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India Electric Mobility Index 2025: Delhi Leads as States Accelerate Electric Mobility Transition Across India

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Recent Developments:

- NITI Aayog released the **India Electric Mobility Index 2025** on **15 September 2026** in collaboration with **WRI India**, making it the second edition of the index after 2024.
- **Delhi** emerged as the top performer with a score of **84**, followed by **Maharashtra (78)**, **Karnataka (73)**, **Chandigarh (71)** and **Goa (65)**. These five jurisdictions were classified as **Top Performers**.
- The overall scores of the **36 States and Union Territories** ranged from 10 to 84, while the median score increased from **36 in 2024 to 40 in 2025**, indicating broad but uneven improvement.
- **Madhya Pradesh** recorded the most notable improvement in ranking, moving from **23rd to 7th position**, while Delhi increased its score from 77 to 84 and Maharashtra from 68 to 78.

About the India Electric Mobility Index:

Nature and Objectives:

- The **India Electric Mobility Index (IEMI)** is a composite index that evaluates both the **policy framework and implementation outcomes** for electric mobility across India's States and Union Territories.
- The 2025 edition assesses **28 States and 8 Union Territories** and tracks their progress towards an electric mobility transition during 2025.
- The index aims to **benchmark state performance, identify successful approaches, encourage healthy competition, facilitate peer learning and support evidence-based policymaking**.
- It strengthens both **competitive and cooperative federalism** by allowing States and Union Territories to compare their performance and adopt suitable practices from one another.

Structure of the Index:

- The IEMI evaluates **16 indicators** under three themes: **Transport Electrification Progress, Charging Infrastructure Readiness, and Electric Vehicle Research and Innovation Status**.
- **Transport Electrification Progress:** It carries the highest weight of **50%** and measures private and commercial EV adoption along with governance initiatives, purchase incentives, transition support, operational support and fuel-price parity.
- **Charging Infrastructure Readiness:** It carries **30%** weight and assesses charger availability, charging infrastructure subsidies and development initiatives, building regulations, renewable-energy capacity and power availability.
- **Electric Vehicle Research and Innovation Status:** It carries **20%** weight and covers **EV startups, research and development initiatives and patents**.

Key Findings of IEMI 2025:

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Overall State Performance:

- **Delhi (84), Maharashtra (78), Karnataka (73), Chandigarh (71) and Goa (65)** were the five Top Performers nationally.
- Among the **Large States**, Maharashtra and Karnataka were the only Top Performers, while **Tamil Nadu (61), Madhya Pradesh (59), Odisha (55), Andhra Pradesh (52), Telangana (51), Haryana (51), Rajasthan (51) and Uttar Pradesh (51)** were classified as Frontrunners.
- The remaining Large States, namely **Chhattisgarh (49), West Bengal (42), Bihar (40), Kerala (40), Jharkhand (40), Punjab (39) and Gujarat (38)**, were classified as Emerging Performers.

Theme-Wise Performance:

- **Transport Electrification Progress** remained the weakest major dimension, with only **Delhi, Chandigarh and Maharashtra** reaching the Top Performer category; therefore, increasing actual EV adoption remains the largest opportunity for most States and Union Territories.
- **Charging Infrastructure Readiness** performed comparatively better, with **Karnataka scoring 97**, followed by **Goa (92) and Maharashtra (91)**, demonstrating that infrastructure development can advance faster than vehicle adoption.
- **Electric Vehicle Research and Innovation** showed wide variation across States and Union Territories, with **Delhi recording the highest score of 94**, reflecting its stronger ecosystem of startups, research activity and patents.

India's Electric Mobility Transition:

Growth in EV Adoption:

- India's EV penetration increased from only **0.5% in 2018 to 8.25% in 2025-26**, while more than **8.7 million** EVs were operating on Indian roads.
- Nearly **2.5 million** EVs were registered during 2025-26, representing an increase of approximately **25%** over the previous financial year, with two-wheelers accounting for the largest share.
- Electric commercial goods vehicles also recorded rapid growth, with penetration increasing from **0.6% in 2024 to 1.4% in 2025**.
- Public charging infrastructure expanded substantially, with around **29,000 public charging stations** reported by June 2025; however, charging availability remains uneven across States and regions.

Policy and Institutional Framework:

- By December 2025, **26 of 36 States and Union Territories** had active EV policies covering areas such as adoption, charging infrastructure, research, innovation and manufacturing.
- The IEMI highlights that the policy challenge is increasingly shifting from **policy formulation to implementation**, including charger deployment, regulatory enforcement, financial incentives, grid preparedness and ecosystem development.
- The **PM E-DRIVE Scheme** supports EV adoption through demand incentives and also provides **₹2,000 crore for public EV charging infrastructure** on a pan-India basis.
- The scheme has also been extended, with the overall PM E-DRIVE framework continuing until **31 March 2028**, alongside support for electric buses and domestic manufacturing.

Major Challenges:

Uneven Charging Infrastructure:

- Limited charging infrastructure remains a major barrier, particularly where settlements are dispersed and the economic viability of charging networks is weaker.

- The mismatch between **charging infrastructure readiness and actual EV adoption** shows that infrastructure availability alone does not guarantee rapid electrification.
- As of March 2026, the Government reported continued expansion of public charging infrastructure and reiterated the **₹2,000 crore PM E-DRIVE allocation** for public charging stations.

Regional and Institutional Disparities:

- E-mobility preparedness varies considerably between **metropolitan regions, industrialised States, remote areas and Hilly and Northeastern States**.
- The IEMI therefore introduced peer grouping into **Large States, Union Territories and City States, and Hilly and Northeastern States** to make comparisons more context-sensitive.

Innovation and Manufacturing Gaps:

- India's EV innovation ecosystem remains concentrated in a limited number of States, while many regions have relatively few startups, research initiatives and patents.
- Domestic manufacturing is expanding, but **battery-cell manufacturing and critical mineral security** remain important strategic concerns because electrification can otherwise shift import dependence from crude oil towards batteries and critical minerals.
- The Production-Linked Incentive framework for **Advanced Chemistry Cell battery storage and automobiles and auto components** is intended to strengthen domestic manufacturing and supply-chain resilience.

Significance of Electric Mobility:

Environmental Significance:

- Road transport accounts for roughly **12% of India's energy-related carbon dioxide emissions** and contributes significantly to urban air pollution, making transport electrification important for India's decarbonisation pathway.
- Electric mobility can reduce tailpipe emissions and, when combined with a cleaner electricity mix, contribute to lower lifecycle emissions.

Energy Security:

- Road transport consumes approximately **70% of India's diesel and 99.6% of petrol**, making transport electrification relevant to reducing dependence on imported crude oil.
- Reduced oil dependence can strengthen **energy security, improve external-sector resilience and reduce exposure to international crude-price volatility**.

Economic and Industrial Significance:

- The automotive sector contributes approximately **7.1% of India's GDP**, accounts for nearly half of manufacturing GDP and supports around **19 million direct and indirect jobs**.
- EV transition can therefore simultaneously promote **industrial modernisation, clean-technology innovation, domestic manufacturing, skilled employment and new business models**.
- India's large two-wheeler and three-wheeler markets provide a distinctive pathway for electrification because these segments have high utilisation and are particularly relevant to urban and commercial mobility.

Way Forward:

Shift from Policy Formulation to Implementation:

- States should move beyond purchase subsidies towards **charging infrastructure, building regulations, fleet electrification, financing mechanisms, public transport electrification and regulatory enforcement.**
- Performance monitoring should focus on actual outcomes such as EV adoption, charger availability, utilisation rates, domestic manufacturing and innovation rather than merely counting notified policies.

Build an Integrated Charging Ecosystem:

- States should develop **interoperable charging networks, single-window approvals, suitable land policies, reliable electricity supply and renewable-energy integration.**
- Charging infrastructure should be planned along urban corridors, highways, public transport routes and commercial mobility clusters to reduce range anxiety and improve utilisation.

Strengthen Domestic Value Chains:

- India needs greater investment in **battery cells, recycling, battery management systems, power electronics, motors, charging equipment and critical-mineral supply chains.**
- Research partnerships between **universities, industry, startups and government institutions** can strengthen indigenous technological capabilities.

Promote Inclusive and Sustainable Mobility:

- EV policies should address the needs of **low-income users, commercial drivers, public transport operators and rural areas**, rather than focusing only on private passenger vehicles.
- Electrification of buses, shared mobility and commercial three-wheelers can produce wider public benefits through lower operating costs and reduced urban pollution.

Value Addition for UPSC:

Key Data Points:

- **IEMI 2025 Top Performer:** Delhi, score **84**.
- **Second and Third:** Maharashtra **78**, Karnataka **73**.
- **India's EV Penetration:** **8.25% in 2025-26**, compared with 0.5% in 2018.
- **EVs on Indian Roads:** More than **8.7 million** in 2025-26.
- **EV Registrations in 2025-26:** Nearly **2.5 million**.
- **Public Charging Stations:** Around **29,000** by June 2025.
- **PM E-DRIVE Charging Allocation:** **₹2,000 crore**.
- **Road Transport's Energy-Related CO₂ Share:** Roughly **12%**.
- **Automotive Sector Contribution:** Approximately **7.1% of GDP**.
- **States and UTs with Active EV Policies:** **26 out of 36** by December 2025.

UPSC Linkages:

- **Environment:** Decarbonisation of transport, urban air pollution and renewable-energy integration.
- **Economy:** Import substitution, industrial policy, employment generation and domestic value-chain development.
- **Essay:** Electric mobility as a convergence of **environmental sustainability, energy security, technological innovation and inclusive economic growth.**

Mains-Ready Conclusion:

- The **India Electric Mobility Index 2025** shows that India's EV transition is progressing but remains geographically and institutionally uneven.

- The next phase must move beyond policy notification towards **effective implementation, reliable charging infrastructure, domestic manufacturing, technological innovation and inclusive adoption.**

A coordinated approach involving the Centre, States, industry, research institutions and consumers can make electric mobility an instrument of **decarbonisation, energy security, industrial competitiveness and Viksit Bharat 2047.**