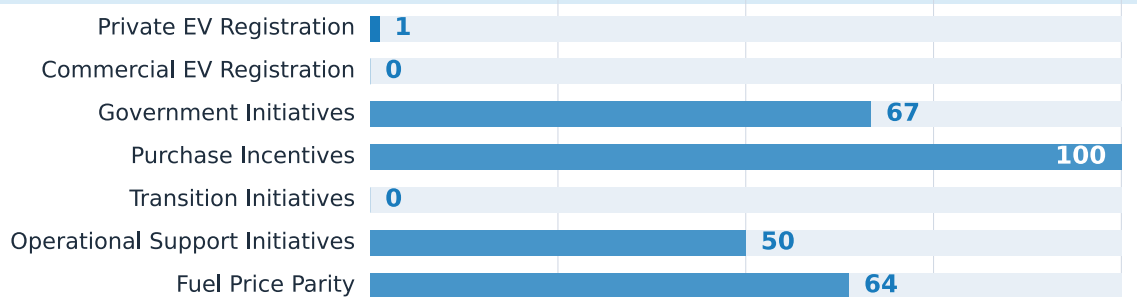
(Ladakh)



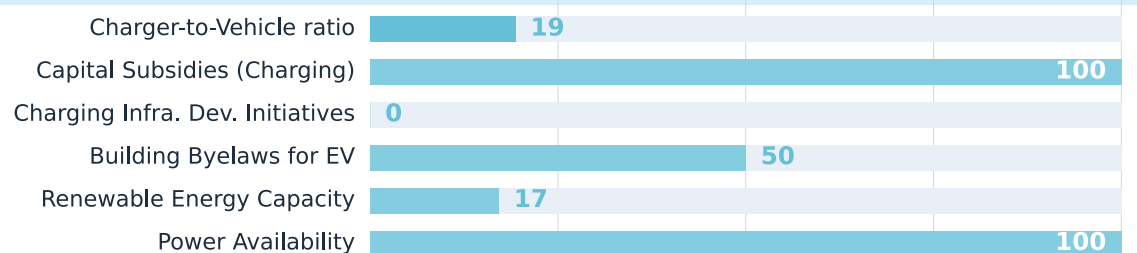
INDICATOR PERFORMANCE 2025

(Score 0 to 100)

T1 - Transport Electrification Progress



T2 - Charging Infrastructure Readiness



T3 - EV Research & Innovation Status

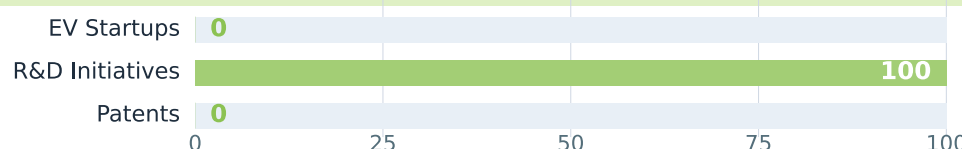


Figure 30: IEMI Rank and Score, Theme and Indicator scores for Ladakh.

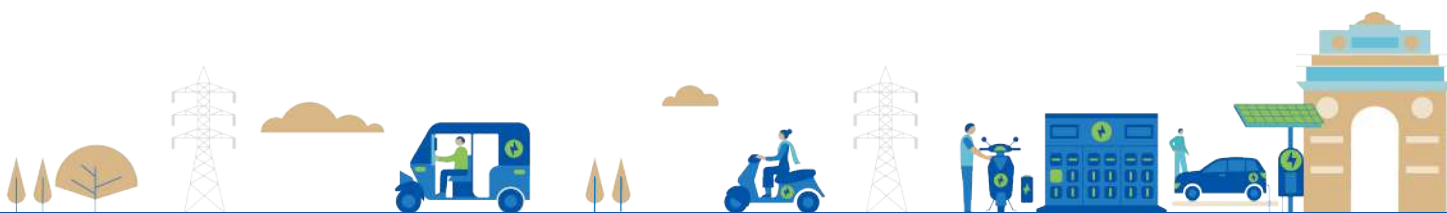


Highlights and USPs

- High solar irradiance combined with low temperatures makes Ladakh unusually efficient for solar and generating the energy on site avoids the fossil-fuel logistics chain.⁵³

Recommendations

- To boost electric vehicle adoption, prioritize vehicle scrapping incentives and retrofitting incentives, implementing low emission zones.
- Establish a nodal agency for charging infrastructure and prioritize concessional land rates for public charging stations.



7.19 Lakshadweep

The Lakshadweep covers an area of 32 km², with a population of ~ 1 lakh as per the NCP in the year

OVERALL RANK 2025

#31

out of 36 states & UTs

▼ Declined (1 rank)

CATEGORY RANK 2025

#5

out of 7 UTs and City States

IEMI SCORE 2025

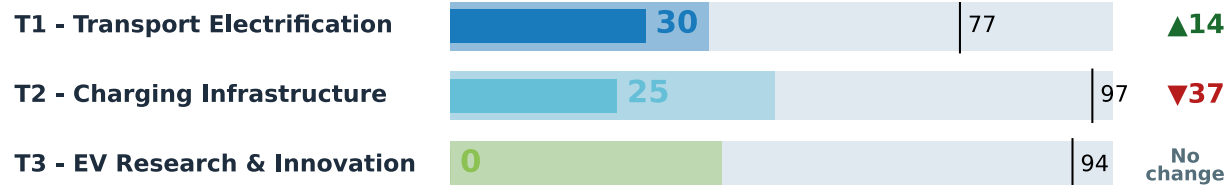
22

Nat. Avg 42 | Top 84

▼ 4 pts vs 2024 (26)

THEME SCORES & CHANGE VS 2024

(Lakshadweep)



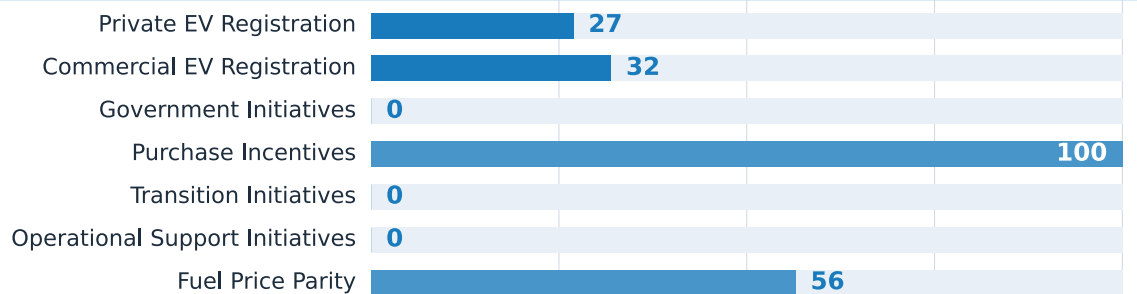
Solid = State '25, Light = Nat. Avg, | = Nat. Best, ▲▼ = change vs 2024

(Score 0 to 100)

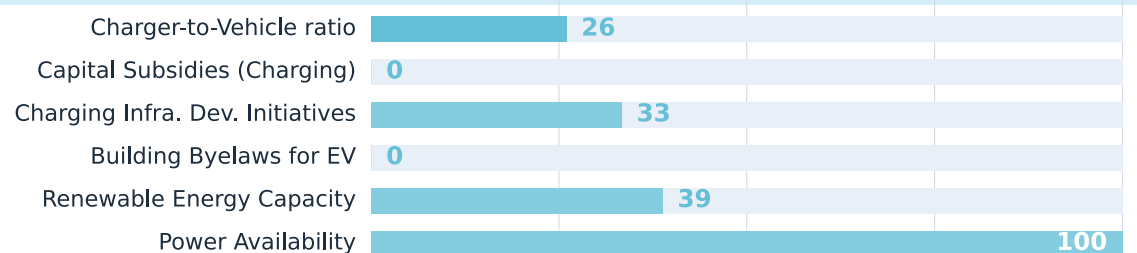
INDICATOR PERFORMANCE 2025

(Score 0 to 100)

T1 - Transport Electrification Progress



T2 - Charging Infrastructure Readiness



T3 - EV Research & Innovation Status

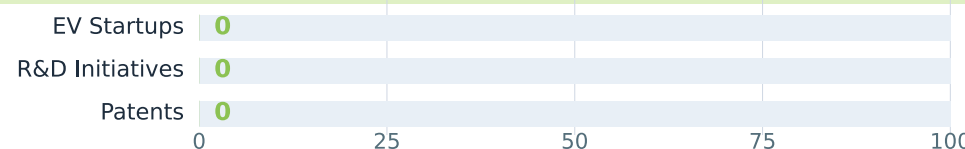


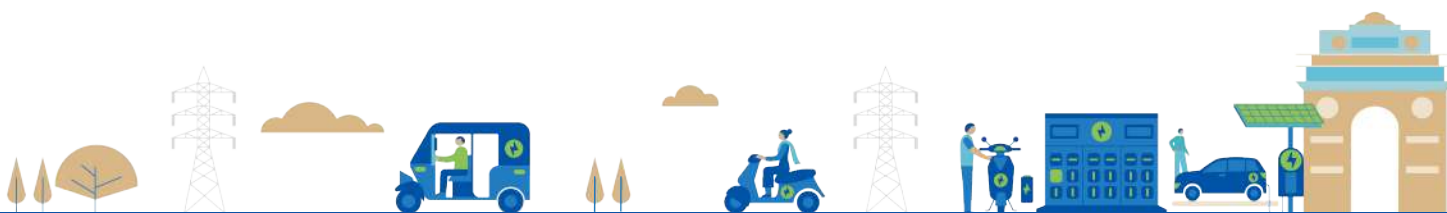
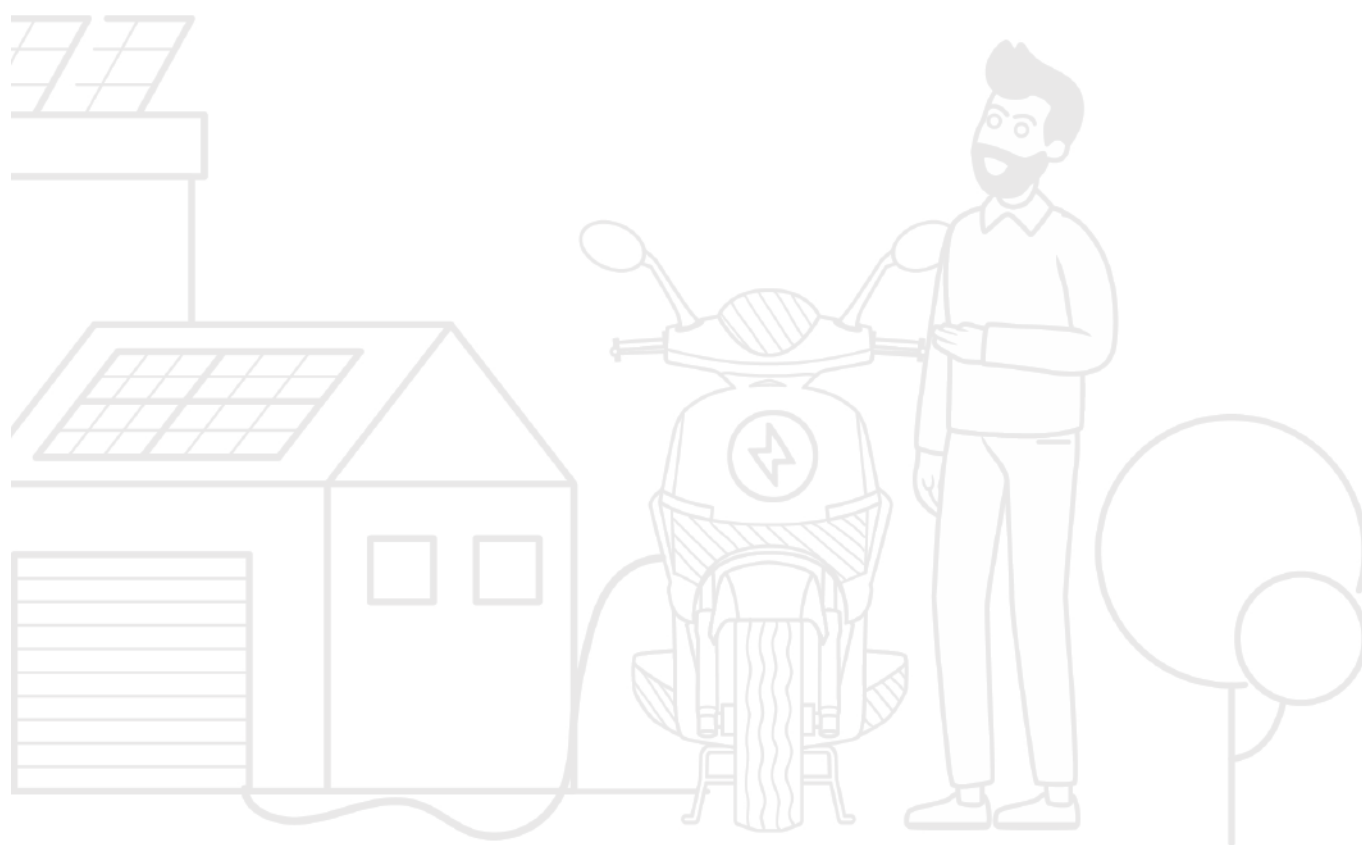
Figure 31: IEMI Rank and Score, Theme and Indicator scores for Lakshadweep.

Highlights and USPs

- Lakshadweep's 1.7 MW solar and 1.4 MWh battery project helps shift from diesel to green energy, offsetting thousands of tonnes of carbon emissions. Lakshadweep's grid has historically been almost entirely diesel-fed, so any EV charged there would effectively run on diesel-generated electricity. By greening the grid, the solar project makes future EV charging genuinely low carbon.

Recommendations

- Frame and notify an EV policy to enable comprehensive and integrated approach to e-mobility.
- Consider implementation of appropriate incentives and initiatives to promote electric vehicle adoption, charging infrastructure development and support research and innovation in Lakshadweep.



7.20 Madhya Pradesh

Madhya Pradesh covers an area of 3,08,252 km², with a population of 8.9 crore as per the NCP in the year 2025 and an estimated GSDP of ₹ 7.1 lakh crore in 2024-25 according to MoSPI.

OVERALL RANK 2025

#7

out of 36 states & UTs

▲ Improved (16 ranks)

CATEGORY RANK 2025

#4

out of 17 Large States

IEMI SCORE 2025

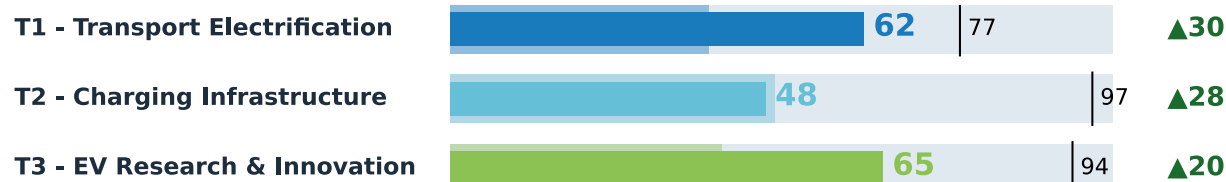
59

Nat. Avg 42 | Top 84

▲ 28 pts vs 2024 (31)

THEME SCORES & CHANGE VS 2024

(Madhya Pradesh)



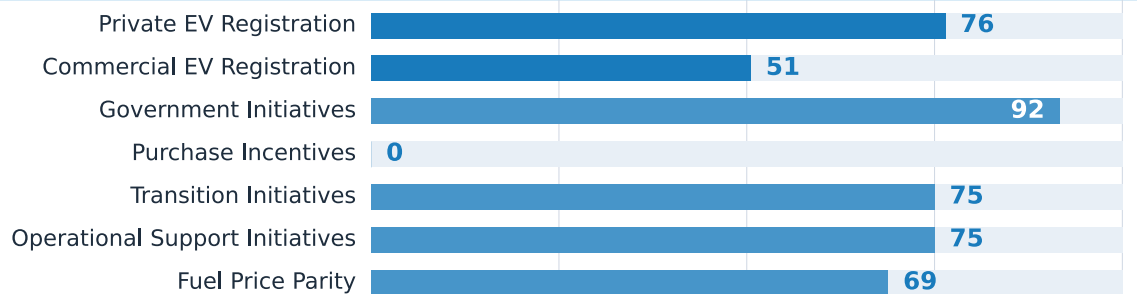
Solid = State '25, Light = Nat. Avg, | = Nat. Best, ▲▼ = change vs 2024

(Score 0 to 100)

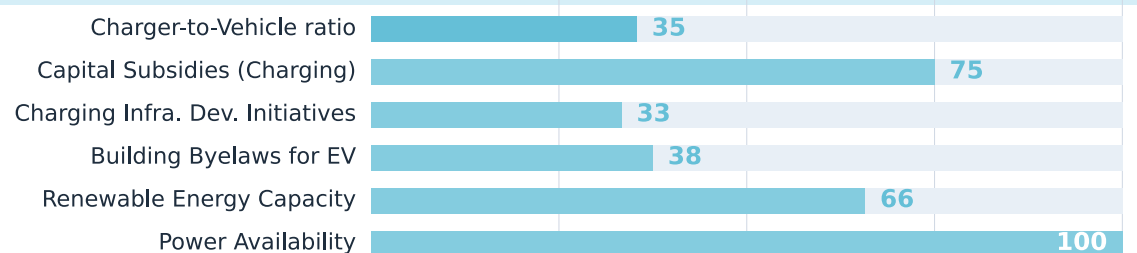
INDICATOR PERFORMANCE 2025

(Score 0 to 100)

T1 - Transport Electrification Progress



T2 - Charging Infrastructure Readiness



T3 - EV Research & Innovation Status

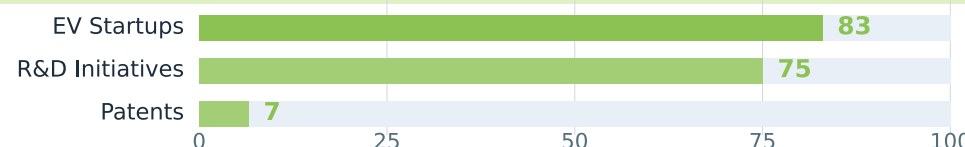


Figure 32: IEMI Rank and Score, Theme and Indicator scores for Madhya Pradesh.

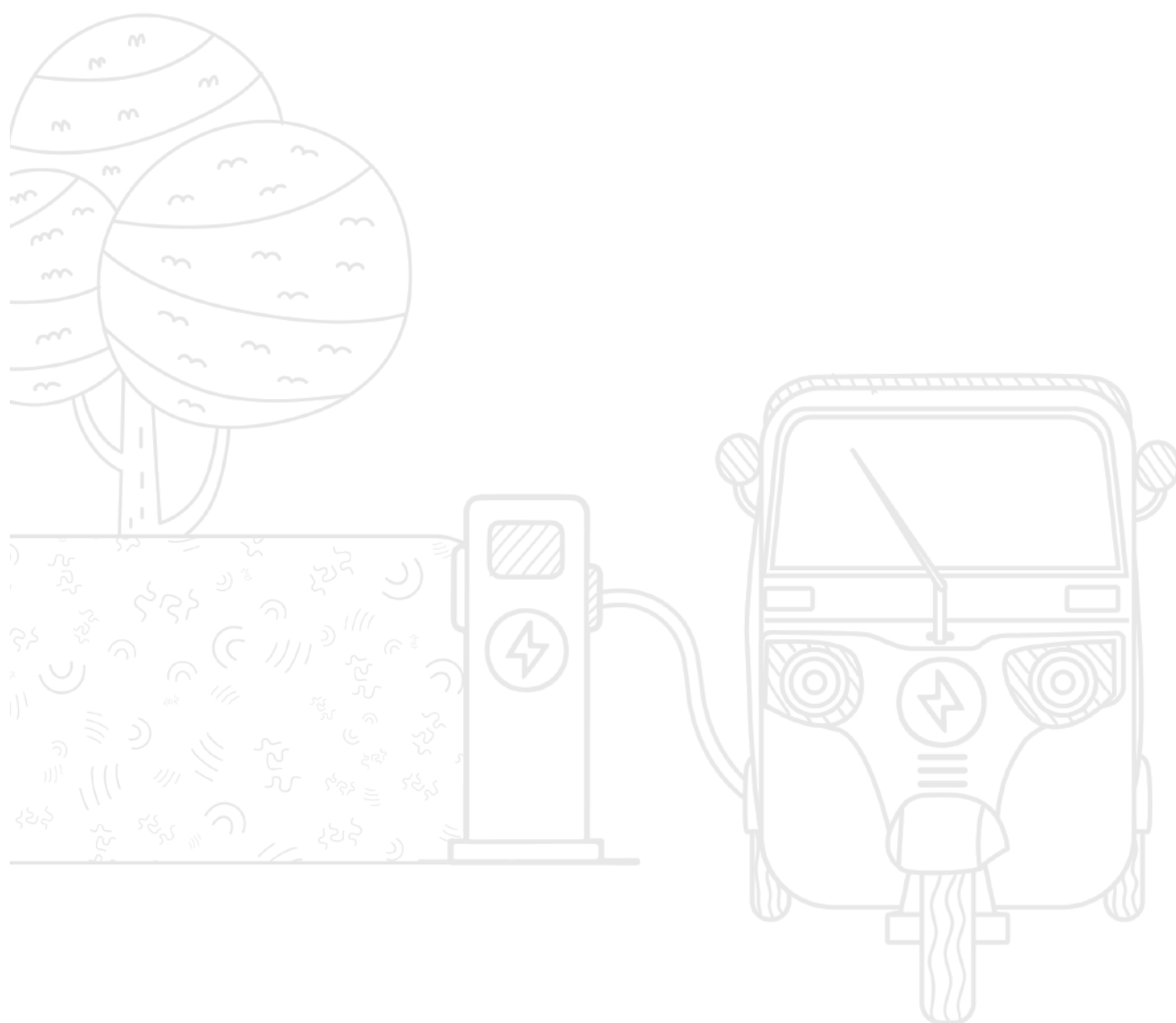


Highlights and USPs

- Bhopal, Indore, Jabalpur, Gwalior, and Ujjain are designated as EV Model Cities, with a focus on public transport electrification, green zones, and dedicated e-mobility corridors.⁵⁵
- The MP EV Tarang Portal was unveiled to streamline EV-related approvals and policy implementation.⁵⁶

Recommendations

- To boost EV adoption and strengthen charging infrastructure, introduce purchase incentives, implement a single-window system for charging infrastructure approvals, and offer concessional land rates for public charging stations.



7.21 Maharashtra

Maharashtra covers an area of 3,07,713 km², with a population of 12.87 crore as per the NCP in the year 2025 and an estimated GSDP of ₹ 26.1 lakh crore in 2024-25 according to MoSPI.

OVERALL RANK 2025

#2

out of 36 states & UTs

— No change

CATEGORY RANK 2025

#1

out of 17 Large States

Leads its category

IEMI SCORE 2025

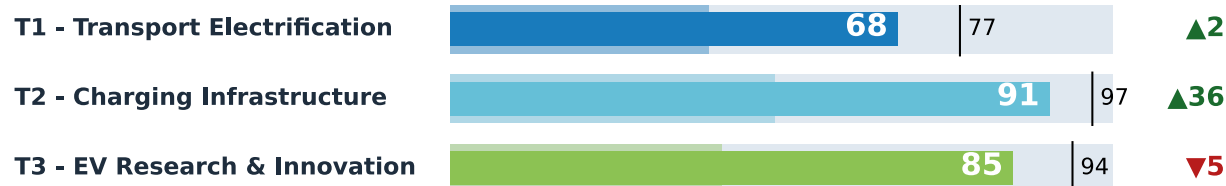
78

Nat. Avg 42 | Top 84

▲ 10 pts vs 2024 (68)

THEME SCORES & CHANGE VS 2024

(Maharashtra)



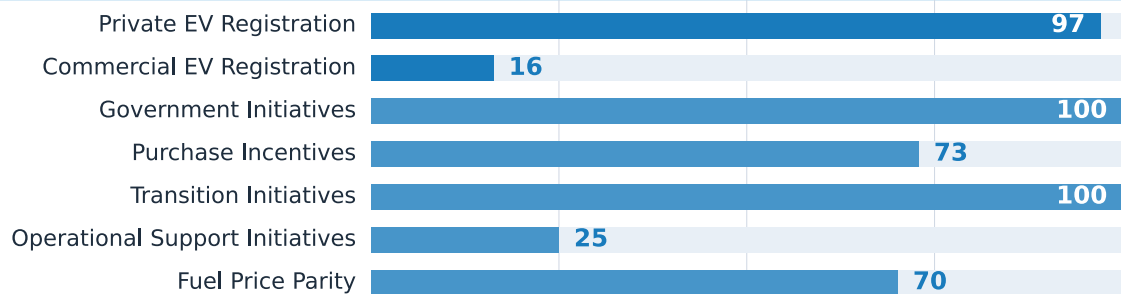
Solid = State '25, Light = Nat. Avg, | = Nat. Best, ▲▼ = change vs 2024

(Score 0 to 100)

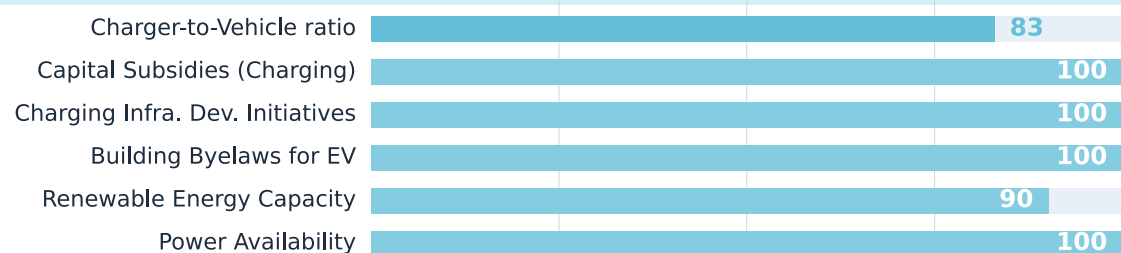
INDICATOR PERFORMANCE 2025

(Score 0 to 100)

T1 - Transport Electrification Progress



T2 - Charging Infrastructure Readiness



T3 - EV Research & Innovation Status

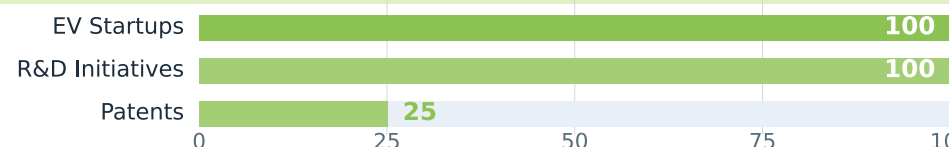
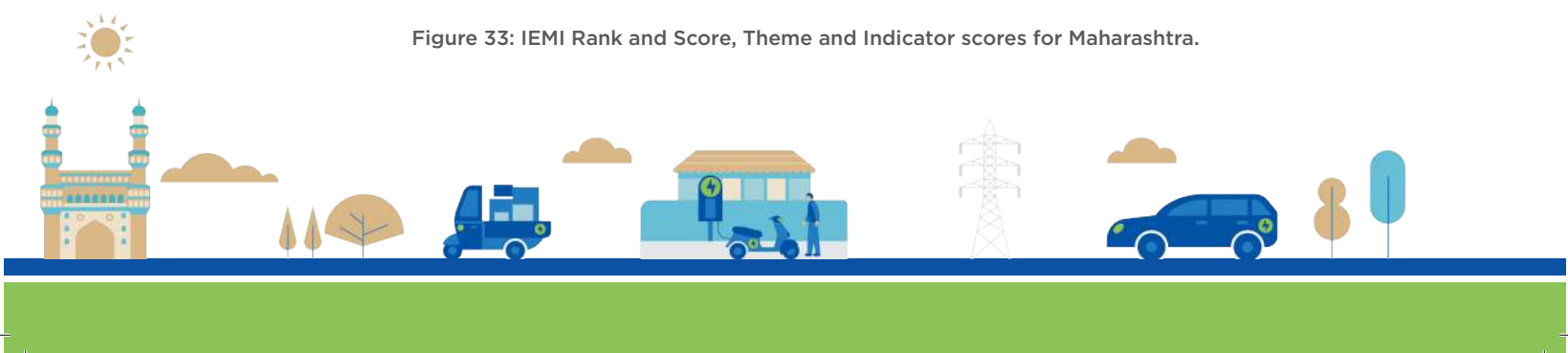


Figure 33: IEMI Rank and Score, Theme and Indicator scores for Maharashtra.

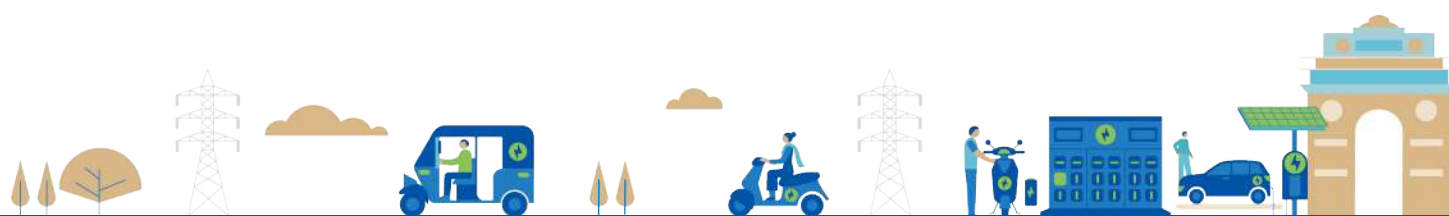


Highlights and USPs

- Maharashtra has the highest number of EV startups in the country, with 502 registered EV startups as on 31 December 2025.⁵⁷
- The State EV policy is one of the first to offer a purchase subsidy for e-trucks, with up to ₹20 lakh each for the first 1,000 electric trucks (heavy goods vehicles) registered in the State.

Recommendations

- Focus to boost commercial EV adoption, offering enhanced purchase subsidies for commercial EVs, interest subvention, low emission zones and permit exemptions for commercial vehicles.
- Support the augmentation of renewable energy generation capacity to meet the growing electricity demand from electric mobility.



7.22 Manipur

Manipur covers an area of 22,327 km², with a population of 33 lakh as per the NCP in the year 2025 and an estimated GSDP of ₹ 22,849 crore in 2023-24 according to MoSPI.

OVERALL RANK 2025

#15

out of 36 states & UTs

▲ Improved (2 ranks)

CATEGORY RANK 2025

#1

out of 12 Hilly & NE States

Leads its category

IEMI SCORE 2025

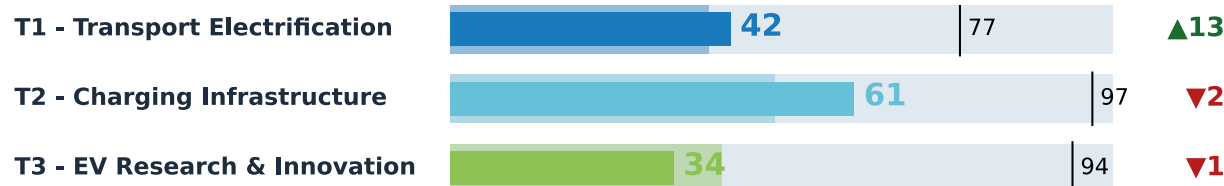
46

Nat. Avg 42 | Top 84

▲ 5 pts vs 2024 (41)

THEME SCORES & CHANGE VS 2024

(Manipur)



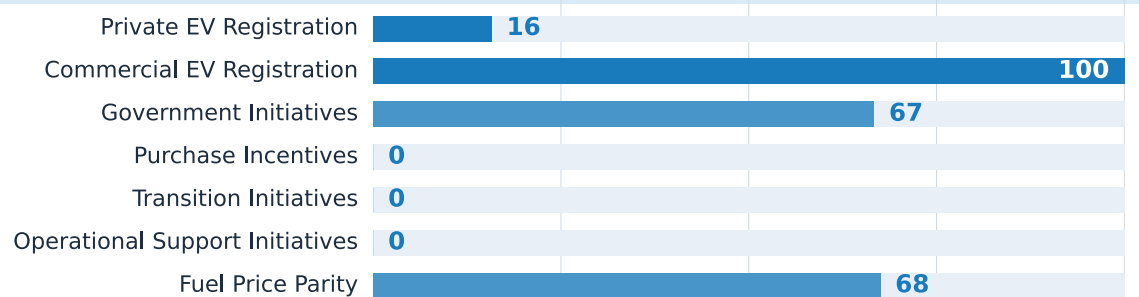
Solid = State '25, Light = Nat. Avg, | = Nat. Best, ▲▼ = change vs 2024

(Score 0 to 100)

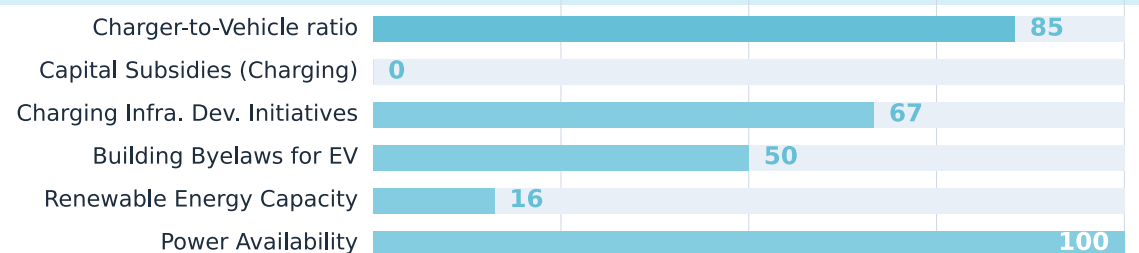
INDICATOR PERFORMANCE 2025

(Score 0 to 100)

T1 - Transport Electrification Progress



T2 - Charging Infrastructure Readiness



T3 - EV Research & Innovation Status

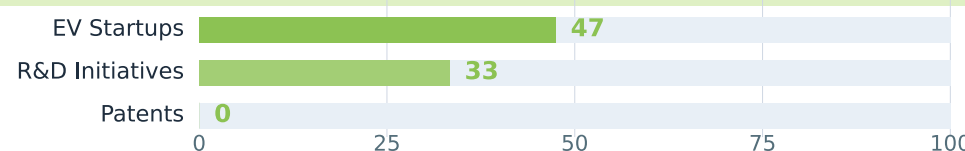


Figure 34: IEMI Rank and Score, Theme and Indicator scores for Manipur.

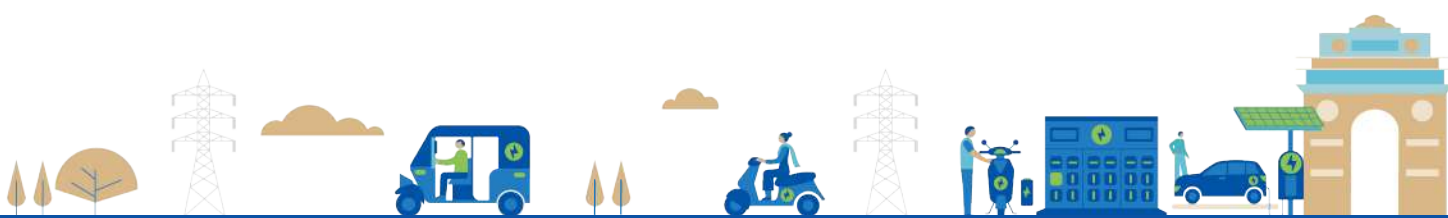
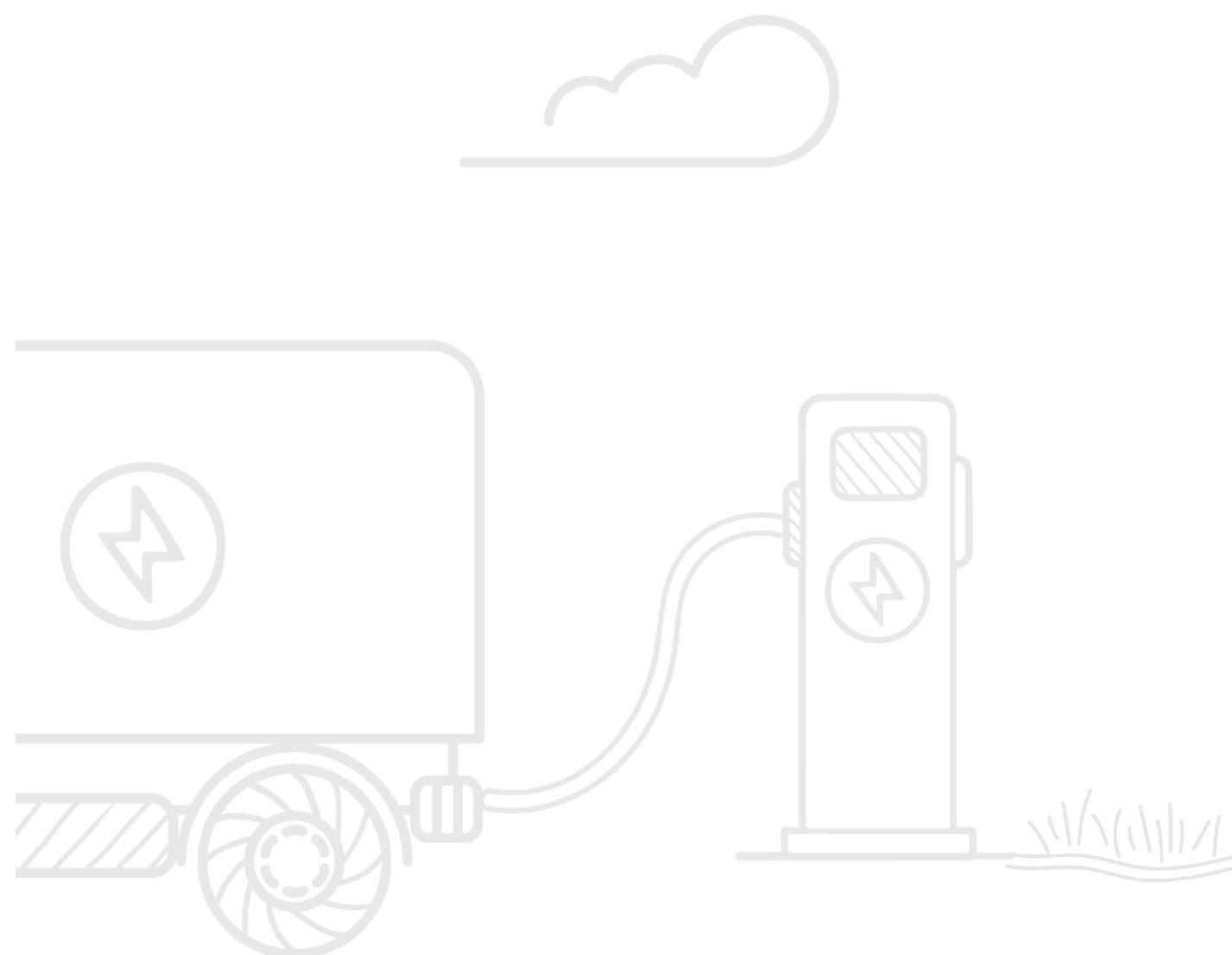


Highlights and USPs

- Government land will be provided free of cost to Central or State agencies for setting up public charging stations until 2027.⁵⁸

Recommendations

- To boost private EV adoption, offer incentives for scrapping and conversion, implement low emission zones, introduce purchase subsidies.
- Establish a nodal agency for charging infrastructure and prioritize concessional land rates for public charging stations.
- Encourage stronger Research and Innovation through development of R&D centres, Centres of Excellence, and e-mobility courses for skill development.



7.23 Meghalaya

Meghalaya covers an area of 22,429 km², with a population of 34 lakh as per the NCP in the year 2025 and an estimated GSDP of ₹ 33,067 crore in 2024-25 according to MoSPI.

OVERALL RANK 2025

#25

out of 36 states & UTs

▼ **Declined (2 ranks)**

CATEGORY RANK 2025

#4

out of 12 Hilly & NE States

IEMI SCORE 2025

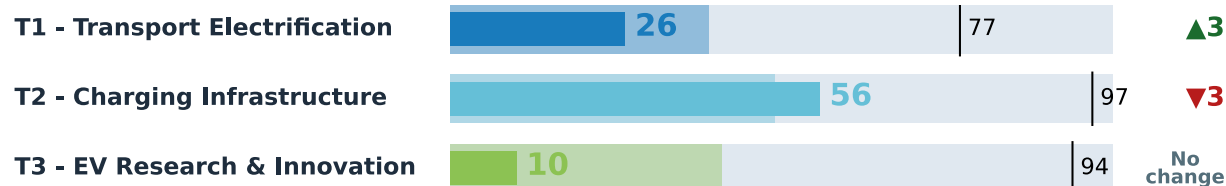
32

Nat. Avg 42 | Top 84

▲ **1 pt vs 2024 (31)**

THEME SCORES & CHANGE VS 2024

(Meghalaya)



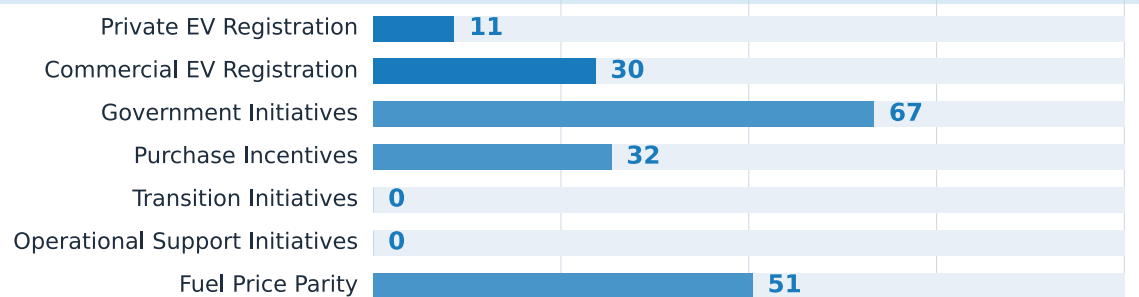
Solid = State '25, Light = Nat. Avg, | = Nat. Best, ▲▼ = change vs 2024

(Score 0 to 100)

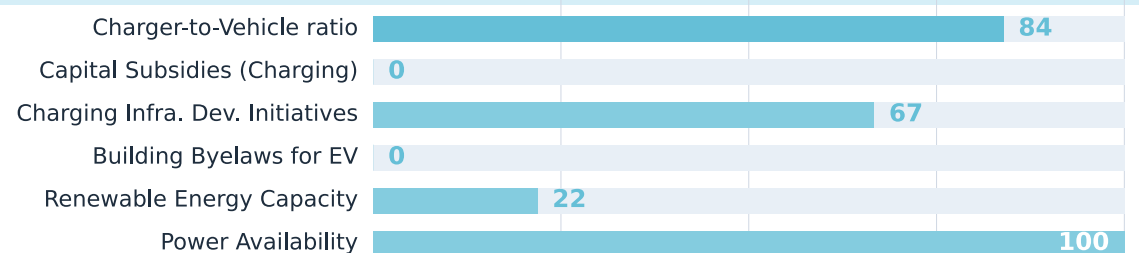
INDICATOR PERFORMANCE 2025

(Score 0 to 100)

T1 - Transport Electrification Progress



T2 - Charging Infrastructure Readiness



T3 - EV Research & Innovation Status

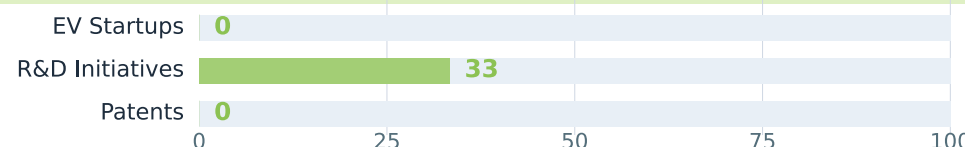
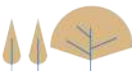


Figure 35: IEMI Rank and Score, Theme and Indicator scores for Meghalaya.

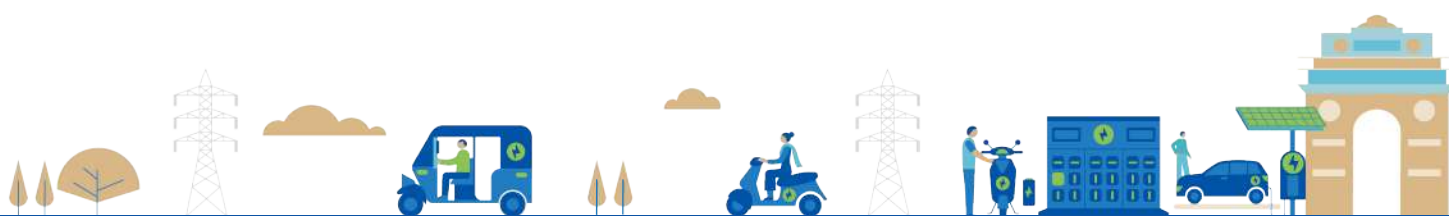


Highlights and USPs

- State levies pollution cess of 10 paise per litre on the sale of petrol and diesel which will be transferred to Meghalaya Electric Vehicle Adoption Fund (MEVAF).⁵⁹

Recommendations

- To improve EV adoption, provide incentives for vehicle scrapping and conversion kits, establish low-emission zones, offer permit exemptions for commercial electric vehicles, and enhance purchase subsidies.
- Consider reduced electricity prices for public charging stations.
- Foster startups and promote skill development by setting up Centres of Excellence and R&D centres.



7.24 Mizoram

Mizoram covers an area of 21,081 km², with a population of 13 lakh as per the NCP in the year 2025 and an estimated GSDP of ₹ 21,664 crore in 2023-24 according to MoSPI.

OVERALL RANK 2025

#30

out of 36 states & UTs

▼ Declined (7 ranks)

CATEGORY RANK 2025

#9

out of 12 Hilly & NE States

IEMI SCORE 2025

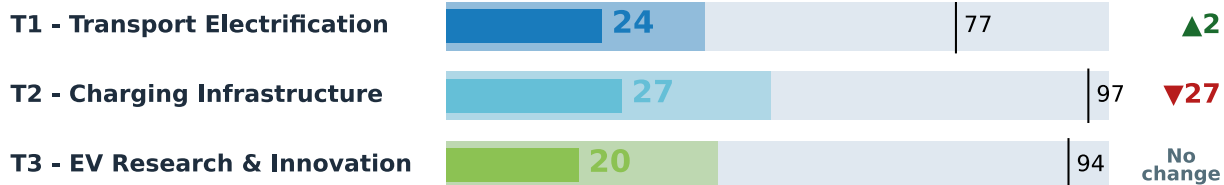
24

Nat. Avg 42 | Top 84

▼ 7 pts vs 2024 (31)

THEME SCORES & CHANGE VS 2024

(Mizoram)



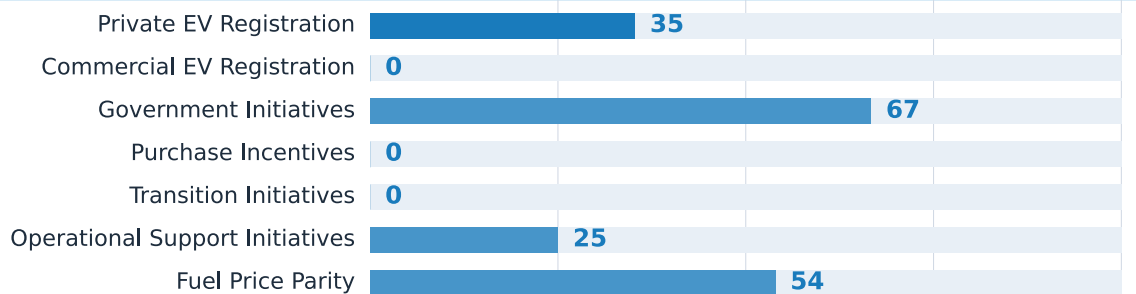
Solid = State '25, Light = Nat. Avg, | = Nat. Best, ▲▼ = change vs 2024

(Score 0 to 100)

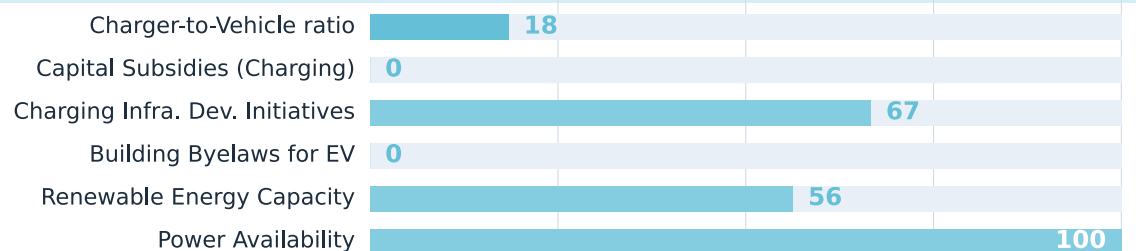
INDICATOR PERFORMANCE 2025

(Score 0 to 100)

T1 - Transport Electrification Progress



T2 - Charging Infrastructure Readiness



T3 - EV Research & Innovation Status

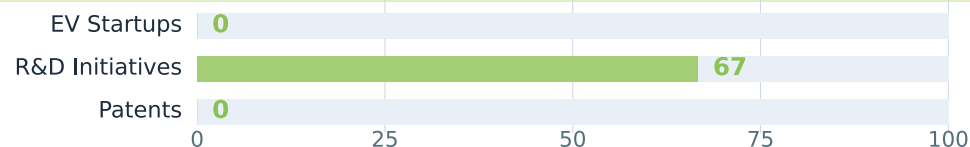
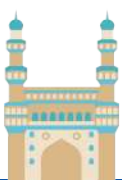


Figure 36: IEMI Rank and Score, Theme and Indicator scores for Mizoram.

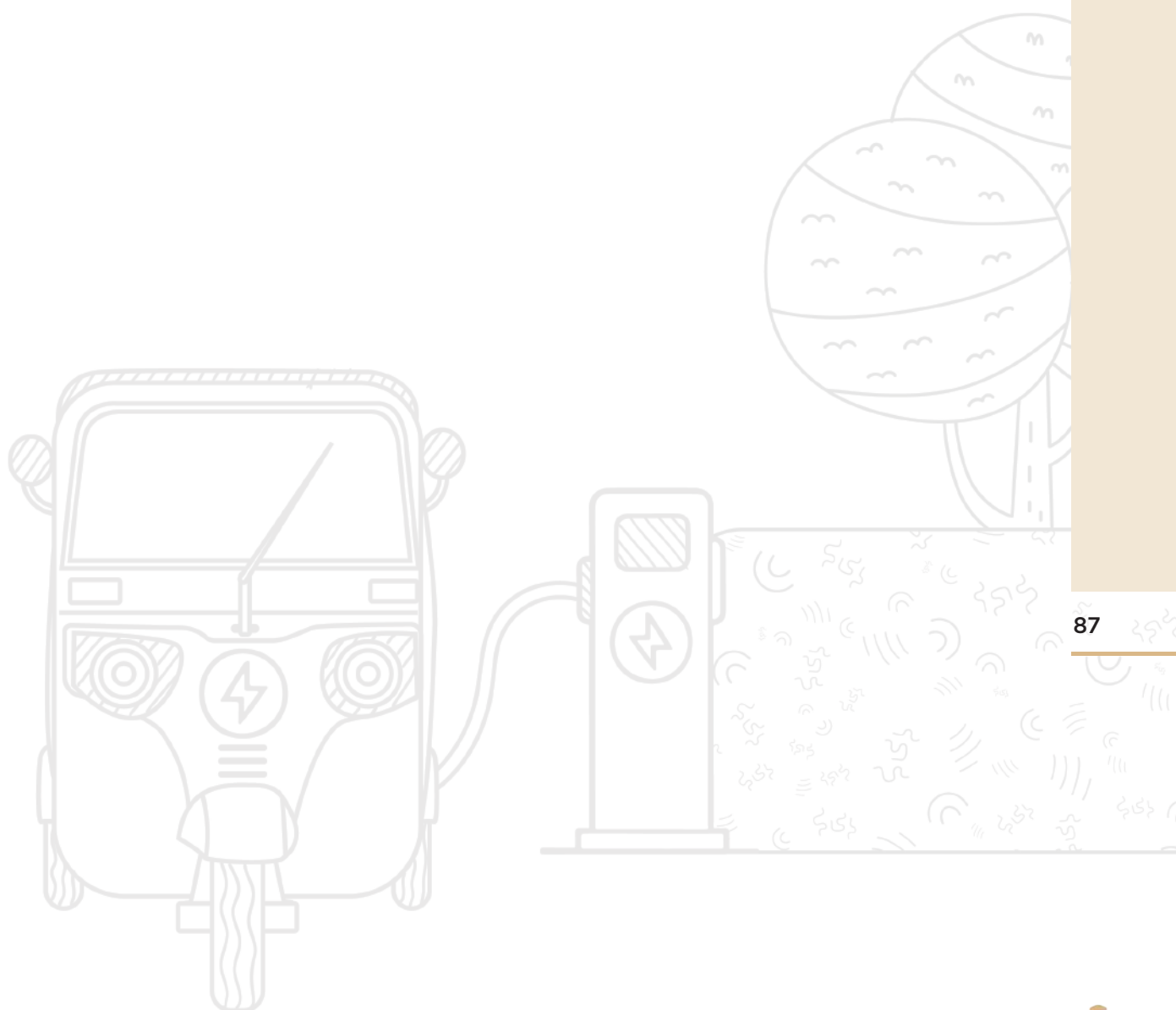


Highlights and USPs

- Mizoram's Electric Vehicle Policy States that electric vehicles are exempted from Aizawl's odd-even traffic restriction and may be driven daily, whereas conventional vehicles remain confined to alternate days based on their registration numbers.⁶⁰

Recommendations

- To boost electric vehicle adoption, provide incentives for scrapping and retrofitting kits, reserve parking spaces for EVs, and introduce purchase subsidies.
- Consider reducing electricity tariffs for charging stations, while providing capital subsidies and implementing a single-window system for approvals for strengthening public charging stations.
- Encourage strong research and innovation through development of R&D centres.



7.25 Nagaland

Nagaland covers an area of 16,579 km², with a population of 23 lakh as per the NCP in the year 2025 and an estimated GSDP of ₹ 20,610 crore in 2023-24 according to MoSPI.

OVERALL RANK 2025

#35

out of 36 states & UTs

— No change

CATEGORY RANK 2025

#12

out of 12 Hilly & NE States

Last in its category

IEMI SCORE 2025

14

Nat. Avg 42 | Top 84

▼ 5 pts vs 2024 (19)

THEME SCORES & CHANGE VS 2024

(Nagaland)



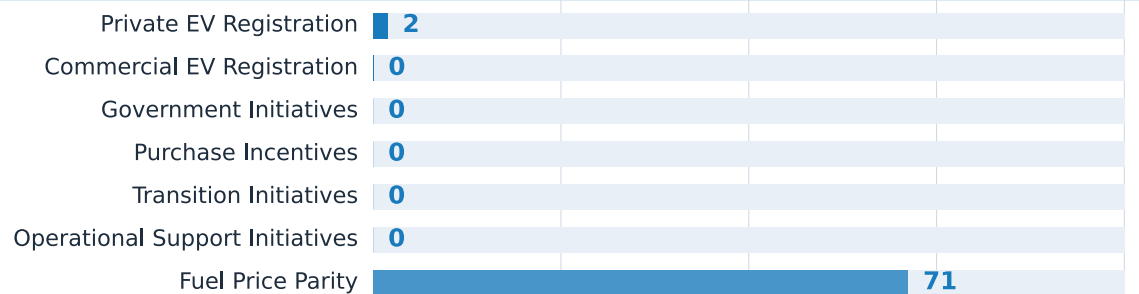
Solid = State '25, Light = Nat. Avg, | = Nat. Best, ▲▼ = change vs 2024

(Score 0 to 100)

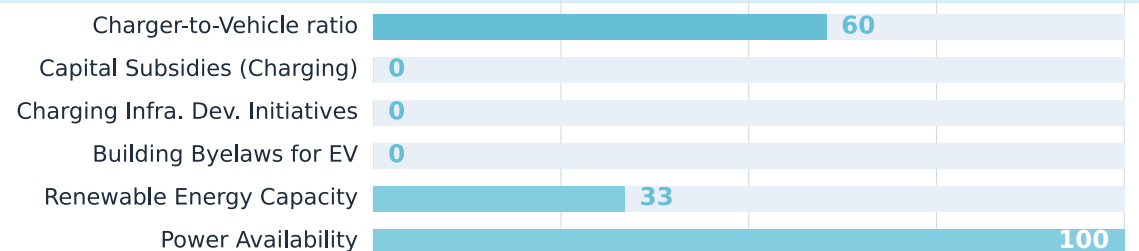
INDICATOR PERFORMANCE 2025

(Score 0 to 100)

T1 - Transport Electrification Progress



T2 - Charging Infrastructure Readiness



T3 - EV Research & Innovation Status

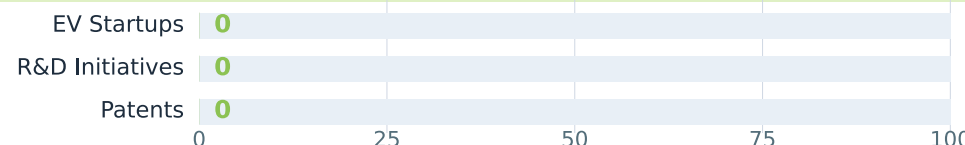


Figure 37: IEMI Rank and Score, Theme and Indicator scores for Nagaland.

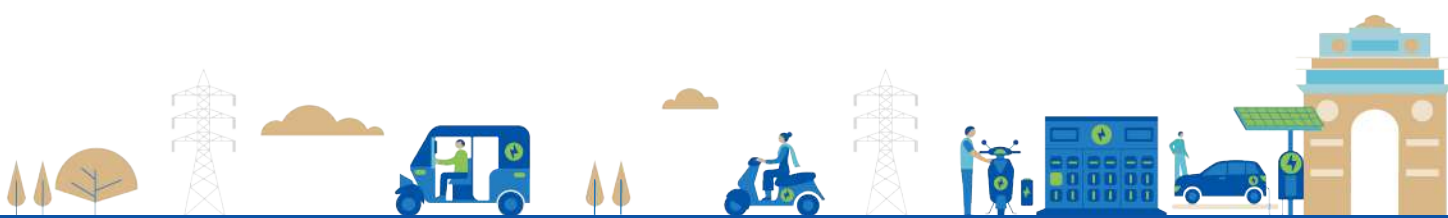
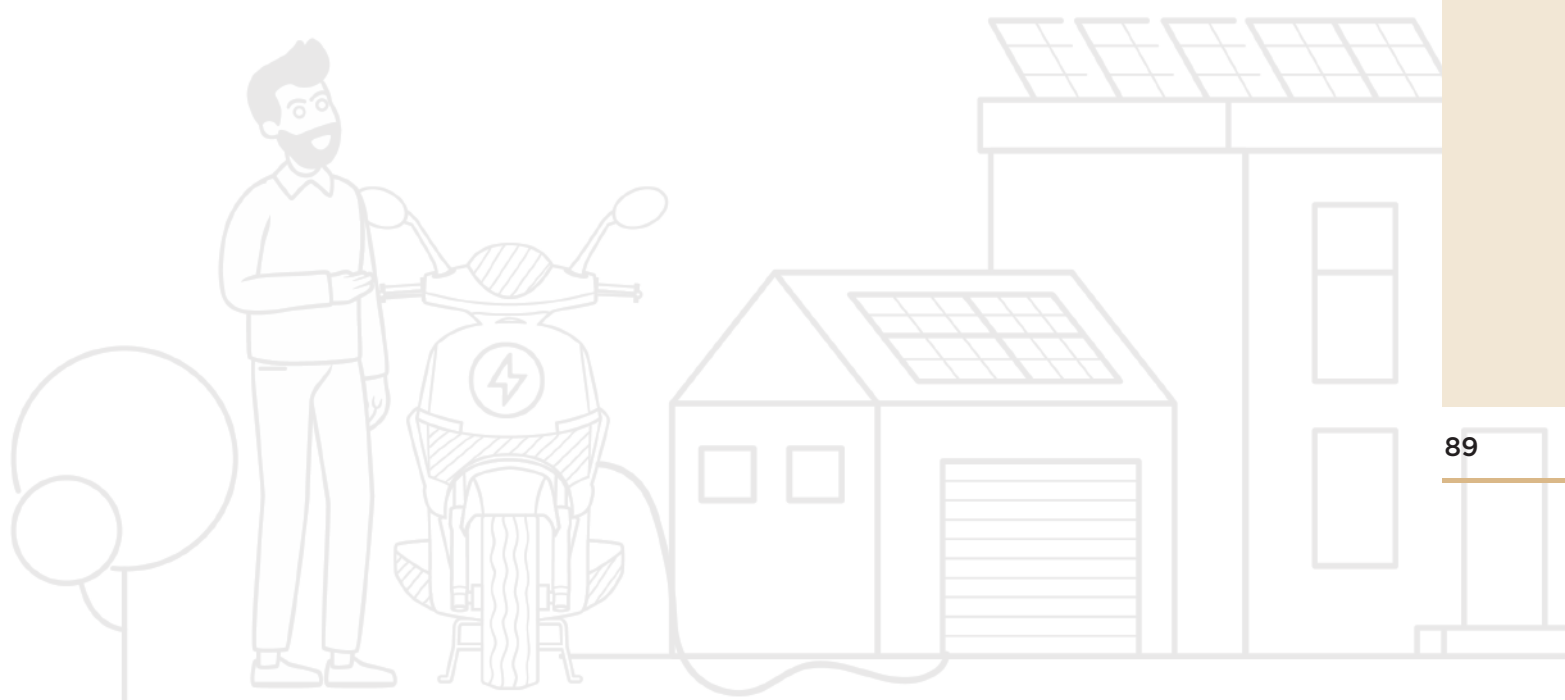


Highlights and USPs

- Nagaland unveiled its first air-conditioned electric vehicle on World Tourism Day as part of the tourists' facilitation program on September 2024 at Circuit House, Dimapur.⁶¹

Recommendations

- Frame and notify an EV policy to enable comprehensive and integrated approach to e-mobility.
- Consider implementation of appropriate incentives and initiatives to promote electric vehicle adoption, charging infrastructure development and support research and innovation in Nagaland.



7.26 Odisha

Odisha covers an area of 1,55,707 km², with a population of 4.46 Crore as per the NCP in the year 2025 and an estimated GSDP of ₹ 5.2 lakh crore in 2024-25 according to MoSPI.

OVERALL RANK 2025

#8

out of 36 states & UTs

▼ **Declined (1 rank)**

CATEGORY RANK 2025

#5

out of 17 Large States

IEMI SCORE 2025

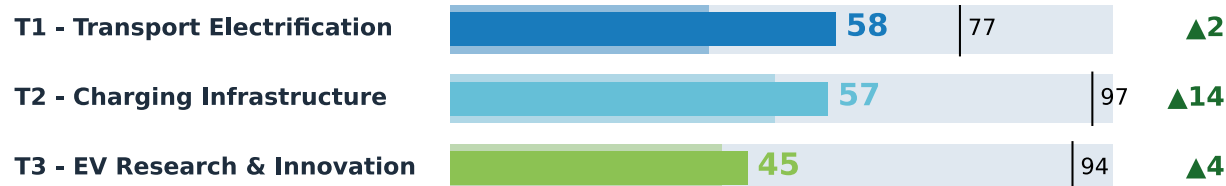
55

Nat. Avg 42 | Top 84

▲ **6 pts vs 2024 (49)**

THEME SCORES & CHANGE VS 2024

(Odisha)



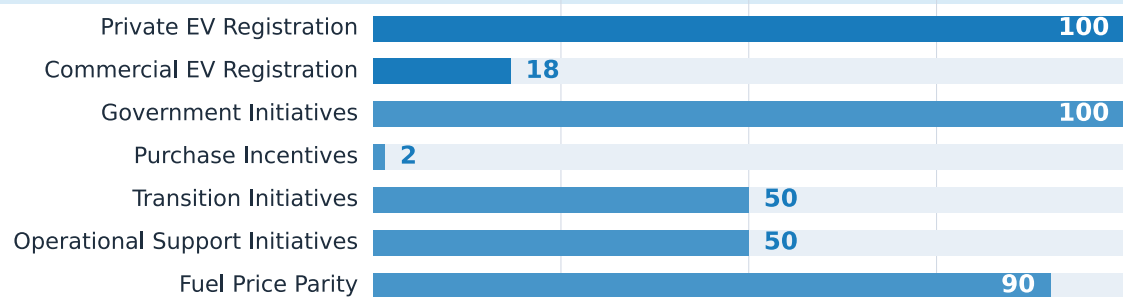
Solid = State '25, Light = Nat. Avg, | = Nat. Best, ▲▼ = change vs 2024

(Score 0 to 100)

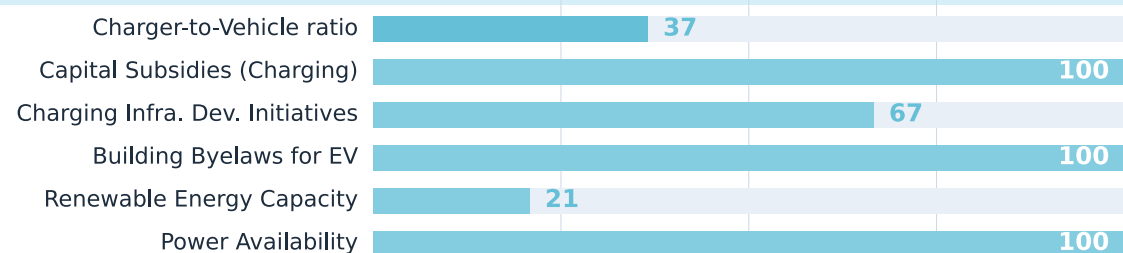
INDICATOR PERFORMANCE 2025

(Score 0 to 100)

T1 - Transport Electrification Progress



T2 - Charging Infrastructure Readiness



T3 - EV Research & Innovation Status

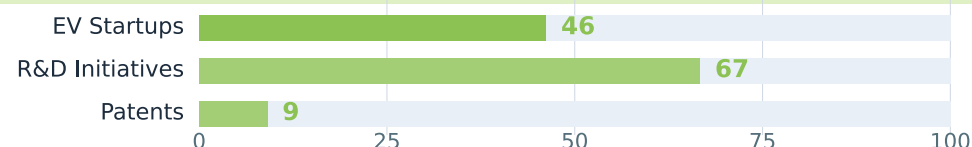


Figure 38: IEMI Rank and Score, Theme and Indicator scores for Odisha.

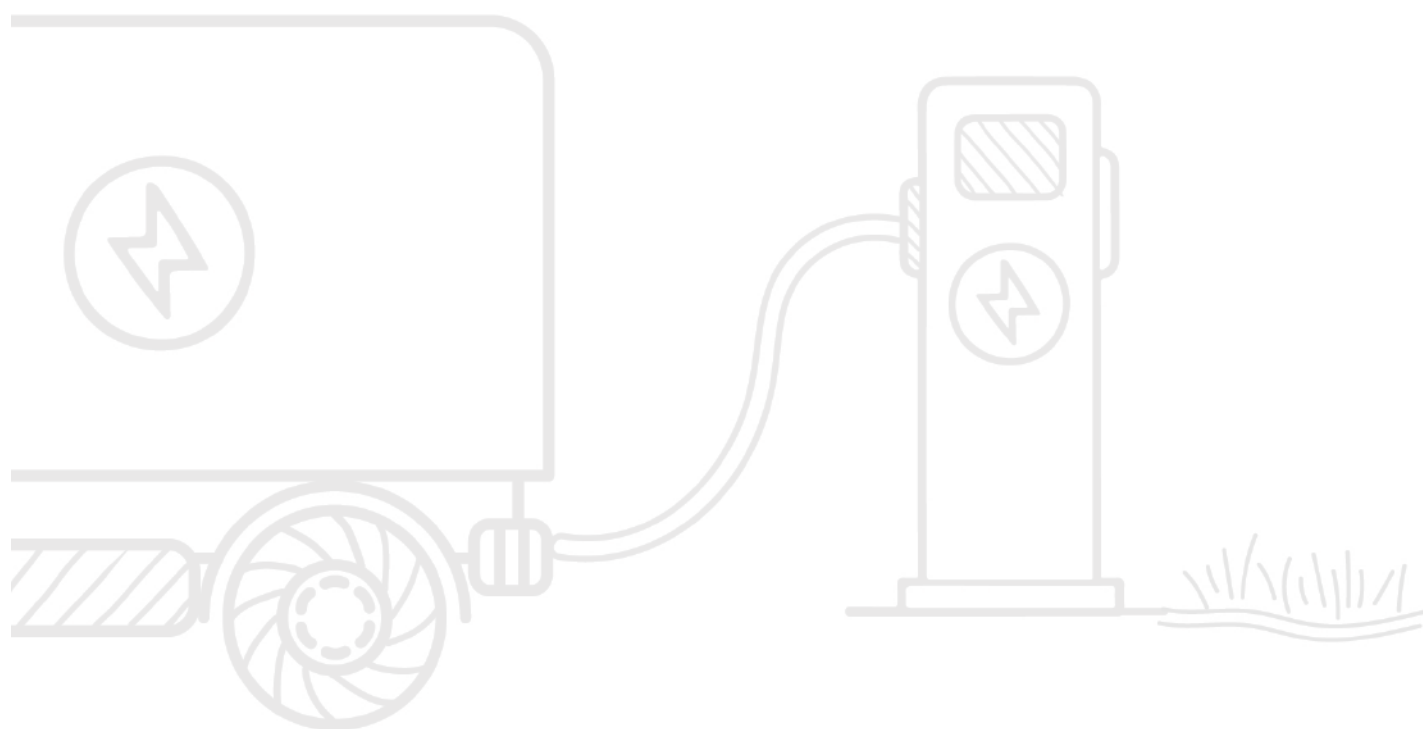


Highlights and USPs

- As per EV policy, Government employees can avail interest-free advances for EV purchases⁶²

Recommendations

- Introduce subsidies for EV conversion kits, reserved parking, low emission zones, enhanced purchase subsidies, and reduced electricity tariffs for public charging stations.
- Introduce a single-window system to strengthen charging infrastructure network in the State.
- Encourage strong research and innovation through R&D centres for skill development.



7.27 Puducherry

Puducherry covers an area of 479 km², with a population of 17 lakh as per the NCP in the year 2025 and an estimated GSDP of ₹ 29,316 crore in 2024-25 according to MoSPI.

OVERALL RANK 2025

#17

out of 36 states & UTs

▲ Improved (10 ranks)

CATEGORY RANK 2025

#4

out of 7 UTs and City States

IEMI SCORE 2025

41

Nat. Avg 42 | Top 84

▲ 12 pts vs 2024 (29)

THEME SCORES & CHANGE VS 2024

(Puducherry)



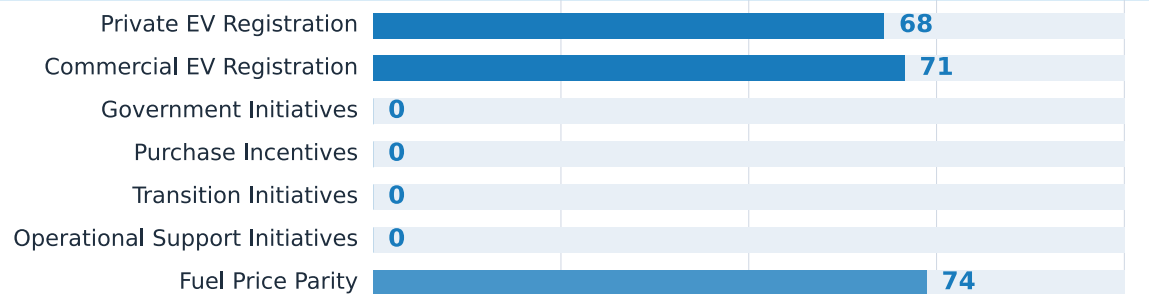
Solid = State '25, Light = Nat. Avg, | = Nat. Best, ▲▼ = change vs 2024

(Score 0 to 100)

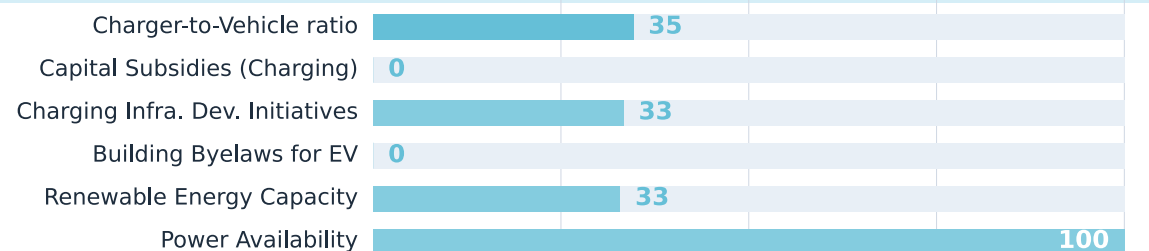
INDICATOR PERFORMANCE 2025

(Score 0 to 100)

T1 - Transport Electrification Progress



T2 - Charging Infrastructure Readiness



T3 - EV Research & Innovation Status

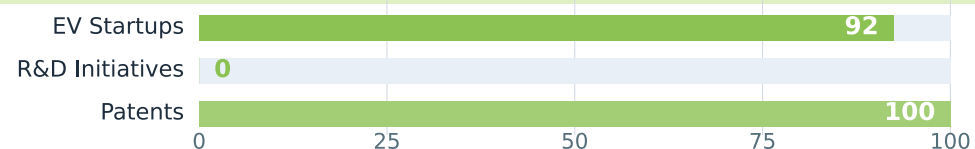


Figure 39: IEMI Rank and Score, Theme and Indicator scores for Puducherry.

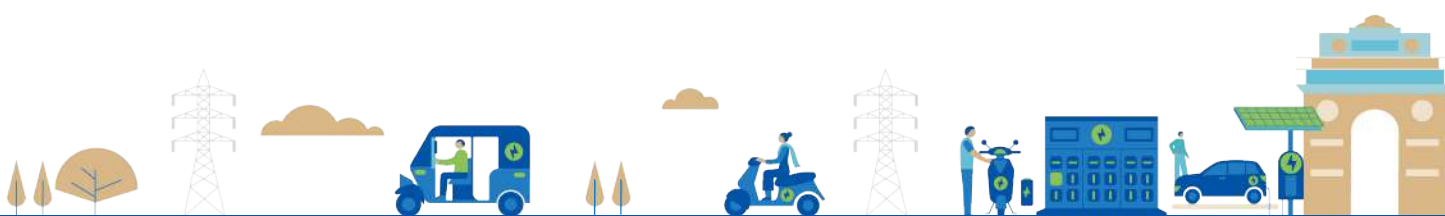


Highlights and USPs

- The Transport Department flagged off 25 electric buses using ₹23 crore seed money sanctioned under the Smart City scheme.⁶³

Recommendations

- Frame and notify an EV policy to enable comprehensive and integrated approach to e-mobility.
- Consider implementation of appropriate incentives and initiatives to promote electric vehicle adoption, charging infrastructure development and support research and innovation in Puducherry.



7.28 Punjab

Punjab covers an area of 50,362 km², with a population of 3.12 crore as per the NCP in the year 2025 and an estimated GSDP of ₹ 5.3 lakh crore in 2024-25 according to MoSPI.

OVERALL RANK 2025

#21

out of 36 states & UTs

▼ Declined (7 ranks)

CATEGORY RANK 2025

#16

out of 17 Large States

IEMI SCORE 2025

39

Nat. Avg 42 | Top 84

▼ 5 pts vs 2024 (44)

THEME SCORES & CHANGE VS 2024

(Punjab)



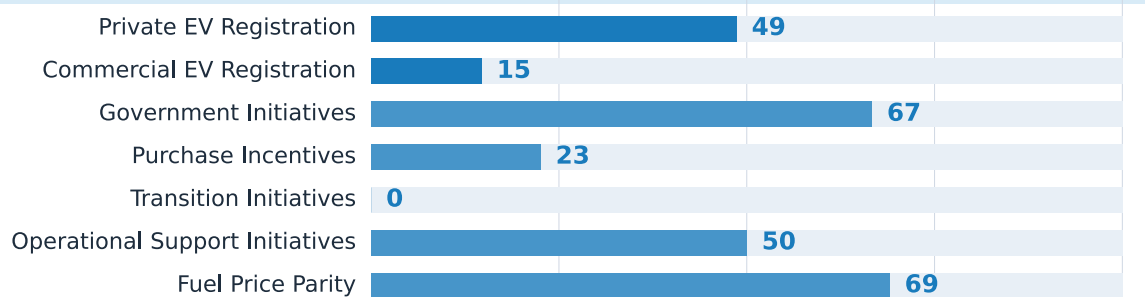
Solid = State '25, Light = Nat. Avg, | = Nat. Best, ▲▼ = change vs 2024

(Score 0 to 100)

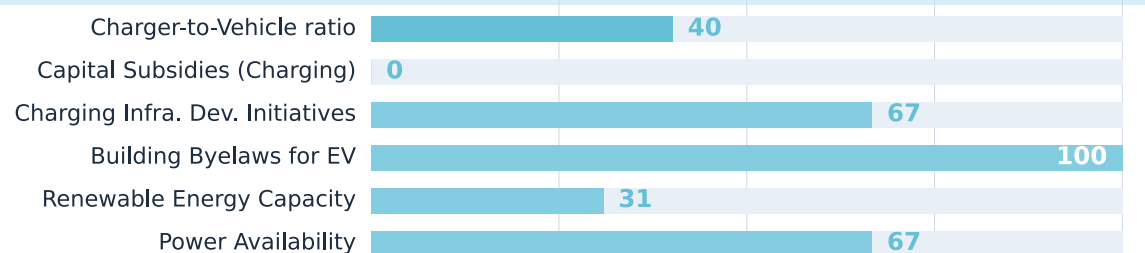
INDICATOR PERFORMANCE 2025

(Score 0 to 100)

T1 - Transport Electrification Progress



T2 - Charging Infrastructure Readiness



T3 - EV Research & Innovation Status

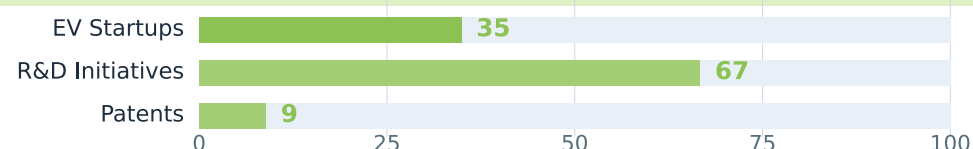


Figure 40: IEMI Rank and Score, Theme and Indicator scores for Punjab.

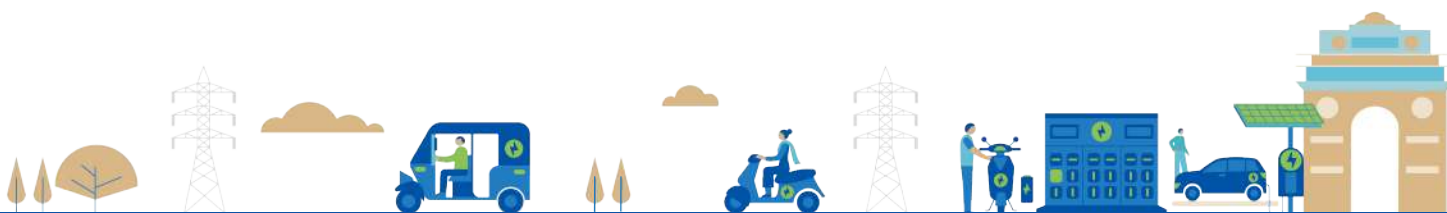
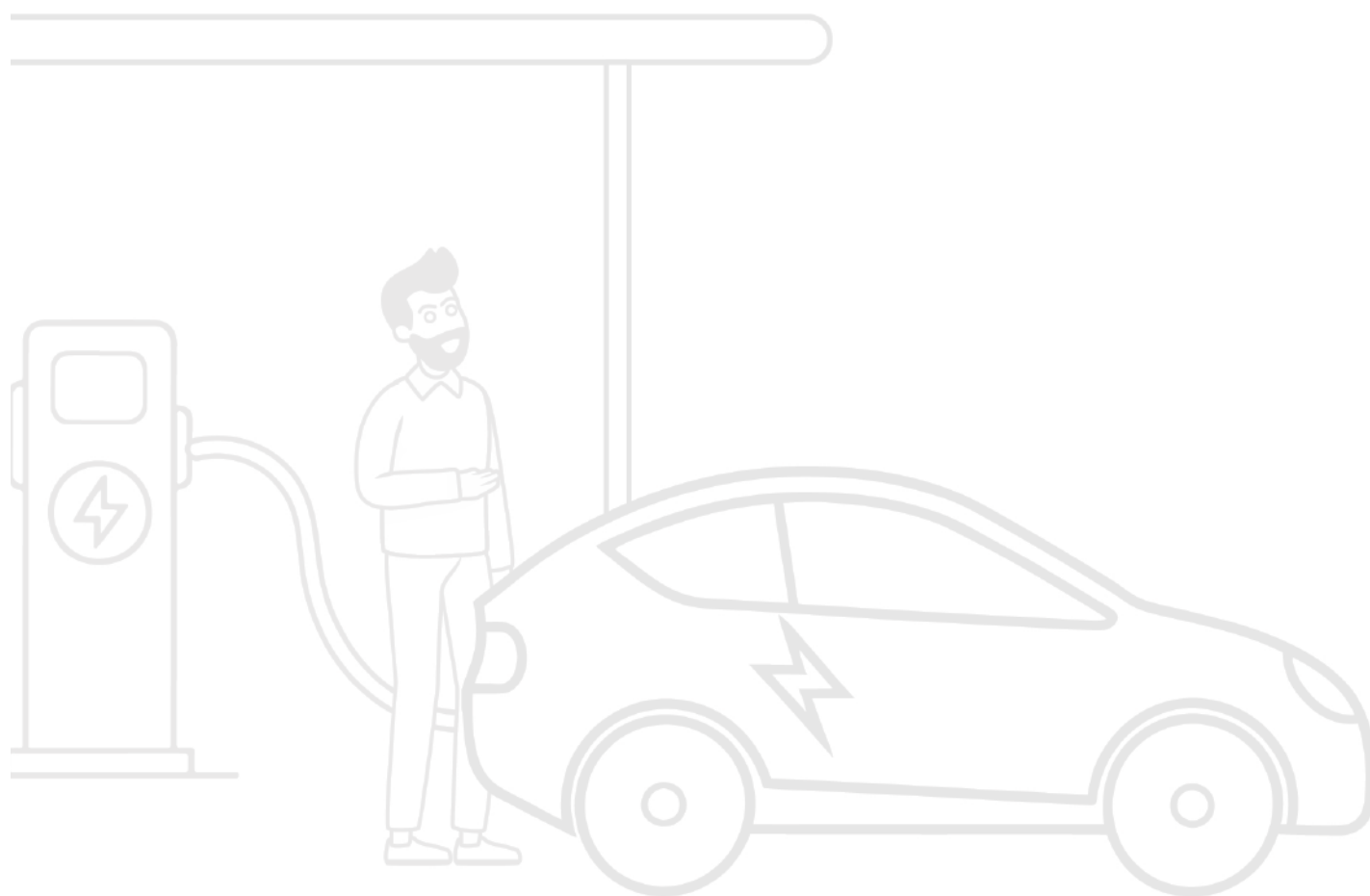


Highlights and USPs

- As India's agricultural heartland, Punjab is one of the first State to introduce special fiscal incentives specifically for Electric Tractor manufacturing units.⁶⁴
- Instead of spreading resources thin, the State is prioritizing and implementing designated street parking and pole-mounted charging in five target cities such as Ludhiana, Amritsar, Jalandhar, Patiala, and Bathinda. These five cities contribute to high vehicular traffic in the State.⁶⁵

Recommendations

- Consider promoting EV awareness via State EV awareness website.
- To boost EV adoption, offer incentives for vehicle scrapping and retrofitting, provide permit exemptions for commercial EVs, and reduce electricity tariffs for charging stations.
- Improve charging infrastructure by prioritizing capital subsidies for charging infrastructure with streamlined approval process.
- Establish Centres of Excellence for skill development in electric mobility.



7.29 Rajasthan

Rajasthan covers an area of 3,42,239 km², with a population of 8.31 crore as per the NCP for the year 2025 and an estimated GSDP of ₹ 9.1 lakh crore in 2024-25 according to MoSPI.

OVERALL RANK 2025

#10

out of 36 states & UTs

▼ Declined (2 ranks)

CATEGORY RANK 2025

#7

out of 17 Large States

IEMI SCORE 2025

51

Nat. Avg 42 | Top 84

▲ 3 pts vs 2024 (48)

THEME SCORES & CHANGE VS 2024

(Rajasthan)



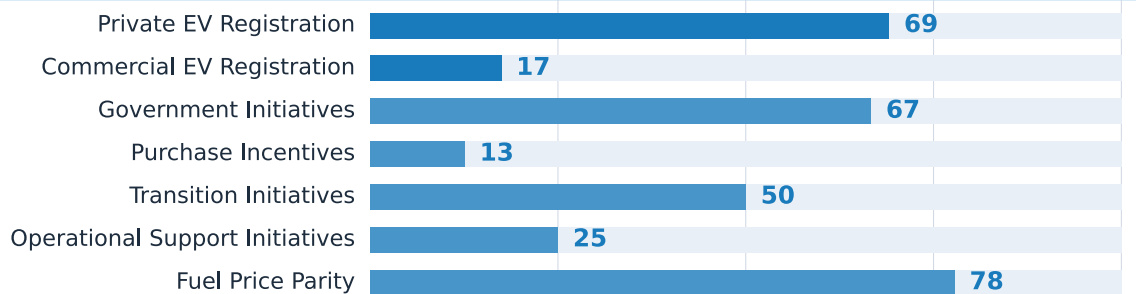
Solid = State '25, Light = Nat. Avg, | = Nat. Best, ▲▼ = change vs 2024

(Score 0 to 100)

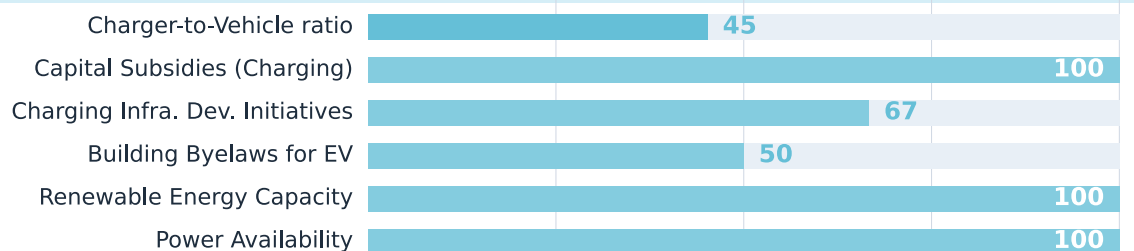
INDICATOR PERFORMANCE 2025

(Score 0 to 100)

T1 - Transport Electrification Progress



T2 - Charging Infrastructure Readiness



T3 - EV Research & Innovation Status

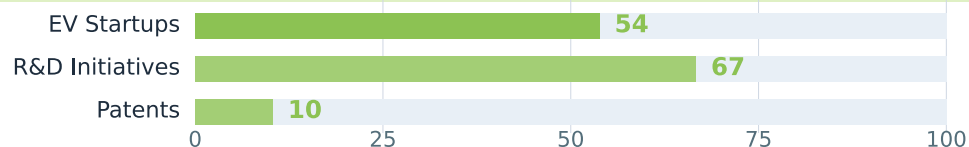


Figure 41: IEMI Rank and Score, Theme and Indicator scores for Rajasthan.

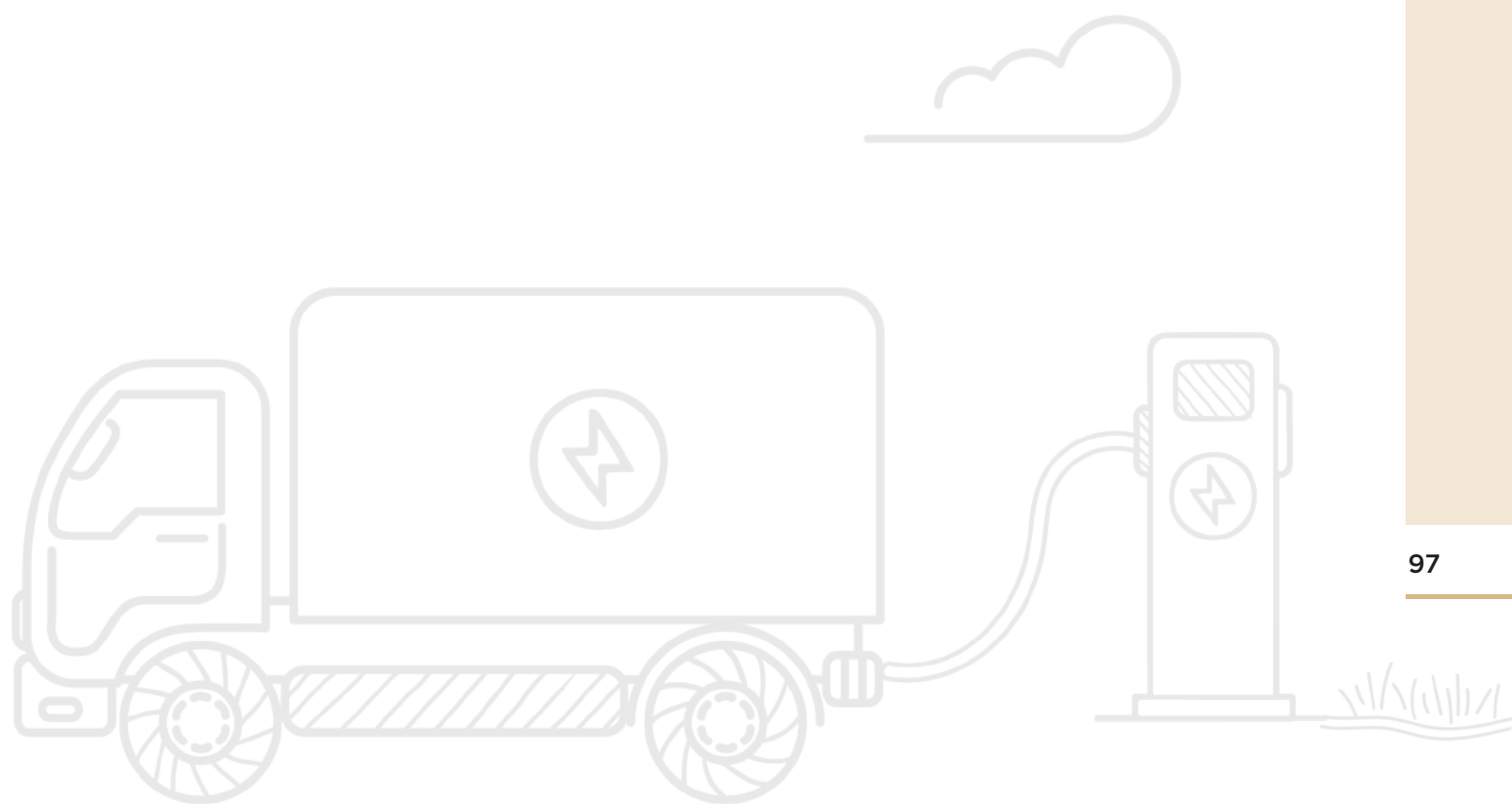


Highlights and USPs

- Rajasthan ranks second in India for installed renewable energy capacity, with 20% of its power from renewables. Jaipur also has one of the highest EV penetration rates in the country.⁶⁶
- Tata Passenger Electric Mobility and Rajasthan Solar Association have partnered to promote EVs and solar-powered charging. Solar users will get additional discounts on Tata EVs, supporting the State's sustainability goals.⁶⁷

Recommendations

- To boost EV adoption, offer incentives for vehicle scrappage, create dedicated parking spaces, develop low-emission zones, and strengthen purchase subsidies.
- Improve EV charging infrastructure by streamlining the approval process for charging installations and supporting the integration of chargers into existing buildings.
- Foster research and development and the startup ecosystem by introducing e-mobility courses to strengthen skills and workforce capacity in the State.



7.30 Sikkim

Sikkim covers an area of 7,096 km², with a population of 7 lakh as per the NCP in the year 2025 and an estimated GSDP of ₹ 24,902 crore in 2023-24 according to MoSPI.

OVERALL RANK 2025

#33

out of 36 states & UTs

▼ Declined (1 rank)

CATEGORY RANK 2025

#11

out of 12 Hilly & NE States

IEMI SCORE 2025

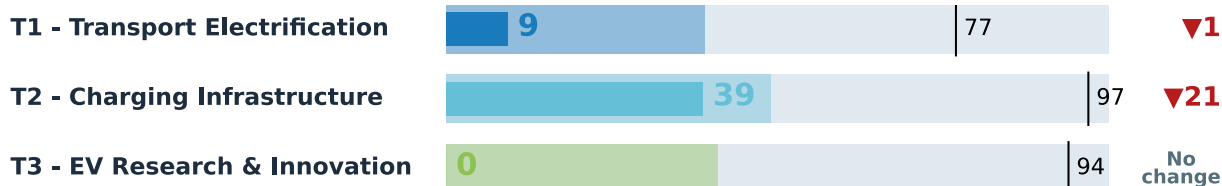
16

Nat. Avg 42 | Top 84

▼ 7 pts vs 2024 (23)

THEME SCORES & CHANGE VS 2024

(Sikkim)



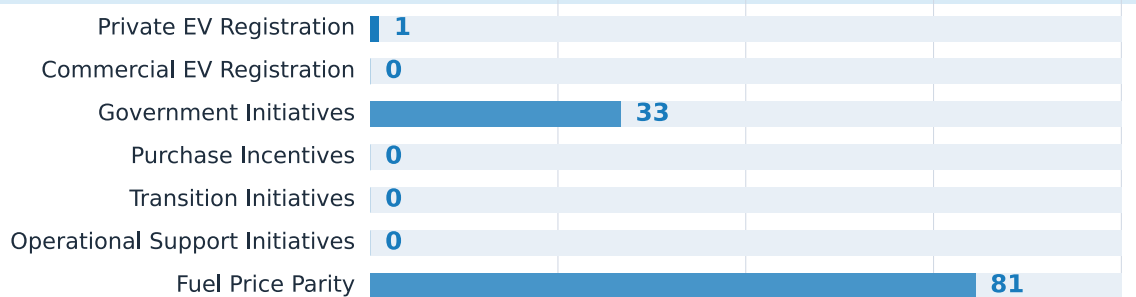
Solid = State '25, Light = Nat. Avg, | = Nat. Best, ▲▼ = change vs 2024

(Score 0 to 100)

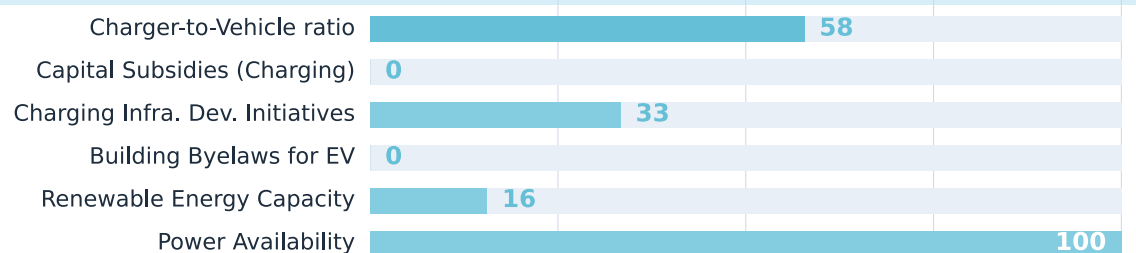
INDICATOR PERFORMANCE 2025

(Score 0 to 100)

T1 - Transport Electrification Progress



T2 - Charging Infrastructure Readiness



T3 - EV Research & Innovation Status

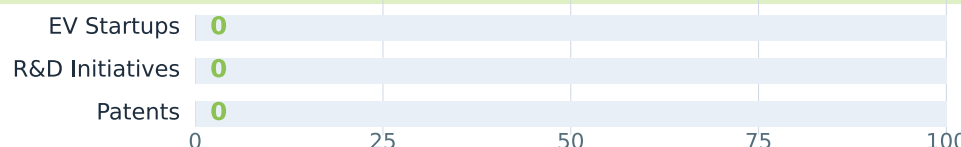


Figure 42: IEMI Rank and Score, Theme and Indicator scores for Sikkim.



Highlights and USPs

- Sikkim reduces 4% applicable road tax to 1% for non-commercial EVs and entirely waives it for commercial EVs.⁶⁸

Recommendations

- Boost EV adoption by offering incentives for scrapping and retrofitting incentives, creating reserved parking, and providing purchase subsidies.
- For charging infrastructure development, provide capital subsidies, implement a single-window approval system, offer concessional land rates and introduce supportive building bye-laws for EVs.
- Promote e-mobility innovation by introducing e-mobility courses, Centre of Excellence and research and development centres for skill development.



7.31 Tamil Nadu

Tamil Nadu covers an area of 1,30,058 km², with a population of 7.74 crore as per the NCP in the year 2025 and an estimated GSDP of ₹ 17.3 lakh crore in 2024-25 according to MoSPI.

OVERALL RANK 2025

#6

out of 36 states & UTs

▼ Declined (1 rank)

CATEGORY RANK 2025

#3

out of 17 Large States

IEMI SCORE 2025

61

Nat. Avg 42 | Top 84

▲ 2 pts vs 2024 (59)

THEME SCORES & CHANGE VS 2024

(Tamil Nadu)



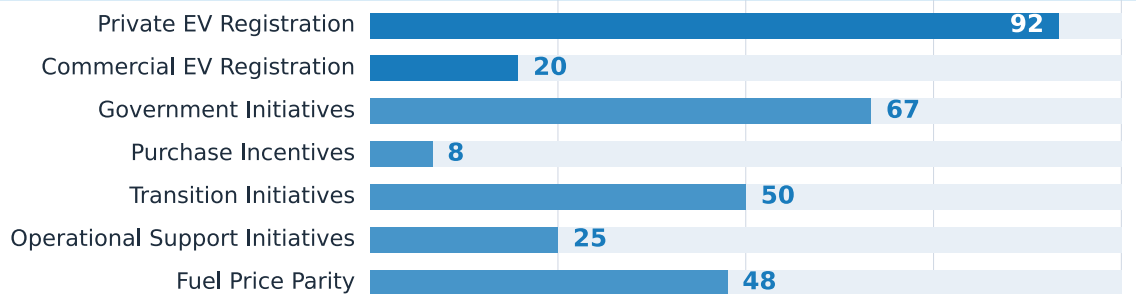
Solid = State '25, Light = Nat. Avg, | = Nat. Best, ▲▼ = change vs 2024

(Score 0 to 100)

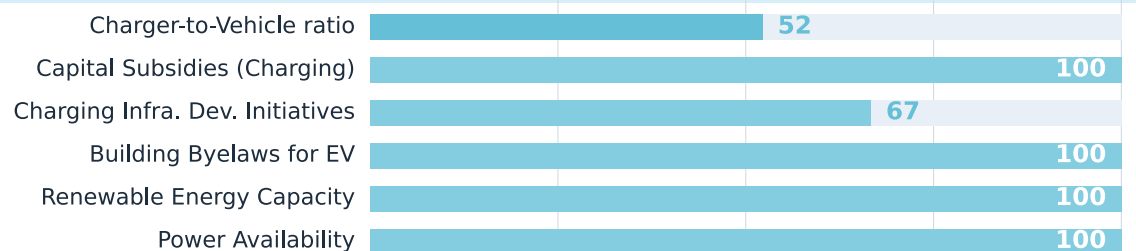
INDICATOR PERFORMANCE 2025

(Score 0 to 100)

T1 - Transport Electrification Progress



T2 - Charging Infrastructure Readiness



T3 - EV Research & Innovation Status

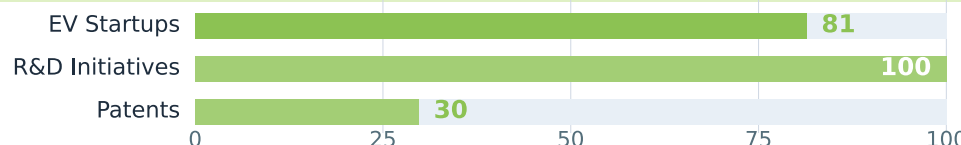
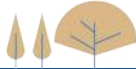
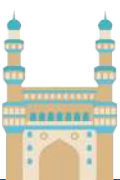


Figure 43: IEMI Rank and Score, Theme and Indicator scores for Tamil Nadu.



Highlights and USPs

- Tamil Nadu has a strong automotive sector, home to EV makers like Ashok Leyland, Hyundai, Ampere, Ola Electric, Ather Energy, and BYD.⁶⁹
- The State launched a program to train 22,500 people in EV servicing and battery repair over five years, including 12,500 mechanics currently engaged in servicing petrol and diesel vehicles.⁷⁰

Recommendations

- To improve commercial EV adoption, consider implementing vehicle scrapping incentives, reserved parking spaces, low emission zones and enhanced purchase subsidies.
- To enhance EV charging infrastructure, prioritize initiatives such as concessional land rates



7.32 Telangana

Telangana covers an area of 1,12,077 km², with a population of 3.85 crore as per the NCP in the year 2025 and an estimated GSDP of ₹ 8.4 lakh crore in 2024-25 according to MoSPI.

OVERALL RANK 2025

#10

out of 36 states & UTs

▲ Improved (2 ranks)

CATEGORY RANK 2025

#7

out of 17 Large States

IEMI SCORE 2025

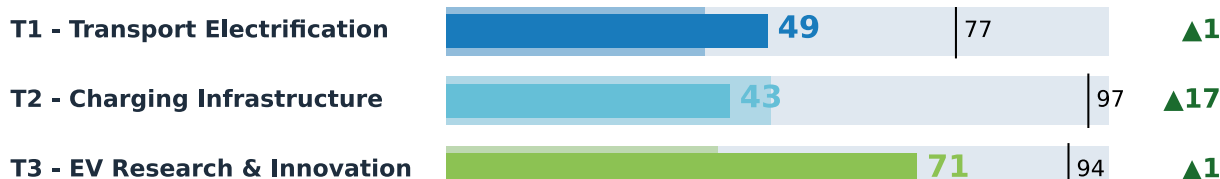
51

Nat. Avg 42 | Top 84

▲ 5 pts vs 2024 (46)

THEME SCORES & CHANGE VS 2024

(Telangana)



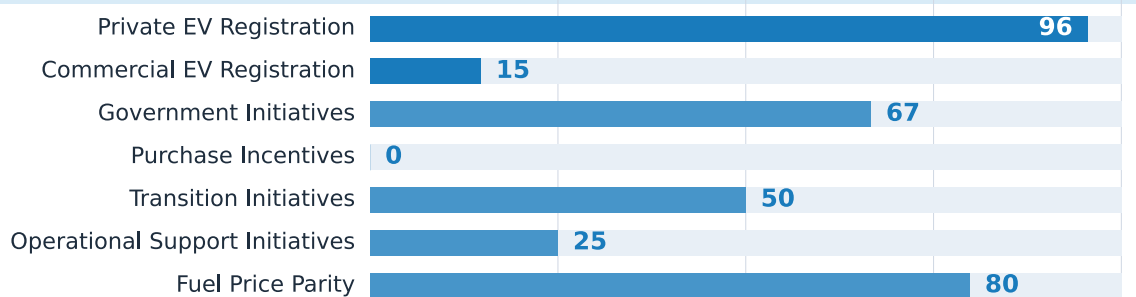
Solid = State '25, Light = Nat. Avg, | = Nat. Best, ▲▼ = change vs 2024

(Score 0 to 100)

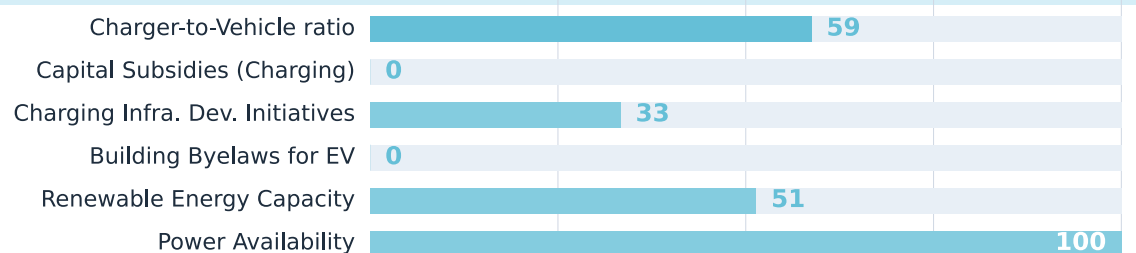
INDICATOR PERFORMANCE 2025

(Score 0 to 100)

T1 - Transport Electrification Progress



T2 - Charging Infrastructure Readiness



T3 - EV Research & Innovation Status

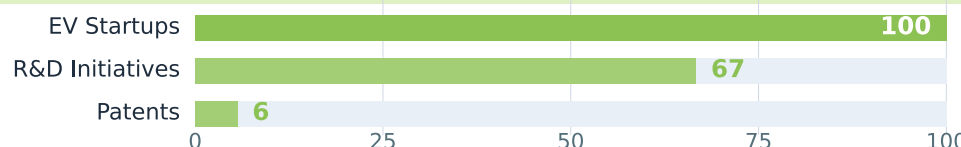
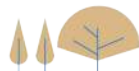


Figure 44: IEMI Rank and Score, Theme and Indicator scores for Telangana.

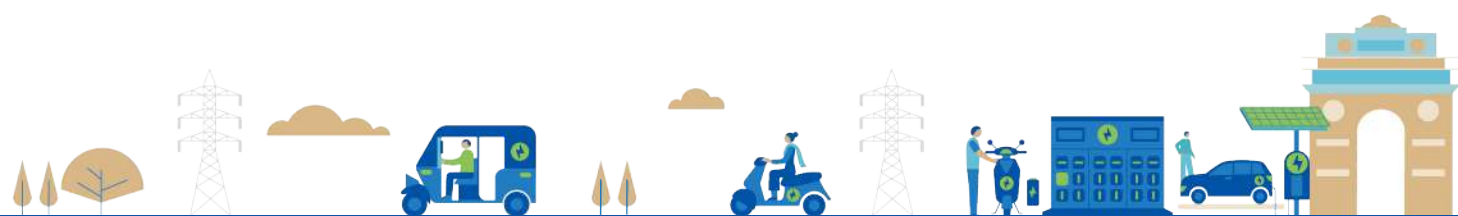


Highlights and USPs

- Telangana introduces India's first State-negotiated EV discount, offering government employees up to 20% rebate on electric two-wheelers and four-wheelers.⁷¹

Recommendations

- Focus on strengthen commercial electric vehicle adoption by implementing incentives for scrapping old vehicles, low emission zones, permit exemptions for commercial vehicles and purchase subsidies.
- To enhance EV charging infrastructure, the State should offer capital subsidies for public charging stations, single window system, provide concessional land rates, and integrate charging requirements into building bye-laws.



7.33 Tripura

Tripura covers an area of 10,491 km², with a population of 42 lakh as per the NCP in the year 2025 and an estimated GSDP of ₹ 50,262 crore in 2024-25 according to MoSPI.

OVERALL RANK 2025

#23

out of 36 states & UTs

▼ **Declined (2 ranks)**

CATEGORY RANK 2025

#2

out of 12 Hilly & NE States

IEMI SCORE 2025

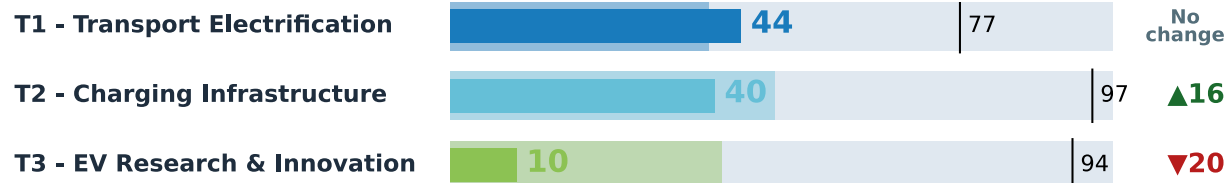
36

Nat. Avg 42 | Top 84

▲ **1 pt vs 2024 (35)**

THEME SCORES & CHANGE VS 2024

(Tripura)



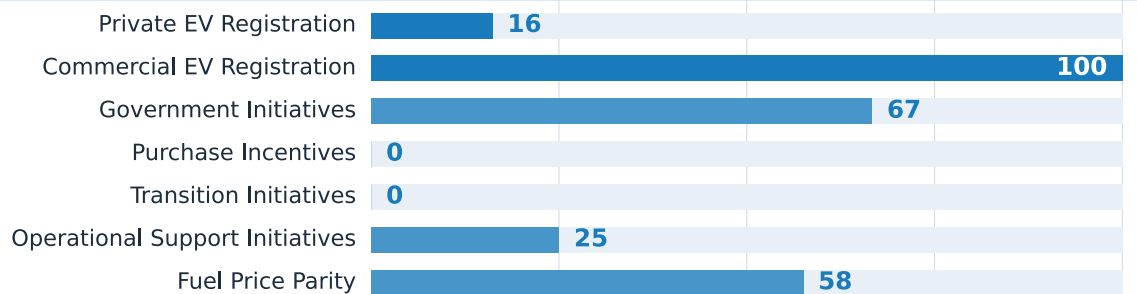
Solid = State '25, Light = Nat. Avg, | = Nat. Best, ▲▼ = change vs 2024

(Score 0 to 100)

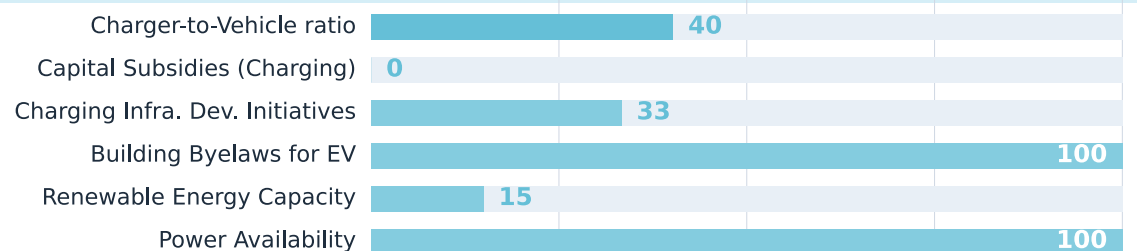
INDICATOR PERFORMANCE 2025

(Score 0 to 100)

T1 - Transport Electrification Progress



T2 - Charging Infrastructure Readiness



T3 - EV Research & Innovation Status

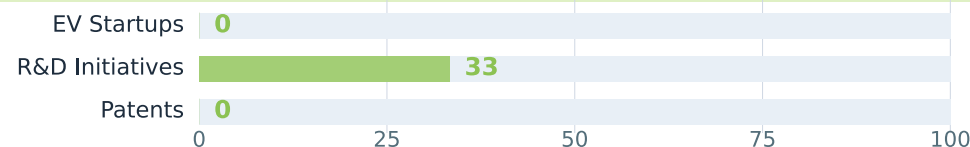


Figure 45: IEMI Rank and Score, Theme and Indicator scores for Tripura.

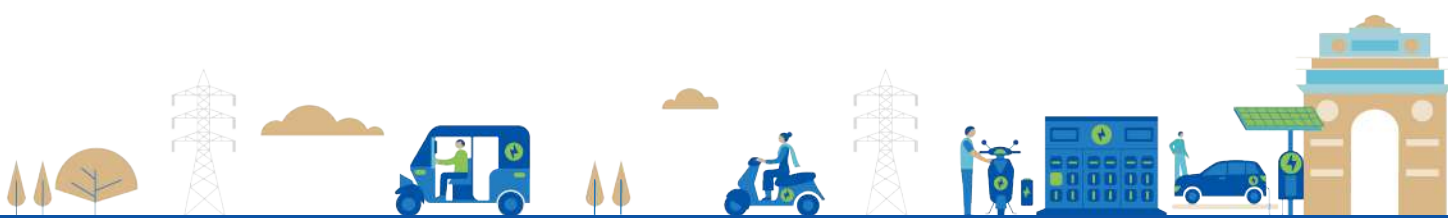
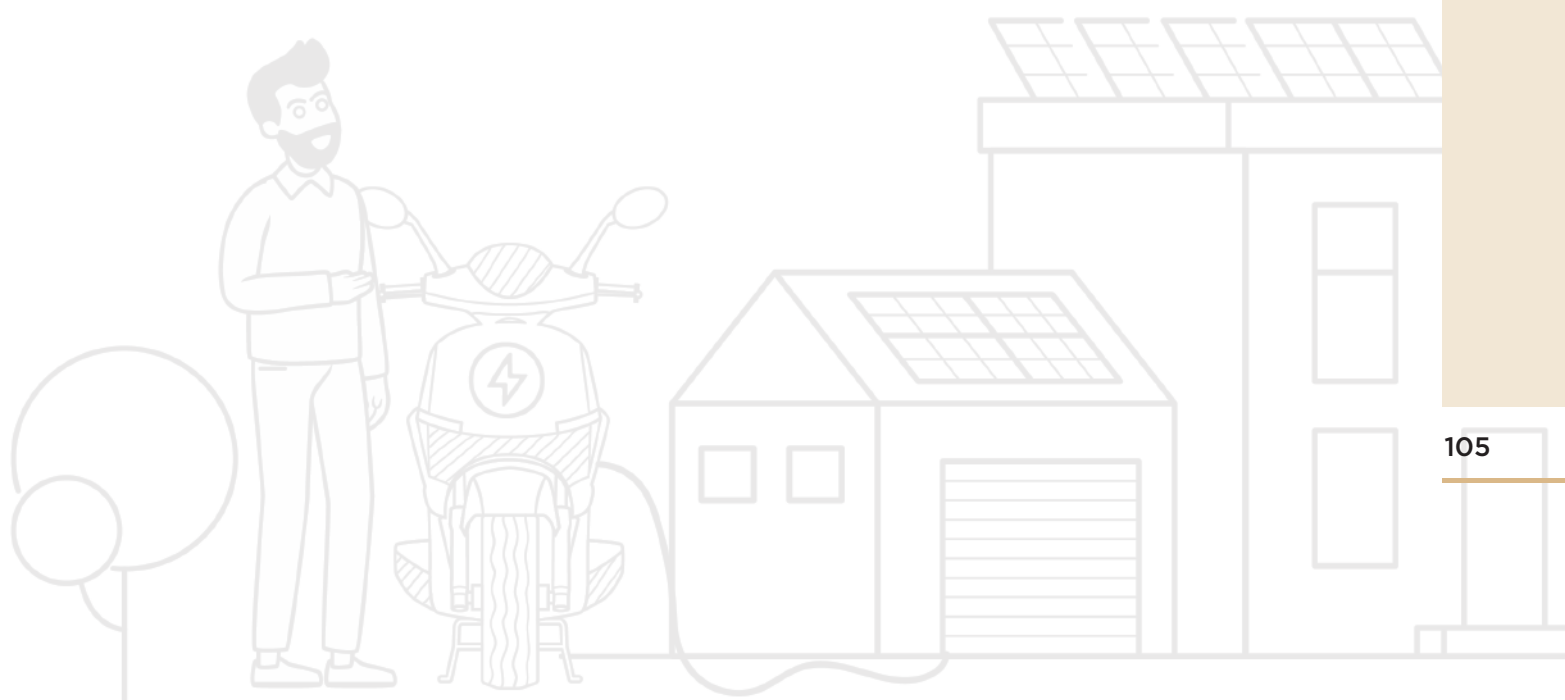


Highlights and USPs

- The State leads India in commercial EV adoption, achieving 61% adoption rate in 2025.⁷²

Recommendations

- Enhance EV adoption offering incentives for scrapping and conversion, developing low emission zones, and introducing purchase subsidies.
- For charging infrastructure development, provide capital subsidies and implement a single-window approval system.
- To foster EV start-up environment, setup Centres of Excellence for electric mobility and research and development centres for skill development.



7.34 Uttar Pradesh

Uttar Pradesh covers an area of 2,40,928 km², with a population of 24.13 crore as per the NCP in the year 2025 and an estimated GSDP of ₹ 15.8 lakh crore in 2024-25 according to MoSPI.

OVERALL RANK 2025

#10

out of 36 states & UTs

— No change

CATEGORY RANK 2025

#7

out of 17 Large States

IEMI SCORE 2025

51

Nat. Avg 42 | Top 84

▲ 4 pts vs 2024 (47)

THEME SCORES & CHANGE VS 2024

(Uttar Pradesh)



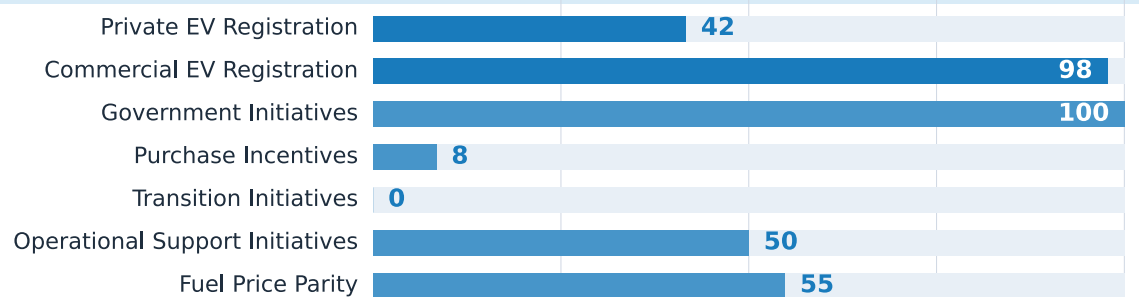
Solid = State '25, Light = Nat. Avg, | = Nat. Best, ▲▼ = change vs 2024

(Score 0 to 100)

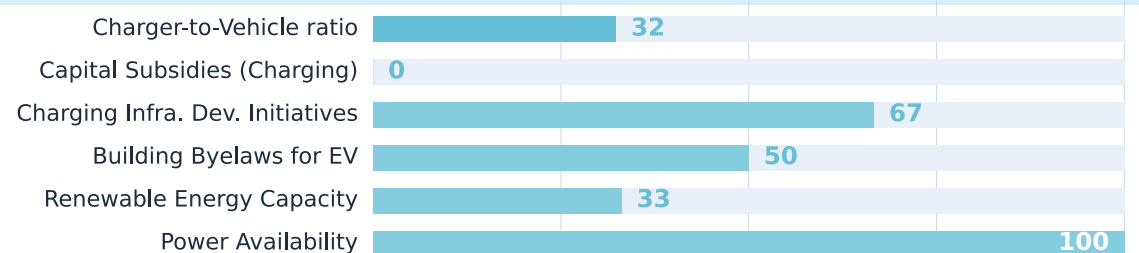
INDICATOR PERFORMANCE 2025

(Score 0 to 100)

T1 - Transport Electrification Progress



T2 - Charging Infrastructure Readiness



T3 - EV Research & Innovation Status

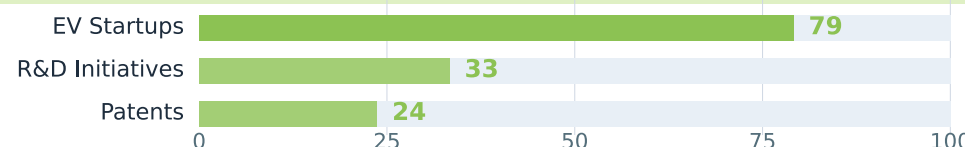


Figure 46: IEMI Rank and Score, Theme and Indicator scores for Uttar Pradesh.

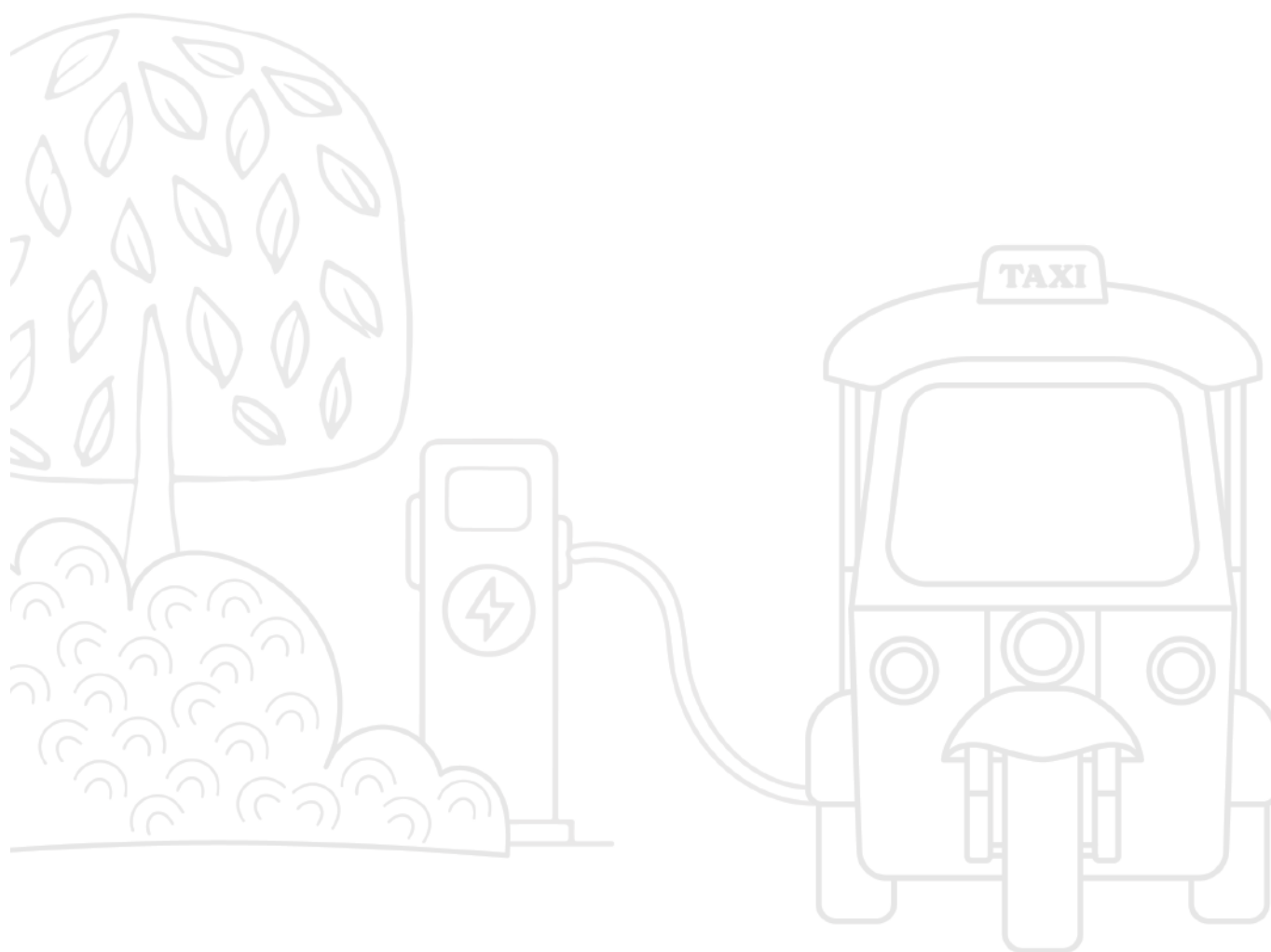


Highlights and USPs

- Uttar Pradesh is the first State to include upstream infrastructure costs—such as grid upgrades, transformers, and cabling in its electric vehicle (EV) charging station subsidy of up to ₹ 10 lakhs per unit for 2000 public charging stations.⁷³
- The State has attracted over 50 EV manufacturers, bringing in ₹ 10,000 crores in investments and creating 20,000 jobs.

Recommendations

- To boost private EV adoption, focus on initiatives such as incentives for vehicle scrapping and conversion kits, and improving purchase subsidy schemes.
- Establish R&D centres for skill development and introduce courses on e-mobility.
- Improve EV charging infrastructure by providing capital subsidies for public charging stations and implementing a single-window system for approval processes.



7.35 Uttarakhand

Uttarakhand covers an area of 53,483 km², with a population of 1.19 crore as per the NCP in the year 2025 and an estimated GSDP of ₹ 2.2 lakh crore in 2024-25 according to MoSPI.

OVERALL RANK 2025

#29

out of 36 states & UTs

▲ Improved (2 ranks)

CATEGORY RANK 2025

#8

out of 12 Hilly & NE States

IEMI SCORE 2025

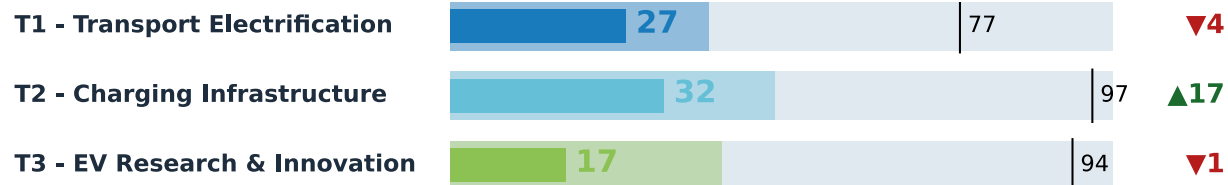
26

Nat. Avg 42 | Top 84

▲ 2 pts vs 2024 (24)

THEME SCORES & CHANGE VS 2024

(Uttarakhand)



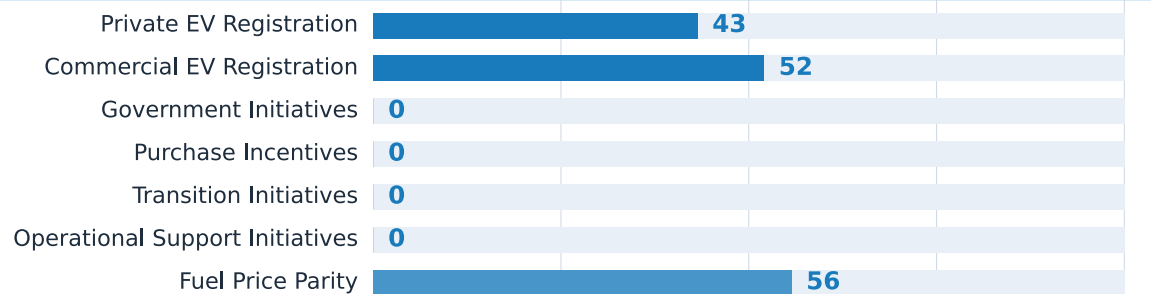
Solid = State '25, Light = Nat. Avg, | = Nat. Best, ▲▼ = change vs 2024

(Score 0 to 100)

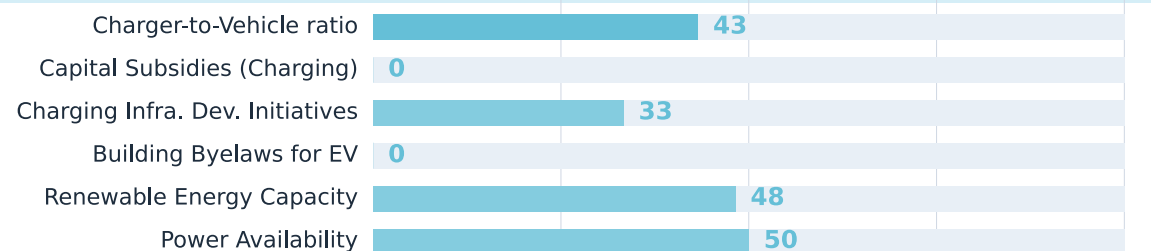
INDICATOR PERFORMANCE 2025

(Score 0 to 100)

T1 - Transport Electrification Progress



T2 - Charging Infrastructure Readiness



T3 - EV Research & Innovation Status

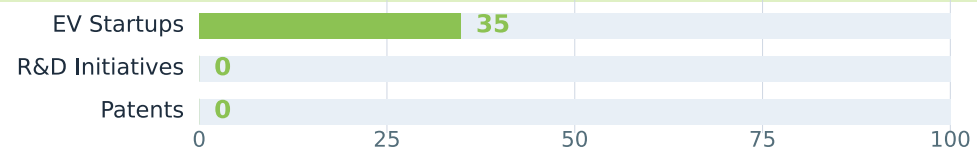


Figure 47: IEMI Rank and Score, Theme and Indicator scores for Uttarakhand.

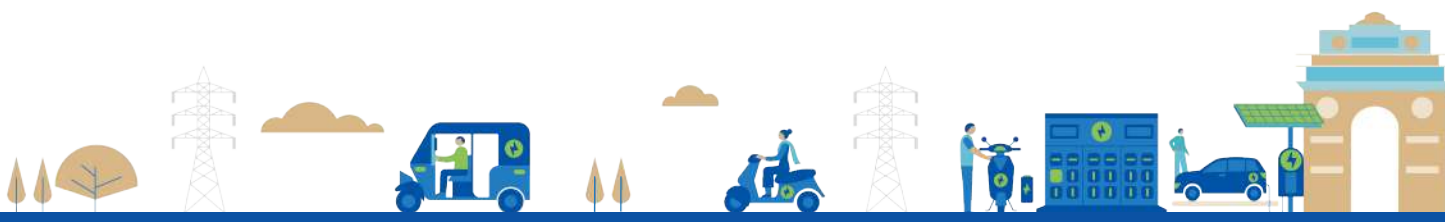
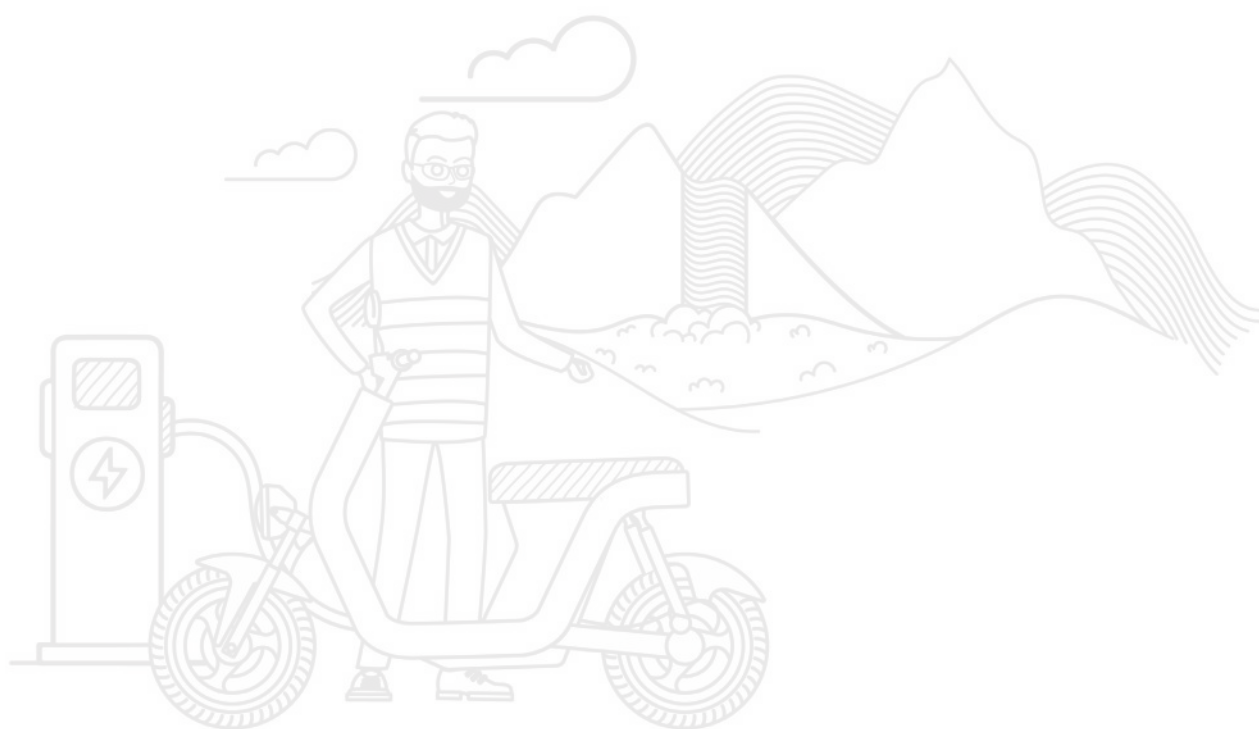


Highlights and USPs

- The government signed a Memorandum of Understanding (MoU) with Erisha E-Mobility to set up EV park and 100 charging hubs in Uttarakhand.⁷⁴

Recommendations

- Frame and notify an EV policy to enable comprehensive and integrated approach to e-mobility.
- Consider implementation of appropriate incentives and initiatives to promote electric vehicle adoption, charging infrastructure development and support research and innovation.



7.36 West Bengal

West Bengal covers an area of 88,752 km², with a population of 10.02 crore as per the NCP in the year 2025 and an estimated GSDP of ₹ 9.4 lakh crore in 2024-25 according to MoSPI.

OVERALL RANK 2025

#16

out of 36 states & UTs

▲ Improved (2 ranks)

CATEGORY RANK 2025

#12

out of 17 Large States

IEMI SCORE 2025

42

Nat. Avg 42 | Top 84

▲ 3 pts vs 2024 (39)

THEME SCORES & CHANGE VS 2024

(West Bengal)



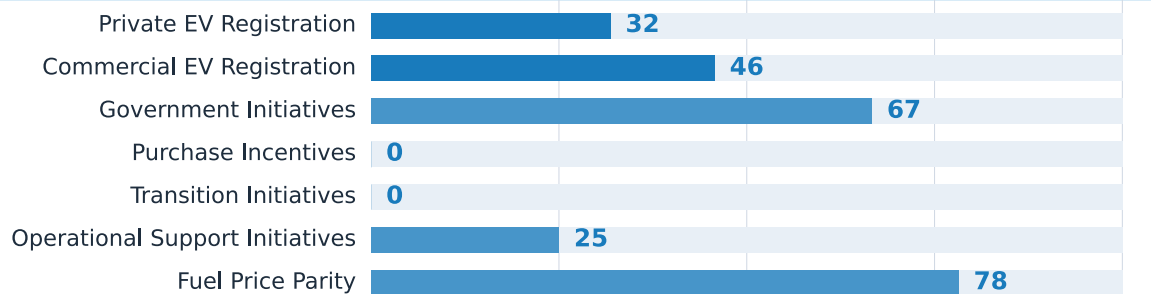
Solid = State '25, Light = Nat. Avg, | = Nat. Best, ▲▼ = change vs 2024

(Score 0 to 100)

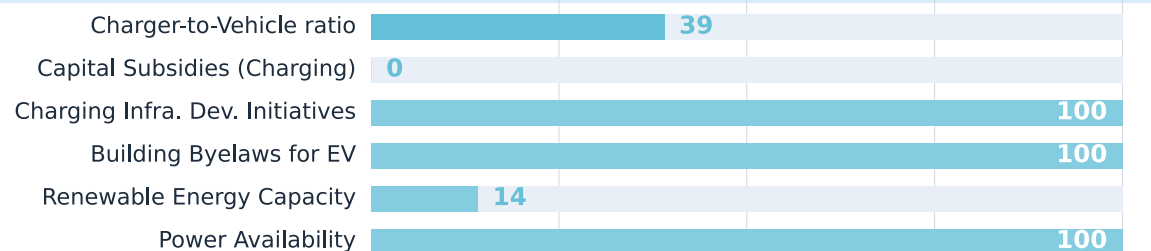
INDICATOR PERFORMANCE 2025

(Score 0 to 100)

T1 - Transport Electrification Progress



T2 - Charging Infrastructure Readiness



T3 - EV Research & Innovation Status

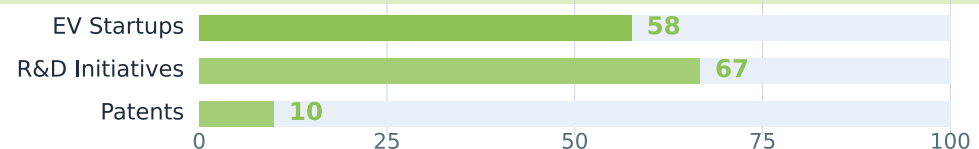


Figure 48: IEMI Rank and Score, Theme and Indicator scores for West Bengal.



Highlights and USPs

- Provision for DISCOMs to supply power to EV charging and battery swapping stations within 48 hours of application.⁷⁵

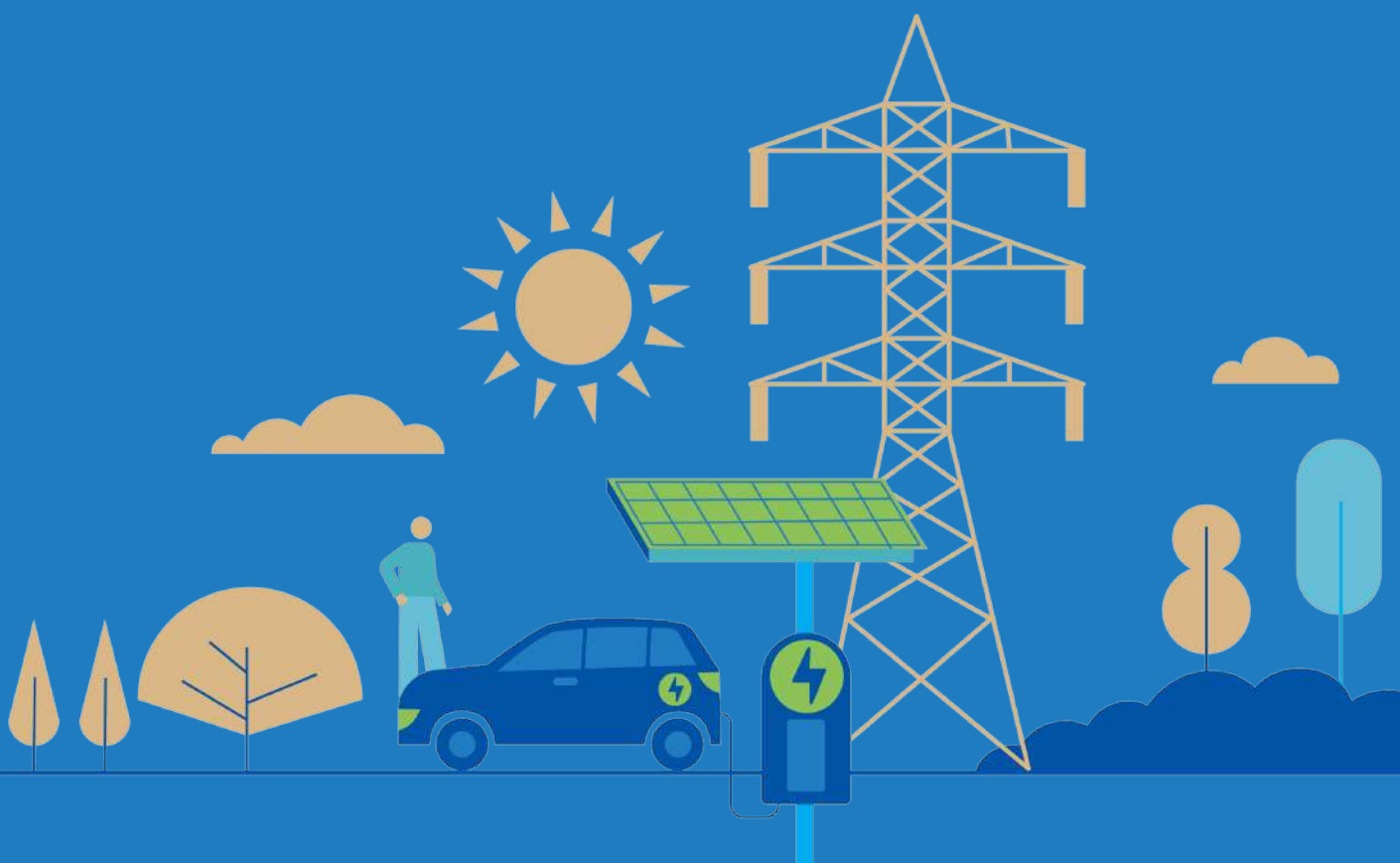
Recommendations

- Promote EV awareness and adoption in the State through an EV awareness website, incentives for vehicle scrappage, dedicated parking for EVs, commercial EV permit exemptions, and enhanced purchase subsidies.
- Enhance EV charging infrastructure by providing capital subsidies for the development of public charging stations.
- Establish research and development centres focused on skill development and strengthening the State's e-mobility ecosystem.





ANNEXURE 1: INDICATOR VALUES FOR 2025



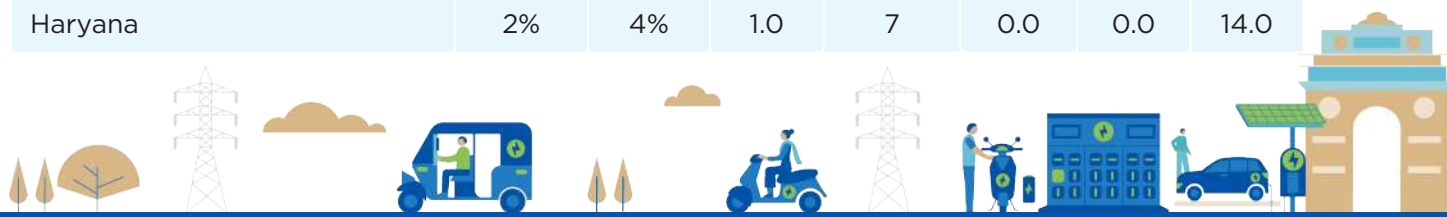
This annexure presents the values of the key performance indicators assessed for the year 2025. It is structured with indicator tables used to evaluate the IEMI's progress across all the three themes: Transport Electrification Progress, Charging Infrastructure Readiness, and EV Research and Innovation.

8.1 Transport Electrification Progress

The Transport Electrification Progress theme consists of two outcomes and five enabler indicators. Table 4 lists the enabler and outcomes indicator values for all States and UTs.

Table 4: State-Wise Indicator Values for the Transport Electrification Progress Theme

Indicator Type	Outcomes		Enablers				
Indicators	Private EV registration	Commercial EV registration	Governance Initiatives	Purchase Incentives	Transition Initiatives	Operational Support Initiatives	Fuel Price Parity
States and UTs\ Indicator Unit	Percentage	Percentage	Initiatives (Number)	₹ Per Year Per Capita	Initiatives (Number)	Initiatives (Number)	Ratio
Andaman & Nicobar Islands	1%	4%	0.0	0	0.0	0.0	6.6
Andhra Pradesh	7%	6%	2.0	24	1.0	2.0	16.4
Arunachal Pradesh	0%	0%	0.0	0	0.0	0.0	22.7
Assam	1%	49%	1.0	52	0.0	0.0	11.0
Bihar	2%	24%	2.0	0	0.0	2.0	12.4
Chhattisgarh	5%	16%	2.0	42	0.0	2.0	15.1
Chandigarh	7%	18%	2.0	93	2.0	2.0	22.3
Dadra and Nagar Haveli and Daman and Diu	1%	1%	0.0	0	0.0	0.0	18.6
Delhi	7%	26%	3.0	16	1.0	3.0	23.7
Goa	12%	2%	2.0	13	1.0	2.0	20.3
Gujarat	4%	2%	1.5	30	0.0	0.0	22.5
Himachal Pradesh	1%	1%	1.0	0	0.0	3.0	14.5
Haryana	2%	4%	1.0	7	0.0	0.0	14.0



Indicator Type	Outcomes		Enablers				
Indicators	Private EV registration	Commercial EV registration	Governance Initiatives	Purchase Incentives	Transition Initiatives	Operational Support Initiatives	Fuel Price Parity
States and UTs\ Indicator Unit	Percentage	Percentage	Initiatives (Number)	₹ Per Year Per Capita	Initiatives (Number)	Initiatives (Number)	Ratio
Jharkhand	2%	11%	2.0	25	0.0	1.0	13.4
Jammu & Kashmir	2%	31%	0.0	0	0.0	0.0	10.4
Karnataka	11%	7%	3.0	0	0.0	2.0	22.9
Keralam	12%	9%	0.0	0	0.0	0.0	15.0
Ladakh	0%	0%	2.0	267	0.0	2.0	14.3
Lakshadweep	2%	10%	0.0	65	0.0	0.0	12.7
Maharashtra	8%	5%	3.0	34	2.0	1.0	15.7
Meghalaya	1%	9%	2.0	15	0.0	0.0	11.3
Manipur	1%	39%	2.0	0	0.0	0.0	15.1
Madhya Pradesh	7%	16%	2.8	0	1.5	3.0	15.4
Mizoram	3%	0%	2.0	0	0.0	1.0	12.1
Nagaland	0%	0%	0.0	0	0.0	0.0	16.0
Odisha	9%	6%	3.0	1	1.0	2.0	20.2
Punjab	4%	5%	2.0	11	0.0	2.0	15.5
Puducherry	6%	22%	0.0	0	0.0	0.0	16.5
Rajasthan	6%	5%	2.0	6	1.0	1.0	17.5
Sikkim	0%	0%	1.0	0	0.0	0.0	18.1
Tamil Nadu	8%	6%	2.0	4	1.0	1.0	10.7
Tripura	1%	61%	2.0	0	0.0	1.0	12.9
Uttarakhand	4%	16%	0.0	0	0.0	0.0	12.5



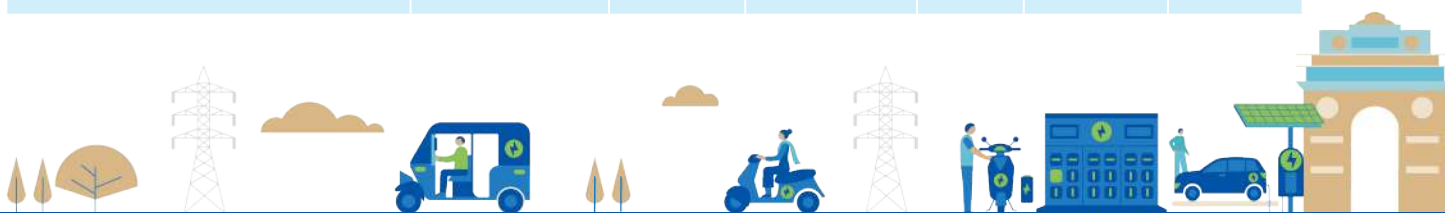
Indicator Type	Outcomes		Enablers				
Indicators	Private EV registration	Commercial EV registration	Governance Initiatives	Purchase Incentives	Transition Initiatives	Operational Support Initiatives	Fuel Price Parity
States and UTs\ Indicator Unit	Percentage	Percentage	Initiatives (Number)	₹ Per Year Per Capita	Initiatives (Number)	Initiatives (Number)	Ratio
Uttar Pradesh	4%	30%	3.0	4	0.0	2.0	12.3
West Bengal	3%	14%	2.0	0	0.0	1.0	17.5
Telangana	8%	5%	2.0	0	1.0	1.0	17.9

8.2 Charging Infrastructure Readiness

The charging Infrastructure Readiness theme consists of one outcome and five enabler indicators. Table 5 lists the enabler and outcomes indicator values for all States and UTs.

Table 5: State-Wise Indicator Values for the Charging Infrastructure Readiness Theme

Indicator Type	Outcomes	Enablers				
Indicators	Charger-to-Vehicle ratio	Capital Subsidies for Public Charging Infrastructure	Charging Infrastructure Development Initiatives	Building Byelaws for Charging	Share of Renewable Energy Generation Capacity	Power Availability
States and UTs\ Indicator Unit	Ratio (per lakh vehicles)	Number	Initiatives (Number)	Initiatives (Number)	Percentage	Percentage
Andaman & Nicobar Islands	3.2	0	1	0	28.5	5.5
Andhra Pradesh	7.8	1	2	2	39.4	0



Indicator Type	Outcomes	Enablers				
Indicators	Charger-to-Vehicle ratio	Capital Subsidies for Public Charging Infrastructure	Charging Infrastructure Development Initiatives	Building Byelaws for Charging	Share of Renewable Energy Generation Capacity	Power Availability
States and UTs\ Indicator Unit	Ratio (per lakh vehicles)	Number	Initiatives (Number)	Initiatives (Number)	Percentage	Percentage
Arunachal Pradesh	14.2	0	1	0	19.1	0
Assam	6.6	0	0	0	19.6	0
Bihar	4.7	1	1	1	7.4	0
Chhattisgarh	5.4	1	2	1	13.7	0
Chandigarh	4.1	1	2	2	31.1	0
Dadra and Nagar Haveli and Daman and Diu	4.4	0	0	0	15.5	0
Delhi	41.1	1	2	2	6.4	0
Goa	24.6	1	3	2	11.7	0
Gujarat	7.6	0.5	1	0	60.8	0
Himachal Pradesh	9.8	0	3	1	25.8	0.4
Haryana	27.2	1	2	2	19.8	0
Jharkhand	6.7	1	1	0	6.7	0
Jammu & Kashmir	10.9	0	0	0	8.7	0.1
Karnataka	36.8	1	2	2	59.5	0
Keralam	17.3	0	1	0	30.5	0
Ladakh	4.2	1	0	1	8.7	0.1
Lakshadweep	5.6	0	1	0	19.7	0
Maharashtra	17.8	1	3	2	45.8	0
Meghalaya	18.0	0	2	0	11.1	0



Indicator Type	Outcomes	Enablers				
Indicators	Charger-to-Vehicle ratio	Capital Subsidies for Public Charging Infrastructure	Charging Infrastructure Development Initiatives	Building Byelaws for Charging	Share of Renewable Energy Generation Capacity	Power Availability
States and UTs\ Indicator Unit	Ratio (per lakh vehicles)	Number	Initiatives (Number)	Initiatives (Number)	Percentage	Percentage
Manipur	18.3	0	2	1	8.2	0
Madhya Pradesh	7.6	0.75	1	0.75	33.4	0
Mizoram	4.0	0	2	0	28.6	0
Nagaland	13.0	0	0	0	17	0
Odisha	7.9	1	2	2	10.6	0
Punjab	8.6	0	2	2	15.7	0.3
Puducherry	7.4	0	1	0	16.7	0
Rajasthan	9.7	1	2	1	70.4	0
Sikkim	12.4	0	1	0	7.9	0
Tamil Nadu	11.2	1	2	2	55.8	0
Tripura	8.6	0	1	2	7.6	0
Uttarakhand	9.3	0	1	0	24.5	0.4
Uttar Pradesh	6.9	0	2	1	16.8	0
West Bengal	8.4	0	3	2	7.2	0
Telangana	12.6	0	1	0	26.1	0

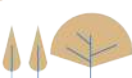


8.3 EV Research and Innovation

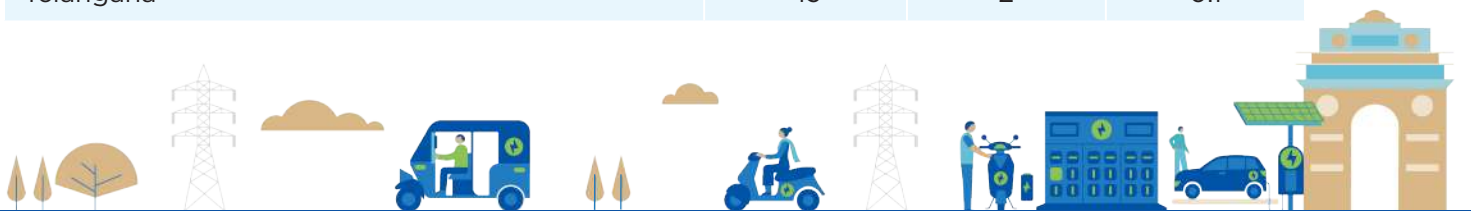
The EV Research and Innovation Status theme consists of one outcome and two enabler indicators. Table 6 lists the enabler and outcomes indicator values for all States and UTs.

Table 6: State-Wise Indicator Values for the EV Research and Innovation Status Theme

Indicator Type	Outcome	Enablers	
Indicator	EV Startups	R&D Initiatives	Patents
States and UTs\ Indicator Unit	Startups Per trillion ₹ GDP (Number)	Initiatives (Number)	Patents Per trillion ₹ GDP (Number)
Andaman & Nicobar Islands	12	0	0.0
Andhra Pradesh	9	1	0.1
Arunachal Pradesh	9	0	0.0
Assam	6	0	0.3
Bihar	9	0	0.8
Chhattisgarh	8	1	0.3
Chandigarh	18	2	2.6
Dadra and Nagar Haveli and Daman and Diu	-	0	0.0
Delhi	30	3	1.5
Goa	8	1	3.1
Gujarat	13	0.5	0.5
Himachal Pradesh	1	0	2.8
Haryana	24	2	0.4
Jharkhand	8	1	1.6
Jammu & Kashmir	5	0	1.3

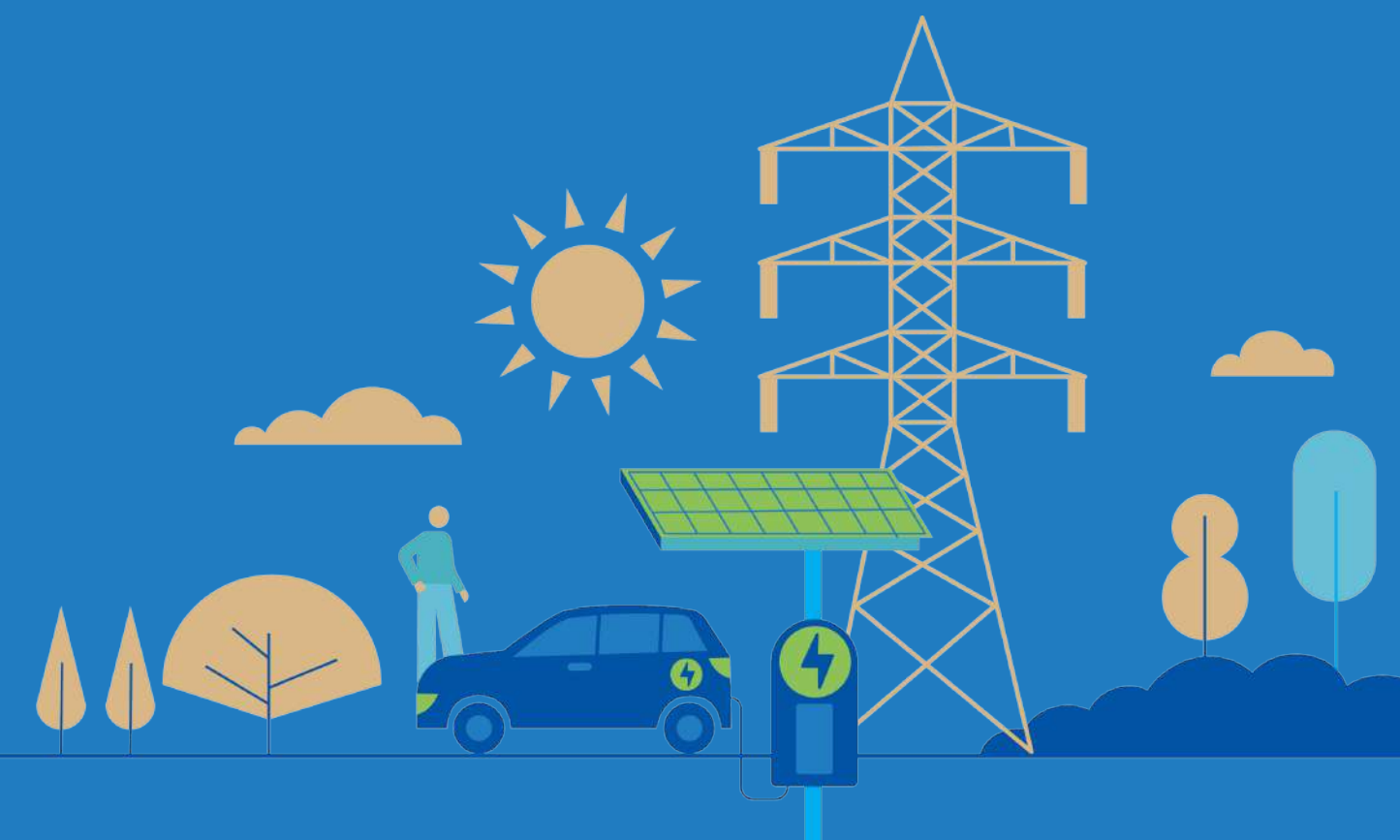


Indicator Type	Outcome	Enablers	
Indicator	EV Startups	R&D Initiatives	Patents
States and UTs\ Indicator Unit	Startups Per trillion ₹ GSDP (Number)	Initiatives (Number)	Patents Per trillion ₹ GSDP (Number)
Karnataka	18	2	1.5
Keralam	10	0	0.1
Ladakh	-	3	0.0
Lakshadweep	-	0	0.0
Maharashtra	19	3	0.5
Meghalaya	-	1	0.0
Manipur	9	1	0.0
Madhya Pradesh	15	2.25	0.1
Mizoram	-	2	0.0
Nagaland	-	0	0.0
Odisha	9	2	0.2
Punjab	6	2	0.2
Puducherry	17	0	3.4
Rajasthan	10	2	0.2
Sikkim	-	0	0.0
Tamil Nadu	15	3	0.6
Tripura	-	1	0.0
Uttarakhand	6	0	0.0
Uttar Pradesh	15	1	0.5
West Bengal	11	2	0.2
Telangana	19	2	0.1



9

ANNEXURE 2: METHODOLOGY DOCUMENTATION 2025

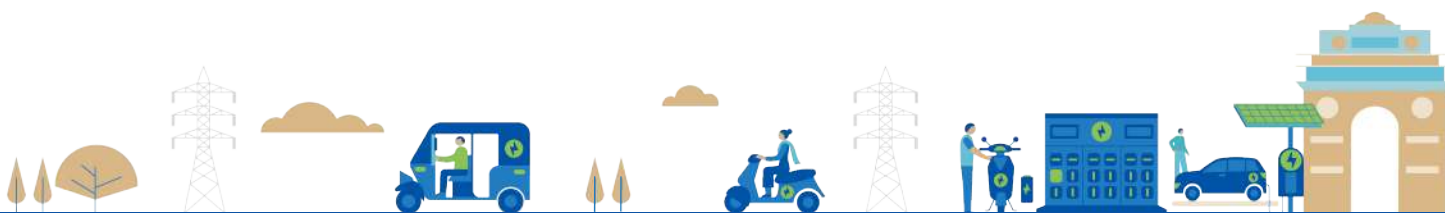


This section provides a comprehensive overview of the themes, indicators, scoring methodology and data sources used to evaluate the e-mobility progress of all Indian States and UTs.

9.1 Terminologies and Definitions

To better comprehend and clearly articulate this annexure, definitions of the terminologies frequently used in it are summarised below:

1. **Assessment period** refers to the calendar year. The Index is designed as an instantaneous Index. However, the limited availability of data necessitates the assessment of indicators utilising values derived from the accessible yearly data.
2. **Theme** refers to a subdomain of e-mobility, linked to one or more significant outcomes. The performance of themes is driven by State-specific policies, incentives, regulations and processes. Each theme may have three or more parameters (performance indicators). The themes are scored out of 100.
3. **Indicators or parameters** are key performance indicators of e-mobility. These could be estimated using one or more data points. These performance indicators are often normalised using the population, GSDP or number of vehicles. The indicator value is its estimated numeric or quantitative value.
4. **Outcome indicators or parameters** are performance indicators of a State that emerge as a result of one or more initiatives undertaken by State governments that directly help achieve the national e-mobility goals.
5. **Enabler indicators or parameters** serve as performance indicators that reflect State government initiatives or characteristics over which the government largely exercises control. These enablers aid in the growth or development of outcome parameters.
6. **Data points** are discrete units of information collected from various sources.
7. **The indicator or parameter score** for a State is calculated based on the State's performance on the indicator and the specific scoring method used for that indicator. The indicators are scored out of 100.
8. **The absolute scoring method** involves scoring a State's indicator based on predetermined cut-off levels or functions.
9. **The relative scoring** method involves scoring a State's indicator depending on how a State compares with the other States under evaluation. For instance, performance indicators of the 90th%ile among the States are targets (scored as 100), and scores of the other States are estimated accordingly. The documentation details the scoring method for each indicator.
10. **The target value** for an indicator is the cut-off at which the States are scored the maximum score for the indicator:
 - a. The target value for absolute scoring is fixed or predefined
 - b. The target value for relative scoring depends on indicator values of the candidate States being evaluated.



9.2 Index Structure: Themes, Indicators and Sources

The IEMI assesses the progress of e-mobility and highlights the key factors of a successful transition. It promotes peer learning among States, thus aiding policy decisions, impactful interventions and private investments. Development of the Index involved a review of global indices, collaboration with stakeholders, collation of feedback, data collection, methodology development and evaluation.

The IEMI structure was designed with inputs from stakeholders in the central and State governments as well as national and international industry and research experts, and the Index was developed using open central government and third-party datasets.

Its structure reflects the key aspects of the e-mobility ecosystem, which are applicable to all States and UTs across the country. Accordingly, the Index is organised into three main themes: Transport Electrification Progress, Charging Infrastructure Readiness, and EV Research and Innovation Status. These themes encompass the demand, infrastructure and R&D required to support e-mobility and comprise 16 performance indicators, categorised as enablers and outcomes, as shown in Table 7.

Table 7: IEMI Structure

Theme Name	Indicator Type	Indicators	Source	Indicator Unit
Transport Electrification Progress	Outcomes	1. Private EV adoption	Vahan database	Percentage
		2. Commercial EV adoption	Vahan database	Percentage
	Enablers	3. Governance initiatives	State EV policies	Initiatives (number)
		4. Purchase incentives	State EV policies	₹ per year per capita
		5. Transition incentives	State EV policies	Initiatives (number)
		6. Operational support initiatives	State EV policies	Initiatives (number)
		7. Fuel price parity	Electricity tariff orders & Petroleum Planning and Analysis Cell	Ratio



Theme Name	Indicator Type	Indicators	Source	Indicator Unit
Charging Infrastructure Readiness	Outcome	8. Charger-to-Vehicle ratio	BEE & Vahan	Ratio
	Enablers	9. Capital subsidies for public charging infrastructure	State EV policies	Initiatives (number)
		10. Charging infrastructure development initiatives	State EV policies	Initiatives (number)
		11. Buildings bye-laws for charging	State EV policies	Initiatives (number)
		12. Share of RE generation capacity	CEA	Percentage
		13. Power availability	CEA	Percentage
EV Research and Innovation Status	Outcome	14. EV startups	Startup India and MoSPI	Startups per trillion ₹ GSDP
	Enablers	15. R&D initiatives	State EV policies	Initiatives (number)
		16. Patents	Controller of Patents and MoSPI	Patents per trillion ₹ GSDP

BEE: Bureau of Energy Efficiency;

CEA: Central Electricity Authority;

MoSPI: Ministry of Statistics and Programme Implementation.



9.3 Transport Electrification Progress

The Transport Electrification Progress theme focuses on State-led initiatives to promote EV adoption through targeted policies and incentives, encouraging a shift from traditional ICE vehicles. This theme includes the following indicators:

1. Private EV Adoption (outcome)
2. Commercial EV Adoption (outcome)
3. Governance initiatives
4. Purchase incentives
5. Transition initiatives
6. Operational support initiatives
7. Fuel price parity

The following subsections describe the various components of the above-listed indicators, including their definitions, data points, sources, assessment periods, indicator values and score calculations.

9.3.1 Private EV Adoption

The Private EV Adoption refers to the share of private EVs in the total private vehicles registered in the State during the assessment period. The assessment considers two types of vehicles: 2Ws and 4Ws. The Vahan dashboard displays the vehicle category for each type, as shown in

Table 8: Mode-Wise Classification of Private Vehicle Types

S. No	Vehicle Type	Vehicle Category, as Mentioned on the Vahan Dashboard
1	2W	Two-wheeler (NT)*
2	4W	Light motor vehicle (NT)*

*NT: non-transport.

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9.3.1.1 Unit

Percentage (share of private EVs)

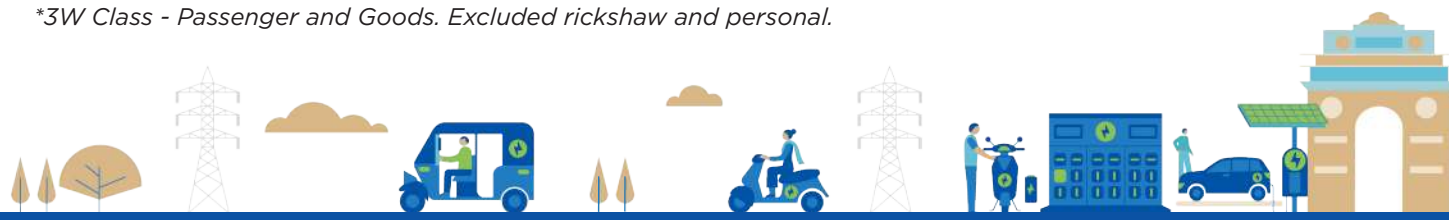
9.3.1.2 Data points

1. Number of private e-2Ws registered in the State
2. Number of private e-4Ws registered in the State
3. Number of private 2Ws registered in the State
4. Number of private 4Ws registered in the State

9.3.1.3 Source

Vahan dashboard





9.3.2.1 Unit

Percentage (share of commercial EVs)

9.3.2.2 Data points

1. Number of commercial e-3Ws registered in the State
2. Number of commercial electric taxis (e-taxis) registered in the State
3. Number of commercial e-buses registered in the State
4. Number of commercial electric LGVs (e-LGVs) registered in the State
5. Number of commercial electric MGVs (e-MGVs) registered in the State
6. Number of commercial electric HGVs (e-HGVs) registered in the State
7. Number of commercial 3Ws registered in the State
8. Number of commercial taxis registered in the State
9. Number of commercial buses registered in the State
10. Number of commercial LGVs registered in the State
11. Number of commercial MGVs registered in the State
12. Number of commercial HGVs registered in the State

9.3.2.3 Source

Vahan dashboard

9.3.2.4 Assessment Period

The indicator is evaluated for the relevant calendar year (e.g., 2025).

9.3.2.5 Indicator Value

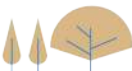
The Commercial EV Adoption is calculated by dividing the total number of commercial EVs: e-3Ws, e-buses, e-taxis, e-LGVs, e-MGVs and e-HGVs by the total number of commercial vehicles: 3Ws, taxis, buses, LGVs, MGVs and HGVs registered in the State during the assessment period.

Formula to calculate the indicator value:

$$\frac{\text{Total number of commercial EVs-e 3Ws,e taxis,e buses,e LGVs,e MGVs and e HGVs-registered in the State during the assessment period}}{\text{Total number of commercial vehicles-3Ws,taxis,buses,LGVs,MGVs and HGVs-registered in the State during the assessment period}}$$

9.3.2.6 Score Calculation

The indicator is scored using the relative scoring method. The target value is the 90th percentile parameter value among the evaluated States. Since there are no official accepted targets for the national adoption rate, the 90th percentile indicator value is considered the target. States at and above the 90th percentile will be scored the highest, that is, 100, and scores for the other States are calculated relatively.



Formula to calculate the score:

$$Score = \min\left(\frac{Indicator\ value}{Target\ value} \cdot 100, 100\right)$$

9.3.3 Governance Initiatives

Governance initiatives are substantial initiatives undertaken at the governance level to plan, regulate and accelerate EV adoption in the State.

9.3.3.1 Unit

Integer (number of governance initiatives)

9.3.3.2 Data points

1. The State EV policy mandates an interdepartmental committee for e-mobility. (Yes/No)
2. A State EV policy was notified and is currently active. (Yes/No)
3. A State website or portal for EV awareness is available. (Yes/No)
4. Duration of active EV policy during the assessment year. (in months)

9.3.3.3 Source

The data are from State EV policies, and internal research is conducted for the presence of active State EV websites and portals.

9.3.3.4 Assessment Period

The indicator is updated as verified in the EV policy or policy amendments, if any.

9.3.3.5 Indicator Value

The number of governance initiatives is the count of initiatives the State undertakes, as specified in the data points.

Value for each datapoint: 'Yes' = 1 and 'No' = 0.

Formula to calculate the parameter value:

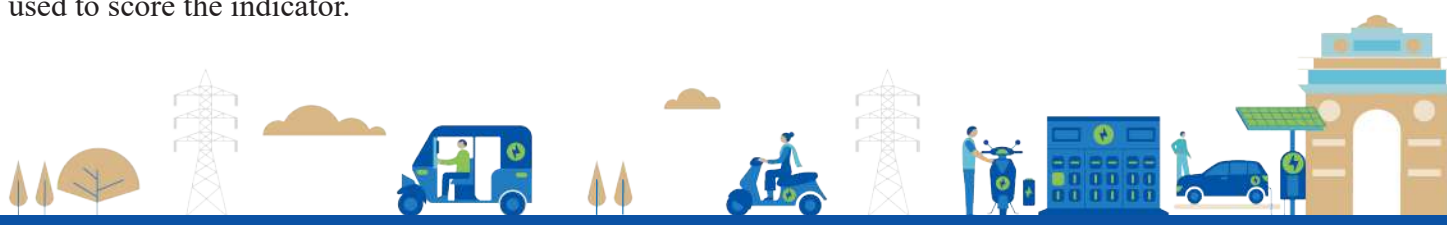
$$(Availability\ of\ a\ State\ EV\ website\ or\ portal + Presence\ of\ a\ State\ EV\ interdepartmental\ committee + (Presence\ of\ an\ EV\ policy * duration\ factor))$$

where,

$$duration\ factor = active\ EV\ policy\ (in\ months)/12$$

9.3.3.6 Score Calculation

The indicator is evaluated using the absolute scoring method, and a simple linear scoring function is used to score the indicator.



$$\text{Score} = \frac{\text{indicator value}}{3} * 100$$

9.3.4 Purchase Incentives

Purchase incentives are financial incentives to create demand and encourage EV adoption by reducing upfront costs, making EVs more competitive than ICE vehicles. This indicator denotes the annual per capita subsidy allocation, determined by the maximum subsidy per vehicle and maximum limit on the number of vehicles. This includes State subsidies on EVs. This estimate does not include tax exemptions.

9.3.4.1 Unit

₹ per year per capita (EV purchase incentive per year per capita)

9.3.4.2 Datapoints

1. Estimated allocation toward ‘capital subsidies’ to purchase EVs, as Stated in the EV policy.
2. The EV policy period
3. Population of the State or UT (National Commission on Population 2025)

9.3.4.3 Source

State EV policies and Population of the State or UT

9.3.4.4 Assessment Period

The assessment period is the EV policy period. For example, the assessment period for Tamil Nadu is five years. The indicator is updated annually, with amendments to the EV policy or release of a new EV policy.

9.3.4.5 Indicator Value

The budgeted EV purchase incentive per year per capita is calculated by dividing the sum of the estimated budget allocated toward capital subsidies by the EV policy period, and then this amount is divided by the State’s population.

Formula to calculate the indicator value:

$$\frac{\text{Total capital subsidies for EV}}{\text{EV policy period in years. State or UT Population}}$$

9.3.4.6 Score Calculation

The indicator is evaluated using the relative scoring method. The target value is the 90th percentile indicator value among the evaluated States, and the State achieving this value is considered the target. States at and above the 90th percentile will be scored the highest, that is, 100, and scores for the other States are calculated relatively.



Formula to calculate the score:

$$Score = \min\left(\frac{Indicator\ value}{Target\ value} \cdot 100, 100\right)$$

9.3.5 Transition Initiatives

Transition initiatives refer to fiscal incentives that State governments offer to encourage the scrapping of ICE vehicles in exchange for EVs and to stimulate the demand for converting and retrofitting existing ICE vehicles into EVs.

9.3.5.1 Unit

Integer (number of transition initiatives)

9.3.5.2 Data points

1. The EV policy mandates the provision of vehicle-scrapping incentives for EVs. (Yes/No)
2. The EV policy mandates the provision of EV conversion kits/retrofitting incentives. (Yes/No)
3. Duration of active EV policy during the assessment year. (in months)

9.3.5.3 Source

State EV policies

9.3.5.4 Assessment Period

The indicator is updated annually, as verified in the EV policy or policy amendments, if any.

9.3.5.5 Indicator Value

The number of EV transition initiatives is the count of initiatives the State has undertaken, as specified in the data points. Value for each datapoint: 'Yes' = 1 and 'No' = 0.

Formula to calculate the indicator value:

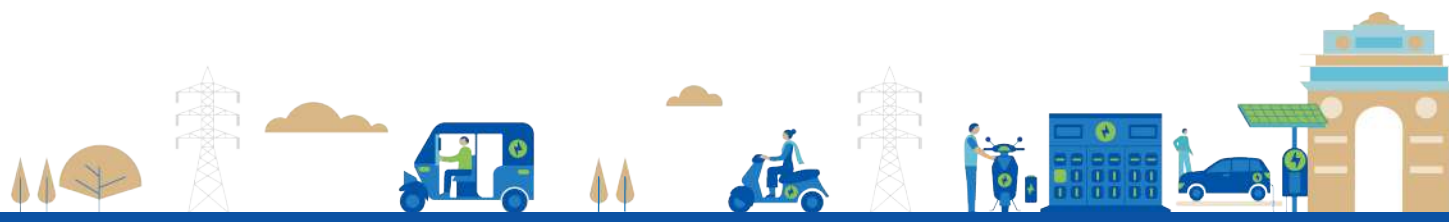
$$Duration\ factor * (Availability\ of\ scrapping\ incentives + Availability\ of\ EV\ conversion\ kits\ or\ retrofitting\ incentives)$$

where,

$$duration\ factor = \frac{active\ policy\ (in\ months)}{12}$$

9.3.5.6 Score Calculation

The number of EV transition initiatives is evaluated using absolute scoring method. A simple linear scoring function is used to score EV transition incentives.



Formula to calculate the score:

$$\text{Score} = \frac{\text{indicator value}}{2} * 100$$

9.3.6 Operational Support Initiatives

Operational support initiatives refer to the initiatives the government undertakes to ease the usage of EVs in the State.

9.3.6.1 Unit

Integer (number of operational support initiatives)

9.3.6.2 Datapoints

1. The EV policy mandates the provision of reserved parking spaces or parking charge exemptions. (Yes/No)
2. The EV policy mandates the development of low emission zones in the State. (Yes/No)
3. The EV policy mandates permit exemptions for commercial EVs. (Yes/No)
4. The EV policy mandates interest subvention on purchase of EVs. (Yes/No)
5. Duration of active EV policy during the assessment year. (in months)

9.3.6.3 Source

State EV policies

9.3.6.4 Assessment Period

The indicator is updated annually, as verified in the EV policy or policy amendments, if any.

9.3.6.5 Indicator Value

The operational support initiatives are the count of initiatives the State undertakes, as specified in the datapoints. Value for each datapoint: 'Yes' = 1 and 'No' = 0.

Formula to calculate indicator value:

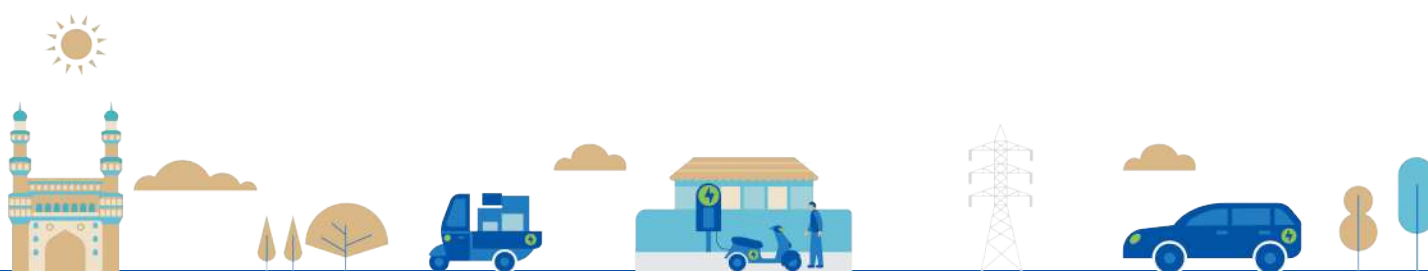
*(Availability of an exemption from parking charges or reserved EV parking spaces + Mandates low emission zones + Availability of permit exemptions for commercial EVs + Mandates on interest subvention for electric vehicles) * duration factor*

Where,

$$\text{duration factor} = \frac{\text{active policy (in months)}}{12}$$

9.3.6.6 Score Calculation

The indicator is evaluated using the absolute scoring method, and a simple linear scoring function is used to score the indicator.



Formula to calculate the score:

$$\text{Score} = \frac{\text{indicator value}}{4} * 100$$

9.3.7 Fuel Price Parity

Fuel Price Parity is the ratio of petrol cost per litre to the public EV charging electricity cost per unit for charging an EV. This indicates the units of electricity that can be purchased at the cost of 1 litre of petrol in the State.

9.3.7.1 Unit

kWh units of electricity per litre of petrol

9.3.7.2 Datapoints

1. Minimum applicable EV public charging tariff per unit
2. Per litre cost of petrol in the State.

9.3.7.3 Source

State electricity tariff order, BEE, Petroleum Planning and Analysis Cell

9.3.7.4 Assessment Period

The indicator is updated annually, based on the per litre price of petrol and the EV electricity tariff per kWh unit at the end of the year. Annual averages are computed for assessment.

9.3.7.5 Indicator Value

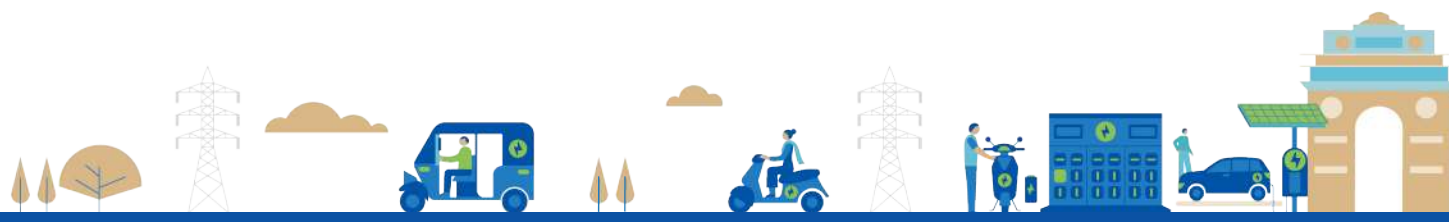
The fuel price parity is the cost of 1 litre of petrol during the end of the assessment period divided by the minimum applicable EV public charging tariff notified by the State Electricity Regulatory Commission.

Formula to calculate the indicator value:

$$\frac{\text{Petrol cost per litre in the State}}{\text{Minimum applicable EV public charging tariff per unit}}$$

9.3.7.6 Score Calculation

The indicator is evaluated using the relative scoring method. The target value is the 90th percentile indicator value among the evaluated States, and the State achieving this value is considered the target. States above or equal to the 90th percentile will be scored the highest, that is, 100, and scores for the other States are calculated relatively.



Formula to calculate the score:

$$Score = \min\left(\frac{Indicator\ value}{Target\ value} \cdot 100, 100\right)$$

9.4 Charging Infrastructure Readiness

The Charging Infrastructure Readiness theme focuses on the development and integration of the State's charging infrastructure. It encompasses State-led initiatives and incentives aimed at establishing robust charging networks and encouraging RE generation. The theme includes the following indicators:

1. Chargers-to-Vehicle ratio (outcome)
2. Capital subsidies for public charging infrastructure
3. Charging infrastructure development initiatives
4. Building bye-laws for charging
5. Share of RE generation capacity
6. Power availability

The following subsections describe the various components of the above-listed indicators, including their definitions, datapoints, sources, assessment periods, indicator values and score calculations.

9.4.1 Chargers-to-Vehicle Ratio

The Chargers-to-Vehicle ratio is the total number of charging points per lakh vehicle registered in the State.

9.4.1.1 Unit

Charging points per lakh vehicles

9.4.1.2 Datapoints

1. Total number of operational public charging points in the State
2. Vehicles registered in the State (in lakhs)

9.4.1.3 Source

BEE and Vahan dashboard

9.4.1.4 Assessment Period

The indicator is updated annually. The total number of public charging points in the State is estimated at the end of the year. The total number of vehicles registered is estimated based on the vehicles registered in the past 15 years.

9.4.1.5 Indicator Value

The Charger-to-Vehicle ratio is the total number of charging points in the State divided by the vehicle registered in the past 15 years in the State by the end of the assessment period.



Formula to calculate the indicator value:

$$\frac{\text{Total number of charger points in the State during the calendar year}}{\text{Total number of registered vehicles in the State in the past 15 years}}$$

9.4.1.6 Score Calculation

The indicator is evaluated using the relative scoring method. The target value is the 90th%ile indicator value among the evaluated States, and the State achieving this value is considered the target. States with equal or higher Charger-to-Vehicle ratio will be scored 100. The other States are scored lower by the relative scoring method.

Formula to calculate the score:

$$\text{Score} = \min\left(\frac{\text{Indicator value}}{\text{Target value}} \cdot 100, 100\right)$$

9.4.2 Capital Subsidies for public charging infrastructure

Capital subsidies for public charging infrastructure refer to the financial support State governments provide to set up public charging infrastructure.

9.4.2.1 Unit

Integer (number of charging subsidies initiatives)

9.4.2.2 Datapoint

1. The EV policy mandates the provision of capital subsidies for setting up public chargers in the State.
2. Duration of active EV policy during the assessment year. (in months)

9.4.2.3 Source

State EV policies

9.4.2.4 Assessment period

The indicator is updated annually, as verified in the EV policy or policy amendments, if any.

9.4.2.5 Indicator Value

Capital subsidies for public charging infrastructure refer to the presence of initiatives the State has undertaken, as specified in the datapoints.

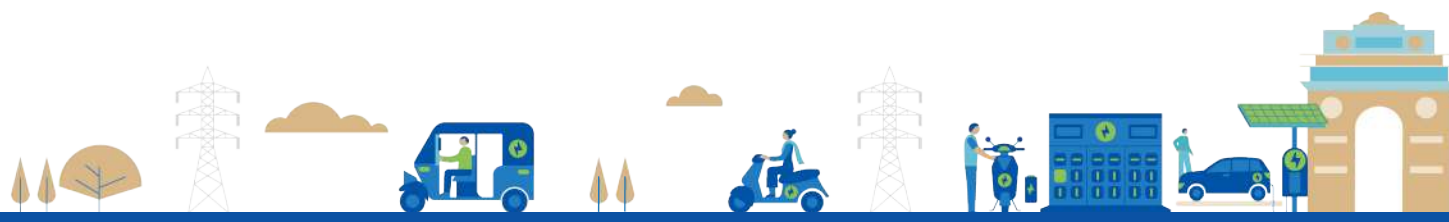
Formula to calculate the indicator value:

Indicator value for mandates on capital subsidy datapoint: 'Yes' = 1 and 'No' = 0.

$$\text{indicator value} = \text{datapoint value} \times \text{duration factor}$$

where,

$$\text{duration factor} = \frac{\text{active policy (in months)}}{12}$$



9.4.2.6 Score Calculation

The indicator is evaluated using the absolute scoring method, and a simple linear scoring function is used to score the indicator.

Formula to calculate the score:

$$\text{Score} = \text{indicator value} * 100$$

9.4.3 Charging infrastructure development initiatives

The Charging Infrastructure Development initiatives are steps the State government has undertaken to accelerate the approval process (and incentives) in setting up public chargers in the State.

9.4.3.1 Unit

Integer (number of charging infrastructure development Initiatives)

9.4.3.2 Datapoints

1. The policy mandates a 'single-window system' or fixed lead time for approvals for charging infrastructure connections. (Yes/No)
2. The policy mandates the provision of concessional rates for land for public charging. (Yes/No)
3. The State/UT has a nodal agency for charging infrastructure. (Yes/No)
4. Duration of active EV policy during the assessment year. (in months)

9.4.3.3 Source

State EV policies

9.4.3.4 Assessment Period

The indicator is updated annually, as verified in the EV policy or policy amendments, if any.

9.4.3.5 Indicator Value

The number of charging infrastructure development initiatives is the count of initiatives the State has undertaken, as specified in the datapoints.

Value for each datapoint: 'Yes' = 1 and 'No' = 0.

Formula to calculate the indicator value:

$$(\text{Presence of single window system or fixed lead time for approvals} + \text{Concessional rates for land for public charging} + \text{State nodal Agency for public charging})$$

where,

$$\text{duration factor} = \frac{\text{active policy (in months)}}{12}$$

9.4.3.6 Score Calculation

The indicator is evaluated using the absolute scoring method, and a simple linear function is used to score the indicator.



Formula to calculate the score:

$$Score = \min\left(\frac{Indicator\ value}{Target\ value} \cdot 100, 100\right)$$

9.4.4 Building bye-laws for charging

The building byelaws and mandates refer to the government initiatives undertaken to promote and integrate public and private charging of EVs with the State's development control regulations.

9.4.4.1 Unit

Integer (number of building byelaws for initiatives)

9.4.4.2 Datapoints

1. The State EV policy mandates building byelaws for the integration of EV charging in new buildings. (Yes/No)
2. The State EV policy recommends EV charging installation in existing buildings. (Yes/No)

9.4.4.3 Source

Central Electricity Authority

9.4.4.4 Assessment Period

The indicator is updated annually, as verified in the EV policy or policy amendments, if any.

9.4.4.5 Indicator Value

The value indicates the count of initiatives the State has undertaken, as specified in the datapoints.

Value for each datapoint: 'Yes' = 1 and 'No' = 0.

Formula to calculate the parameter value:

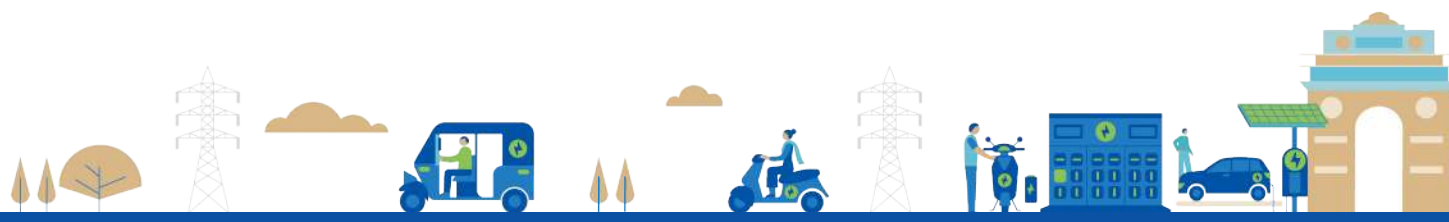
(Building byelaw mandate for integration of EV charging in new buildings + Recommendations to install EV chargers in existing buildings)

9.4.4.6 Score Calculation

The indicator is evaluated using the absolute scoring method, and a step function is used to score the indicator. The scoring step function is linear.

Formula to calculate the score:

$$Score = \min\left(\frac{Indicator\ value}{Target\ value} \cdot 100, 100\right)$$



9.4.5 Share of RE generation capacity

This indicator refers to the share of RE generation capacity in the State's total installed electricity generation capacity.

9.4.5.1 Unit

Percentage (share of RE generation capacity)

9.4.5.2 Datapoints

1. Total RE generation capacity of the State.
2. Total energy generation capacity of the State.

9.4.5.3 Source

Central Electricity Authority

9.4.5.4 Assessment Period

The indicator is updated annually based on recent monthly data available from the CEA, such as December 2025.

9.4.5.5 Indicator Value

The indicator value is estimated by dividing the State's installed RE generation capacity by its total installed energy generation capacity.

$$\frac{\text{Total Renewable Energy Generation Capacity}}{\text{Total Energy Generation Capacity}}$$

9.4.5.6 Score Calculation

The indicator is evaluated using the relative scoring method. The target value is the 90th%ile indicator value among the evaluated States, and States that achieve a value equal to or higher than the 90th%ile will be scored 100. The other States score relatively lower, based on the target.

Formula to calculate the score:

$$\text{Score} = \min\left(\frac{\text{Indicator value}}{\text{Target value}} \cdot 100, 100\right)$$

9.4.6 Power availability

Power availability is measured in terms of the deficit between the power demand and power supply for States and UTs.

9.4.6.1 Unit

Percentage (share of power shortage)

9.4.6.2 Datapoints

1. Power shortage in the State (demand – availability)
2. Power demand in the State



9.4.6.3 Source

Central Electricity Authority

9.4.6.4 Assessment Period

The indicator is updated yearly, such as in December 2025, based on recent data available from CEA.

9.4.6.5 Indicator Value

The indicator value is estimated by dividing the State's power shortage with its power demand.

Formula for calculating the indicator value:

$$\frac{\text{Power demand in the State} - \text{Power available in the State}}{\text{Total demand in the State}}$$

9.4.6.6 Score Calculation

The indicator is evaluated using the relative scoring method. The target value is the 20th%ile indicator value among the evaluated States, and States that achieve a value equal or lower value than the 20th%ile is scored 100. The other States score relatively lower, based on the target.

Formula to calculate the score:

$$\min\left(\frac{\text{Target value}}{\text{Indicator value}} \cdot 100, 100\right)$$

9.5 EV Research and Innovation Status

The EV Research and Innovation Status theme highlights the expansion of R&D initiatives in the EV sector. It assesses government policies, incentives and efforts to promote EV advancements, including the growth of e-mobility startups and development of supportive EV education programmes. The theme includes the following indicators:

1. EV Startups (outcome)
2. R&D initiatives
3. Patents

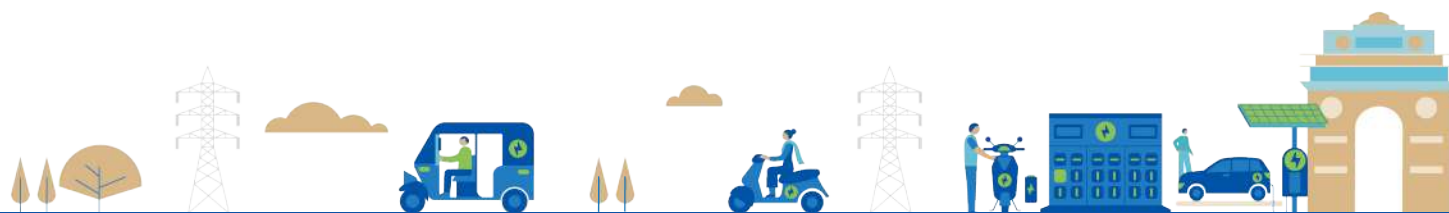
The following subsections describe the various components of the above-listed indicators, including their definitions, datapoints, sources, assessment periods, indicator values and score calculations.

9.5.1 Startups

This indicator refers to the total number of startups in the State that are recognised as EV startups by Startup India, normalised by the GSDP.

9.5.1.1 Unit

Startups per trillion ₹ of the GSDP



9.5.1.2 Data points

1. Total number of EV startup registrations
2. GSDP (constant price)

9.5.1.3 Source

Startup India website and MoSPI

9.5.1.4 Assessment Period

The indicator is updated yearly, based on data on EV startups at the end of the quarter, such as on 31 December 2025.

9.5.1.5 Indicator Value

The number of startups registered at the end of the assessment period is divided by the GSDP.

Formula for calculating the indicator value:

$$\frac{\text{Number of startups registered in the State}}{\text{GSDP}}$$

9.5.1.6 Score Calculation

The indicator is scored using the relative scoring method. The target value is the 90th%ile indicator value among the evaluated States, and the State achieving this value is considered the target. States with equal or higher startups per trillion ₹ of GSDP will be scored 100. The other States are scored lower by the relative scoring method.

Formula to calculate the score:

$$\text{Score} = \min\left(\frac{\text{Indicator value}}{\text{Target value}} \cdot 100, 100\right)$$

9.5.2 R&D initiatives

EV R&D initiatives are actions the State government undertakes to promote R&D in e-mobility through fiscal and non-fiscal measures.

9.5.2.1 Unit

Integer (number of R&D initiatives)

9.5.2.2 Data points

1. The EV policy mandates initiatives on setting up of R&D centres for skill development.
2. The EV policy mandates the provision of establishing Centre of excellence in the State.
3. The EV policy mandates the setting up of polytechnic or short-term courses on e-mobility.
4. Duration of active EV policy during the assessment year. (in months)

9.5.2.3 Source

State EV policies



9.5.2.4 Assessment Period

The data are updated yearly, as verified in the EV policy or policy amendments, if any.

9.5.2.5 Indicator Value

The number of R&D initiatives is the count of initiatives the State has undertaken, as specified in the datapoints.

Value for each data point: 'Yes' = 1 and 'No' = 0.

Formula to calculate the indicator value:

*duration factor * (Presence of initiatives on setting R&D centres + Presence of mandates on establishing COEs + Presence of short term courses on electric mobility)*

where,

$$\text{duration factor} = \frac{\text{active policy (in months)}}{12}$$

9.5.2.6 Score Calculation

The score is evaluated using the absolute scoring method, and a simple linear scoring function is used to score the indicator.

Formula to calculate the score:

$$\text{Score} = \frac{\text{indicator value}}{3} * 100$$

9.5.3 Patents

This indicator refers to the total number of EV-related patents enforced by Intellectual Property India at the end of the assessment period, normalised with GSDP.

9.5.3.1 Unit

Patent per trillion ₹ of GSDP

9.5.3.2 Data points

1. Total number of active patents related to EVs
2. GSDP (constant price)

9.5.3.3 Source

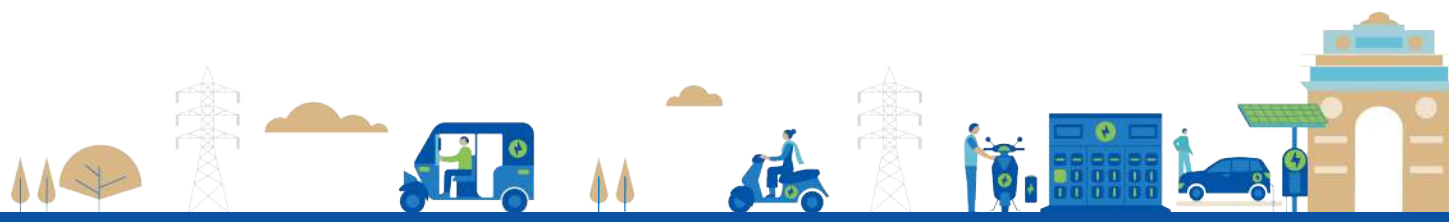
Controller General Patents, Designs & Trademarks (CGPDTM) and MoSPI

9.5.3.4 Assessment period

The data are updated yearly based on the latest data available at the end of the calendar year.

9.5.3.5 Indicator Value

The latest data available on the number of active patents (related to EVs) registered by the end of the FY is divided by the GSDP.



Formula for calculating the indicator value:

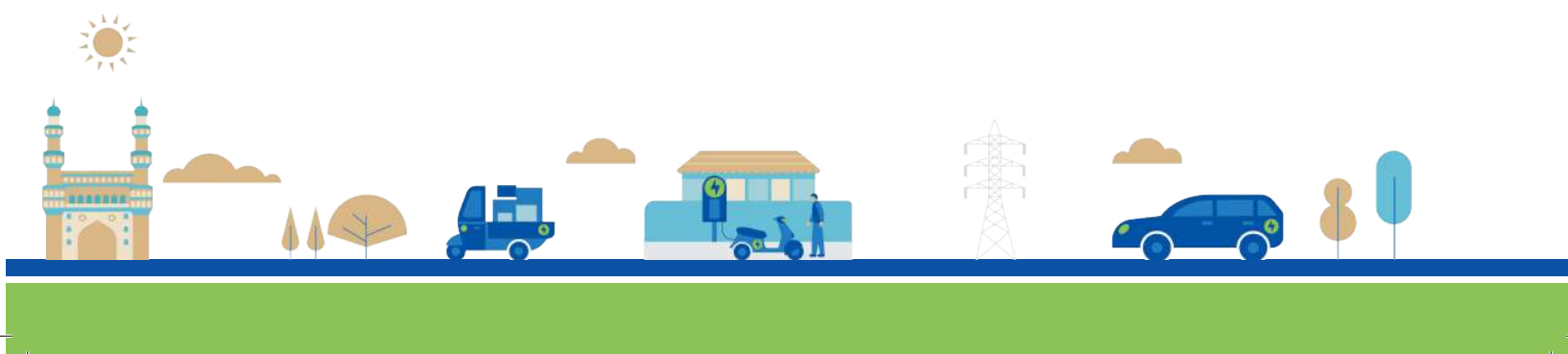
$$\frac{\text{Number of patents registered in the State}}{\text{GSDP}}$$

9.5.3.6 Score Calculation

The indicator is evaluated using the relative scoring method. The target value is the 90th%ile indicator value among the evaluated States, and the State achieving this value is considered the target. States with equal or higher values will be scored 100. The other States score relatively lower.

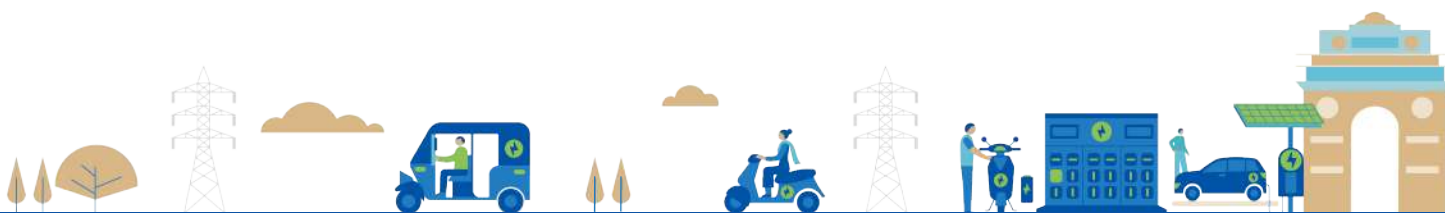
Formula to calculate the score:

$$\text{Score} = \min\left(\frac{\text{Indicator value}}{\text{Target value}} \cdot 100, 100\right)$$



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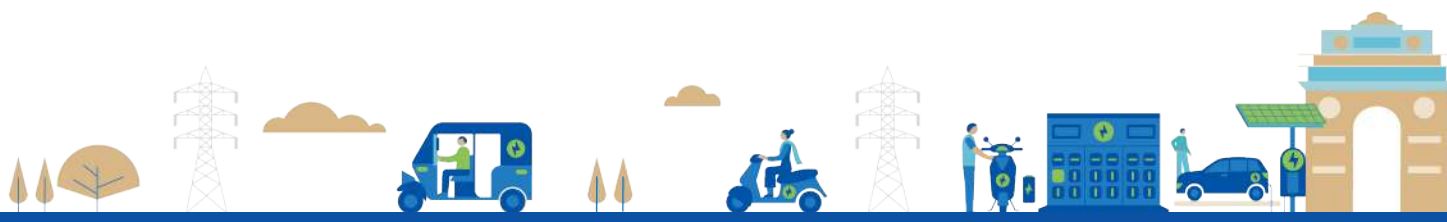
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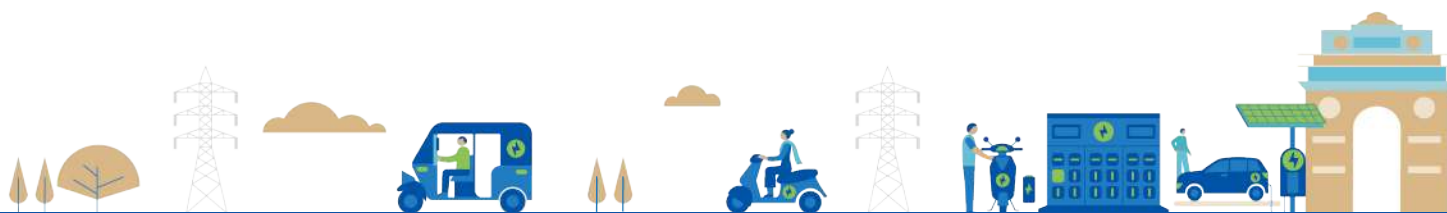
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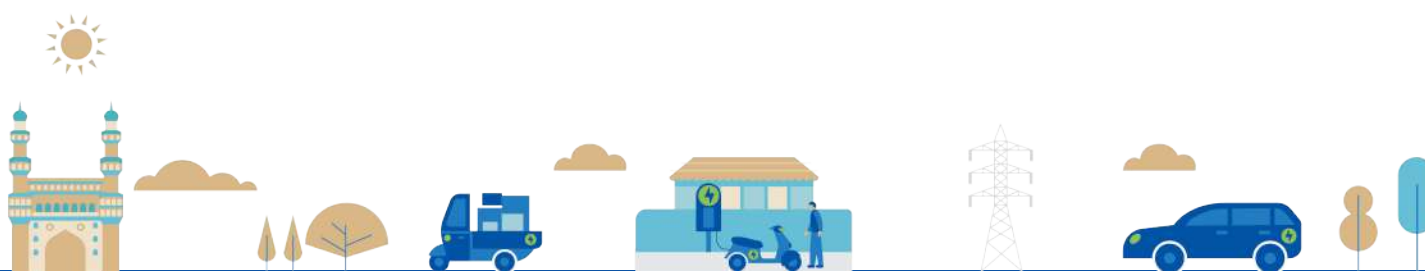
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