Report

Accelerating Sustainable Mobility Transition in Jharkhand

Review of Jharkhand's Electric Vehicle Policy-2022

04 April 2025, Ranchi

About Task Force on Sustainable Just Transition, Jharkhand

The Government of Jharkhand has constituted a Task Force on Sustainable Just Transition to align with national climate goals and chart low-carbon development pathways for the state. The Task Force aims to develop a comprehensive cross-sectoral state roadmap for the sustainable just transition by identifying innovative pathways to shift towards a non-fossil fuel-based energy ecosystem, proposing alternative livelihoods and emerging economic opportunities, and recommending forward-looking policy measures for a future-ready state.

Task Force-Sustainable Just Transition (GoJ),
E-mail: sjtjharkhand.office@gmail.com

About CEED

Center for Environment and Energy Development (CEED), an environment and energy group, is involved in creating sustainable solutions to maintain a healthy, rich and diverse environment. CEED primarily works towards climate resilience, energy transition, decarbonisation, circular economy, air quality, and sustainable mobility by creating an ecosystem that can scale up investments in low-carbon development pathways. CEED engages with industries, think tanks, stakeholders and the public to create environmentally responsible and socially just solutions. CEED is the Technical Partner of the Task Force-Sustainable Just Transition, Jharkhand.

Centre for Environment and Energy Development (CEED),
Email: info@ceedindia.org

About OMI Foundation

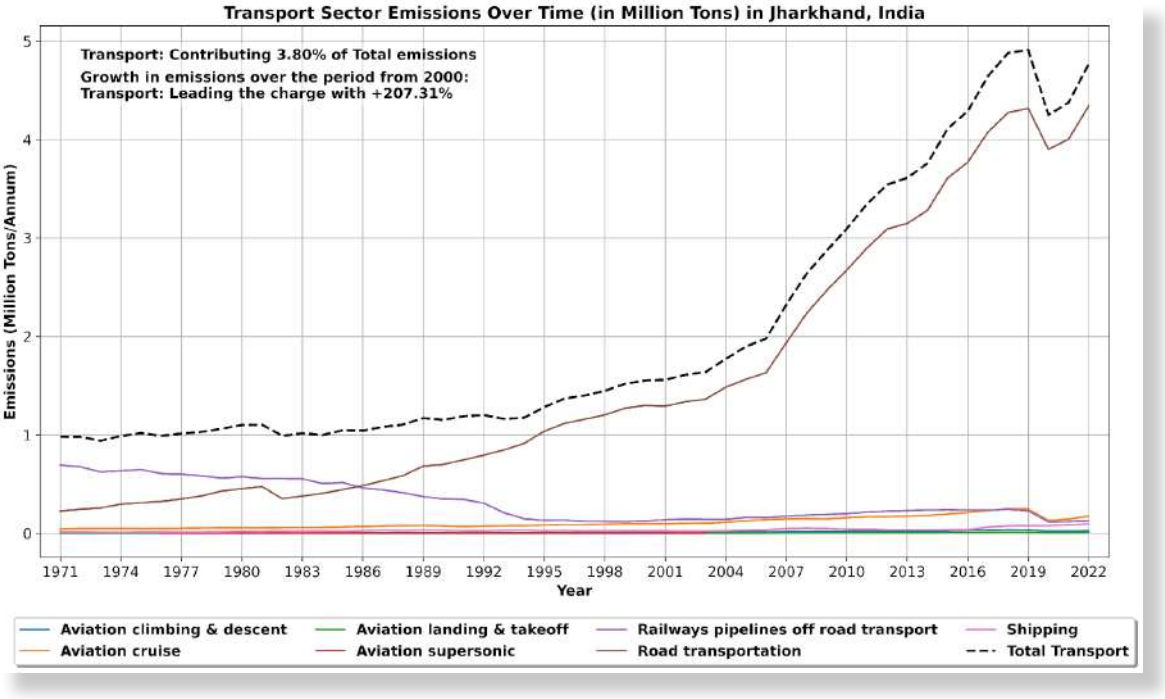
OMI Foundation Trust is a policy research and social innovation think tank operating at the intersection of mobility innovation, governance, and public good. Mobility is a cornerstone of inclusive growth providing the necessary medium and opportunity for every citizen to unlock their true potential. OMI Foundation endeavours to play a small but impactful role in ushering meaningful change as cities move towards sustainable, resilient, and equitable mobility systems which meet the needs of not just today or tomorrow, but the day after.

OMI Foundation E-mail: comms@omifoundation.org

Introduction

Jharkhand, a resource-rich state with a growing urban population and expanding industrial base, faces significant transportation challenges, including high vehicular emissions, inadequate public transport infrastructure, and increased dependency on fossil fuels. The transition to sustainable mobility is not only critical for environmental sustainability but also essential for enhancing energy security, reducing reliance on fossil fuels, and contributing to India's Panchamrit commitments on climate action.

The transport sector, responsible for 14% of India's energy-related CO_2 emissions and 7% of national petroleum consumption, is pivotal to these goals. In Jharkhand, the urgency is amplified: the transport sector accounts for 4% of the state's GHG emissions, with emissions growing by 207% since 2000, driven largely by heavy-duty vehicles integral to its mining and industrial economy. Jharkhand's transport sector is a major contributor to greenhouse gas (GHG) emissions, worsening air pollution and public health.



Jharkhand's transition to sustainable mobility is not merely a regional imperative but a critical component of India's climate action framework under its Nationally Determined Contributions (NDCs). In this context, the Jharkhand State Electric Vehicle (EV) Policy – 2022 is a forward-looking initiative aimed at promoting clean, sustainable, and efficient mobility across the state. Key features include financial incentives for EV buyers, exemptions on taxes and registration fees, and support for setting up charging infrastructure. The policy also envisions Jharkhand as a hub for EV manufacturing and innovation, offering industry-friendly incentives and encouraging start-up participation.

To accelerate the sustainable mobility initiative in the state, the Task Force on Sustainable Just Transition along with its technical partner, Centre for Environment and Energy Development (CEED) and OMI Foundation organized a consultation with the senior officials of Transport Department, the Industries Department, and other stakeholders from Jharkhand.

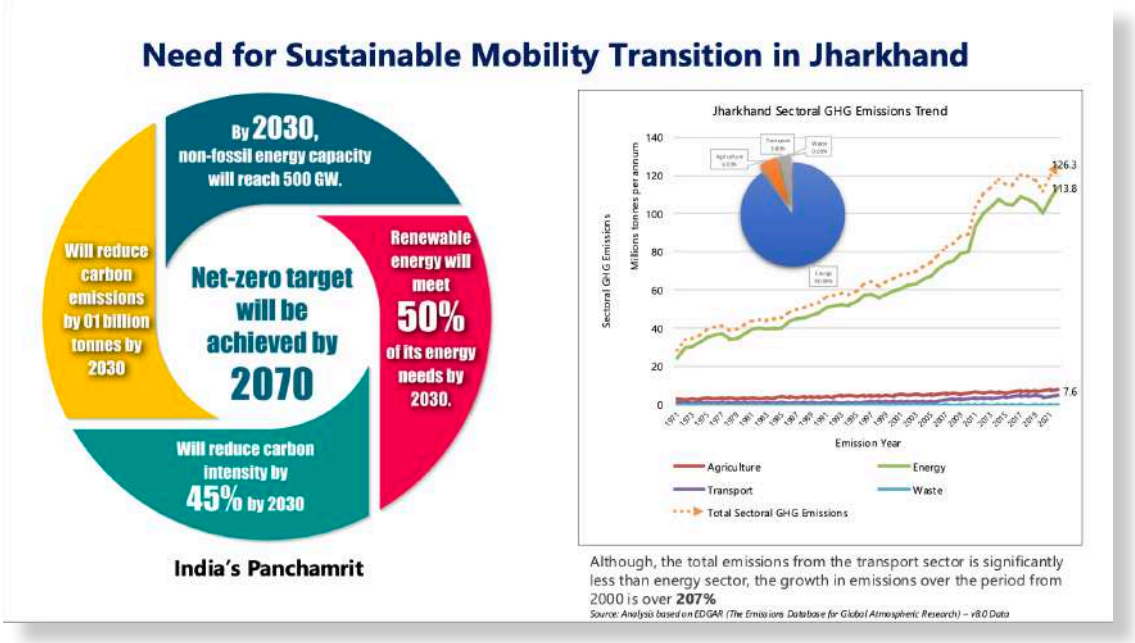
Objective of the consultation

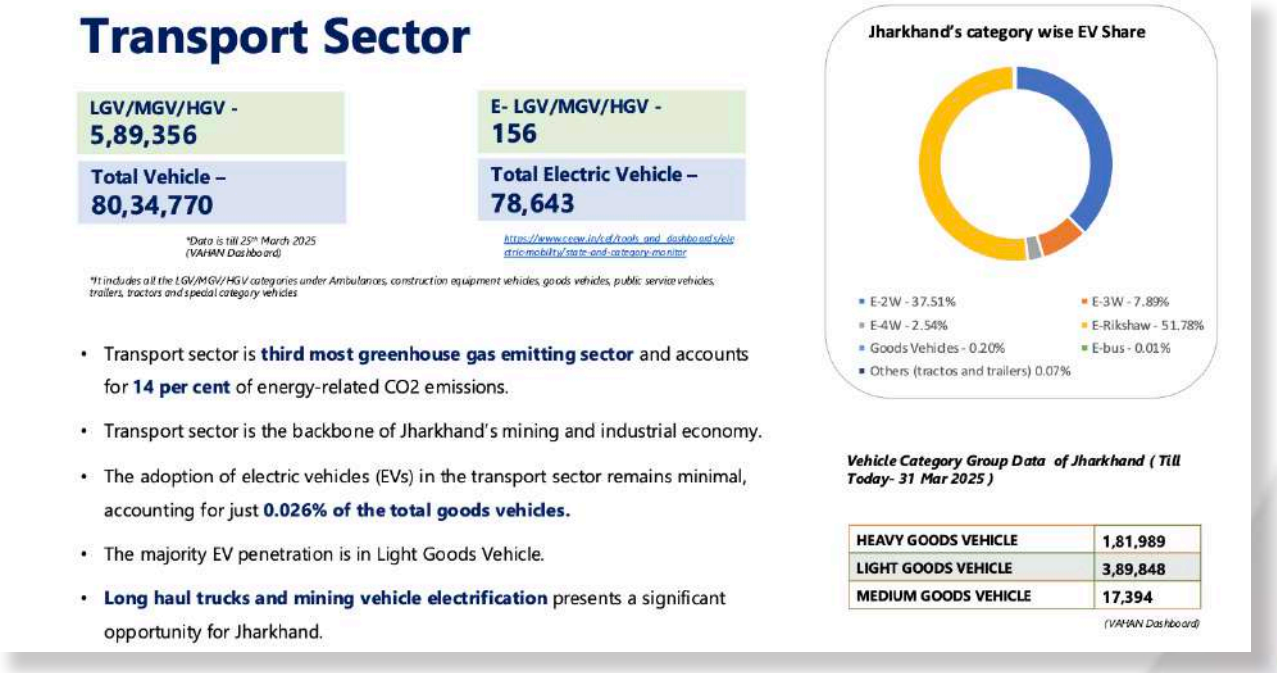
- Discuss strategic pathways to enable a sustainable and low-emission mobility transition in Jharkhand.
- Identify region-specific opportunities to accelerate EV adoption and clean transport solutions.
- Review the current scope and implementation of the Jharkhand Electric Vehicle Policy – 2022.
- Recommend policy enhancements to align with emerging technological and economic developments.

Discussion

Imperative of Sustainable Mobility Transition

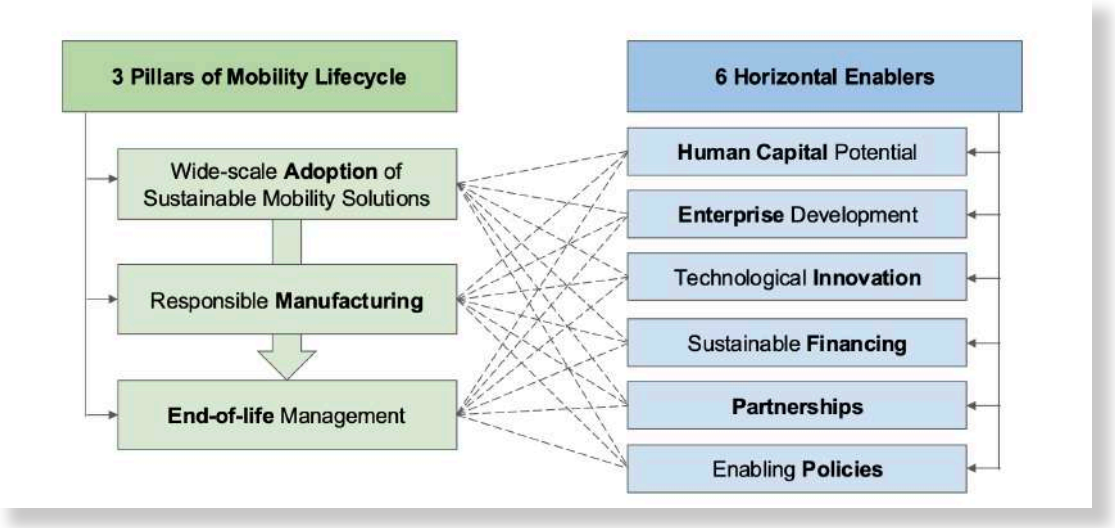
A presentation led by Ms Shrishty Pallav (CEED), supported by Ms Shweta Chaudhary (CEED) and Ms Aishwarya Raman (OMI Foundation) emphasised the need for sustainable transition in the transport sector in the state by aligning with national climate and development goals.





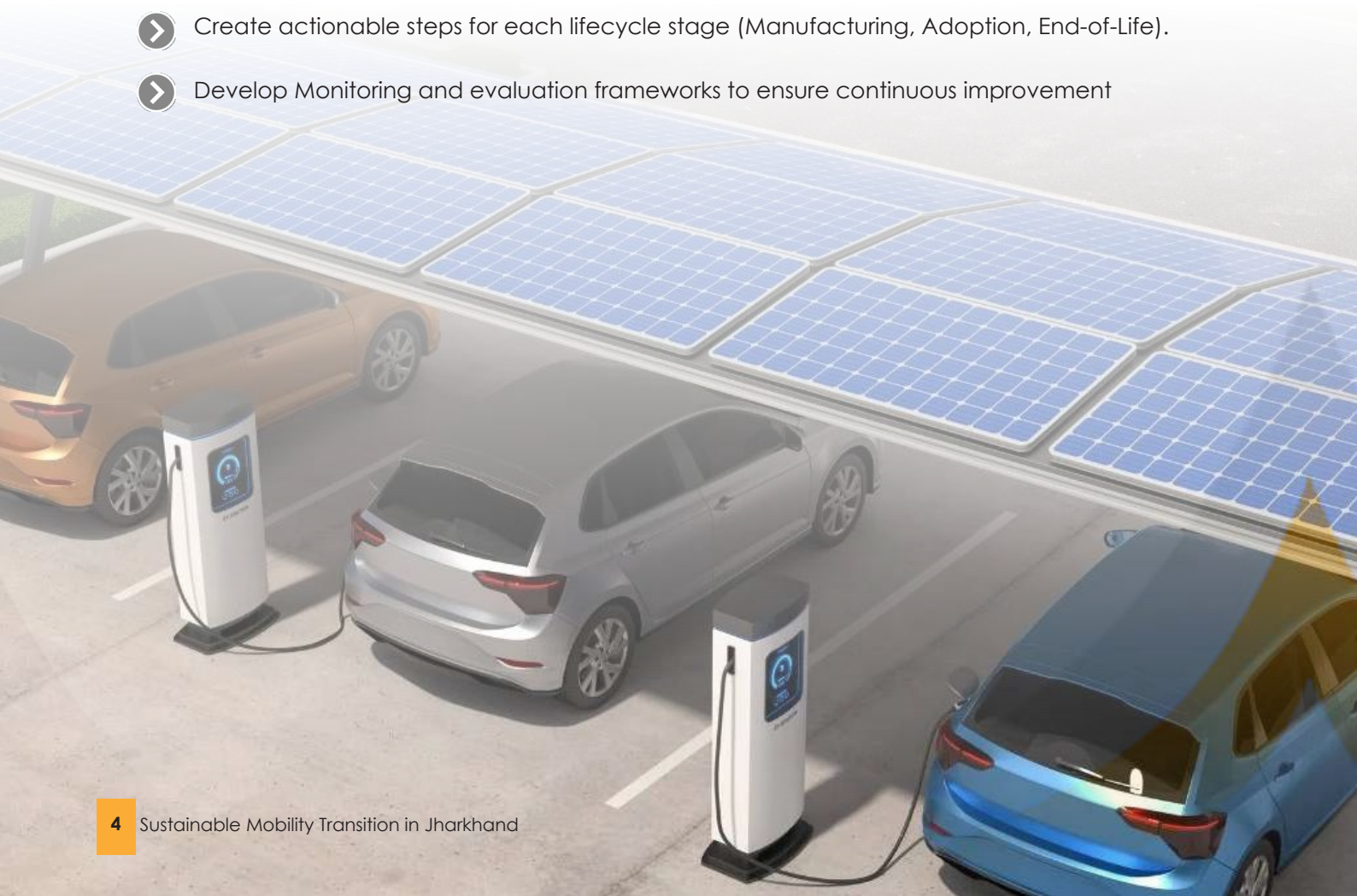
Sustainable Mobility Framework in Jharkhand

A sustainable mobility framework for Jharkhand requires a systems approach, integrating the UN SDGs, sustainability principles and Ease of Moving Index principles. It emphasises green manufacturing, inclusive adoption, and end-of-life strategies, backed by workforce development, enterprise growth, technology, financing, partnerships, and policies.

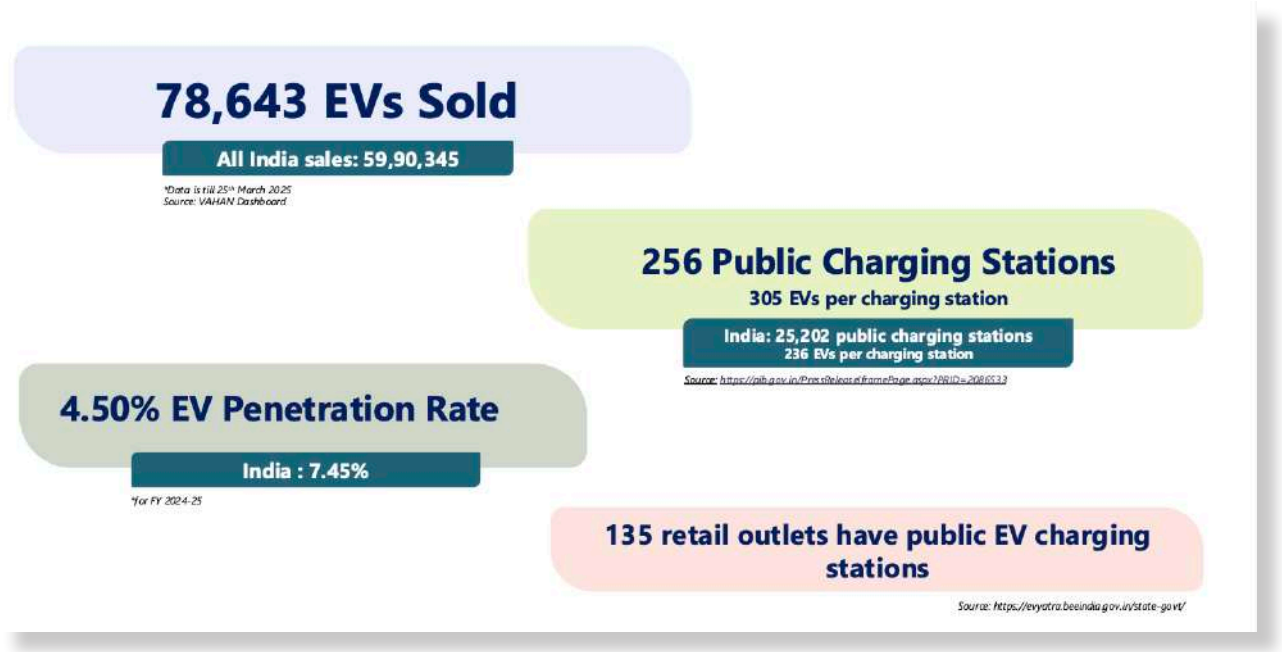


Pathways for Sustainable Mobility

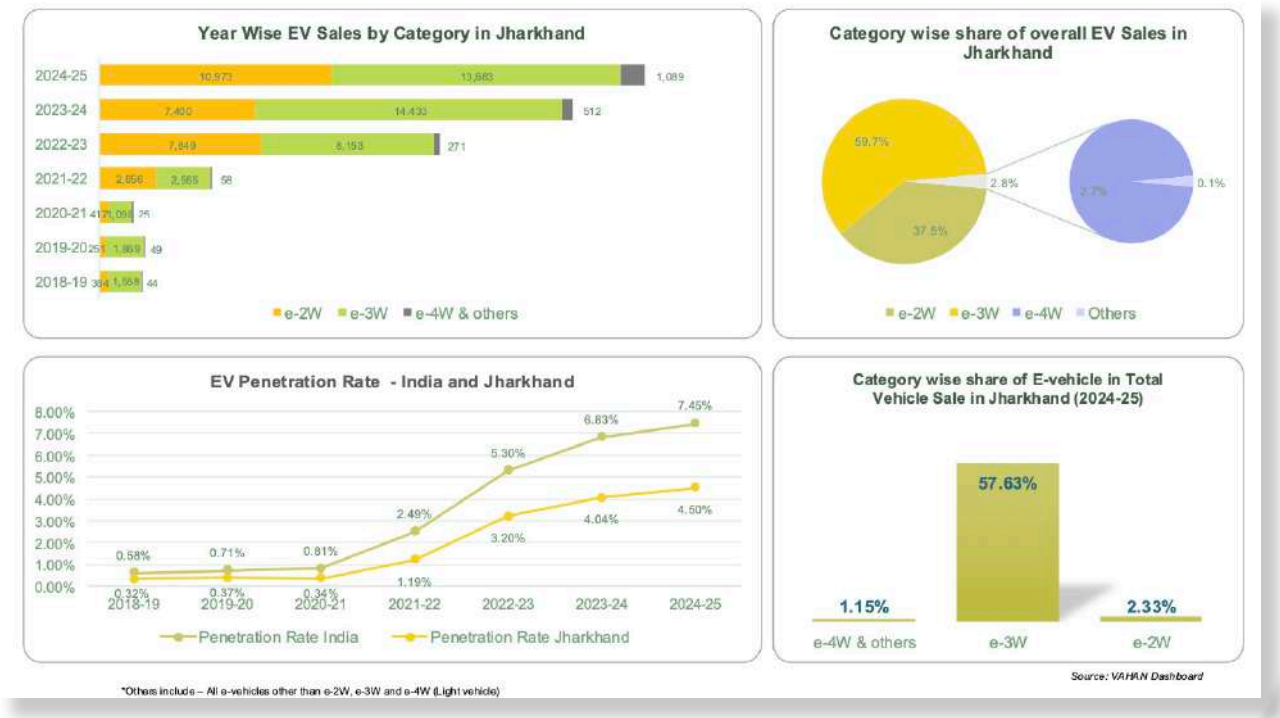
- Define clear pathways across short-term (1–2 years), medium-term (3–5 years), and long-term (6+ years) horizons.
- Create actionable steps for each lifecycle stage (Manufacturing, Adoption, End-of-Life).
- Develop Monitoring and evaluation frameworks to ensure continuous improvement



Statistics on Current EV Status in Jharkhand



The presentation highlighted the progressive adoption of EVs in Jharkhand, however in comparison to national rate, a lot needs to be done to achieve targets.



The Transport sector in Jharkhand is one of key sectors in state greenhouse emission. The mining based transport segment or long haul trucking is one of key areas suitable for EV penetration in the road towards sustainable mobility.

Significance of Electric Vehicles

Electric vehicles hold great significance for Jharkhand as the state moves toward sustainable development. With rich mineral resources and growing industrial activity, adopting EVs can help reduce air pollution and dependence on fossil fuels. Promoting EVs supports cleaner transportation, especially in urban centers, and aligns with India's broader green energy goals.

It also opens opportunities for local employment in EV manufacturing and maintenance. The state's initiative to develop charging infrastructure will encourage EV adoption, making Jharkhand a key player in transition to eco-friendly mobility.

Jharkhand State Electric Vehicle (EV) Policy–2022

The presentation elaborated the salient features of Jharkhand State Electric Vehicle (EV) Policy–2022 and also suggested altering some of the provisions to make it more effective and in sync with changing times.

Supply Side Measures

Comprehensive Project Investment Subsidy: 30% for MSMEs on fixed capital investment

Patent Registration: Assistance of 50% of the expenditure incurred, up to a max of INR 10 lacs per patent.

Incentives for extended battery warranties and buyback agreements for electric 2- and 3-wheelers.

50% interest subsidy on loans for non-MSMEs to set up waste treatment plants.

Additional 5% benefits under CPIS for SC/ST/Women/ Differently abled entrepreneurs

Demand Side Measures

Purchase subsidy is provided in addition to FAME II incentives by the Government of India. (Fame II has been replaced by PM E-Drive)

Vehicle segment	Incentive available	No. of vehicles to be incentivized	Max. incentive per vehicle
e-2W (L1&L2)	INR 5,000/kWh	1,00,000	10,000
e-3W (autos)	INR 5,000/kWh	15,000	30,000
e-4W	INR 5,000/kWh	10,000	1,50,000
e-buses	10% of vehicle cost	1,000	20,00,000

These purchase subsidies do not include (against the PM E-Drive Scheme)-

- e-3W (e-rickshaws, e-carts, and L5 e-3W)
- e-ambulances (electric, plug in hybrid & strong hybrid)
- e-trucks and other new emerging EV categories

Charging Infrastructure

Types of PCS/SPCS	Incentive Amount	Maximum Incentive available per PCS/SPCS	Max. number of PCS/SPCS to be Incentivized
Slow Charging Station	60% of the cost	INR 10,000	15,000
Moderate/Fast Charging Station	50% of the cost	INR 5,00,000	500
Solar-based Fast Charging Station	70% of the cost	INR 7,00,000	500

At least one charging station in a 3 km*3 km grid or a minimum of 50 stations per million population.

Charging stations every 25 kms along the national highway.

EV Ecosystem Development

Lane and Parking Preferences: Electric vehicles are given preferential access to certain lanes and reserved parking spaces to encourage their use.

Government Vehicle Transition: Plans to convert 15-year-old government-owned vehicles to electric, promoting the use of EVs within government fleets.

Center of Excellence: Establishment of a center of excellence for EVs in partnership with industry and academia by 2027, fostering research and innovation in the sector.

Collaboration with Industries: Encouragement of partnerships between government, industry, and academia to facilitate technology transfer and innovation in the EV sector.

Need for a Revised Electric Vehicle (EV) Policy

Based on learnings and the progress made so far under the Jharkhand State EV Policy-2022, the discussion further pressed the need for revising the policy by adopting a more pro-active approach and aligned with the state's development vision for sustainable just transition in the transport sector.

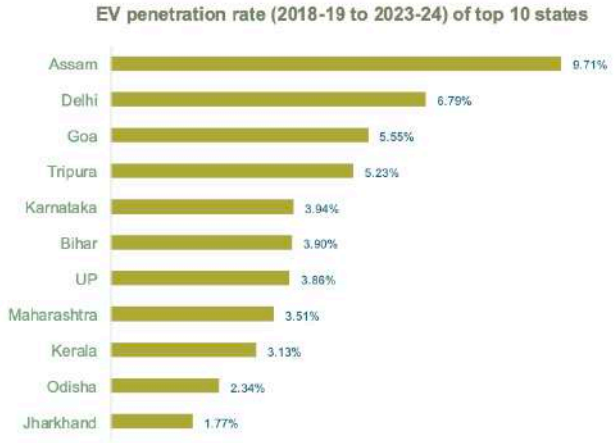
Low EV Adoption Rate

Jharkhand's EV **adoption rate** was **4.04% in FY2023-24** and **4.50% in FY2024-25** which is lower than national adoption rate of 6.83% and 7.45% respectively.

Although the adoption rate has increased significantly after FY2021-22, Jharkhand fares poorly as compared to top states with high adoption rates.

This warrants revision of targets, enhanced supply and demand side incentives through a revised EV policy mandating these.

FY	EV penetration rate (Jharkhand)
2018-19	0.32%
2019-20	0.37%
2020-21	0.34%
2021-22	1.19%
2022-23	3.20%
2023-24	4.04%



Dynamic Nature of the Sector

The ever-evolving space of electric vehicles requires a more dynamic policy encompassing various facets of the industry containing revised incentives, targets, robust implementation, review and monitoring mechanisms which the current policy lacks. Tamil Nadu launched a revised more dynamic policy in 2023 updating its EV policy of 2019 through a consultative process with various stakeholders. Madhya Pradesh has launched updated EV policy in 2025, and Delhi is in the process. The revised policy attracts investments in manufacturing, revolutionizing it as an EV hub for the nation and, at the same time, encouraging the shift of commercial fleets to EVs by giving upfront capital subsidies.

Inclusion of Diverse Category of Vehicles for Sustainable Mobility

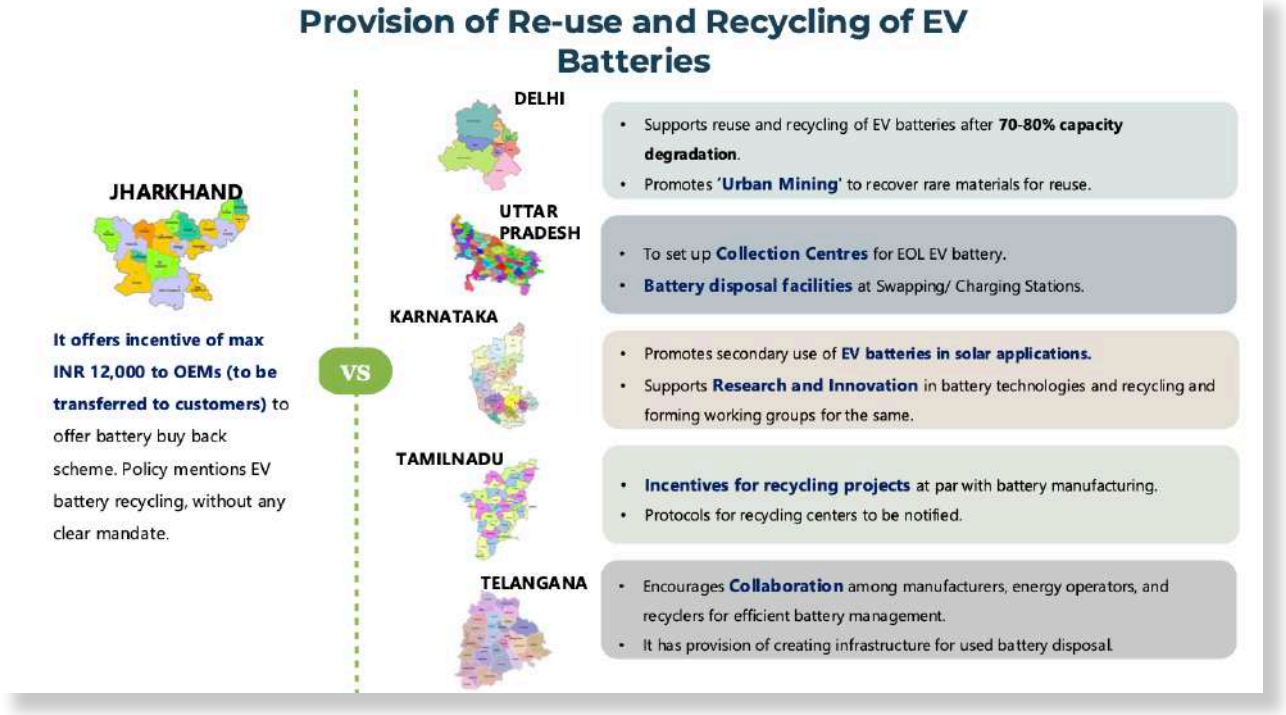
Jharkhand, being a mining-rich state, heavily relies on long-haul vehicles such as trucks and mining machinery. The Zero Emission Trucking (ZET) policy advisory and the PM E-Drive Scheme emphasizes the electrification of public transport, long haul trucks, and new emerging EV categories, urging states to provide both fiscal and non-fiscal incentives. Additionally, mandating the electrification of diverse vehicle categories, including those used by aggregators and e-commerce platforms, is essential to facilitate the transition towards sustainable mobility.

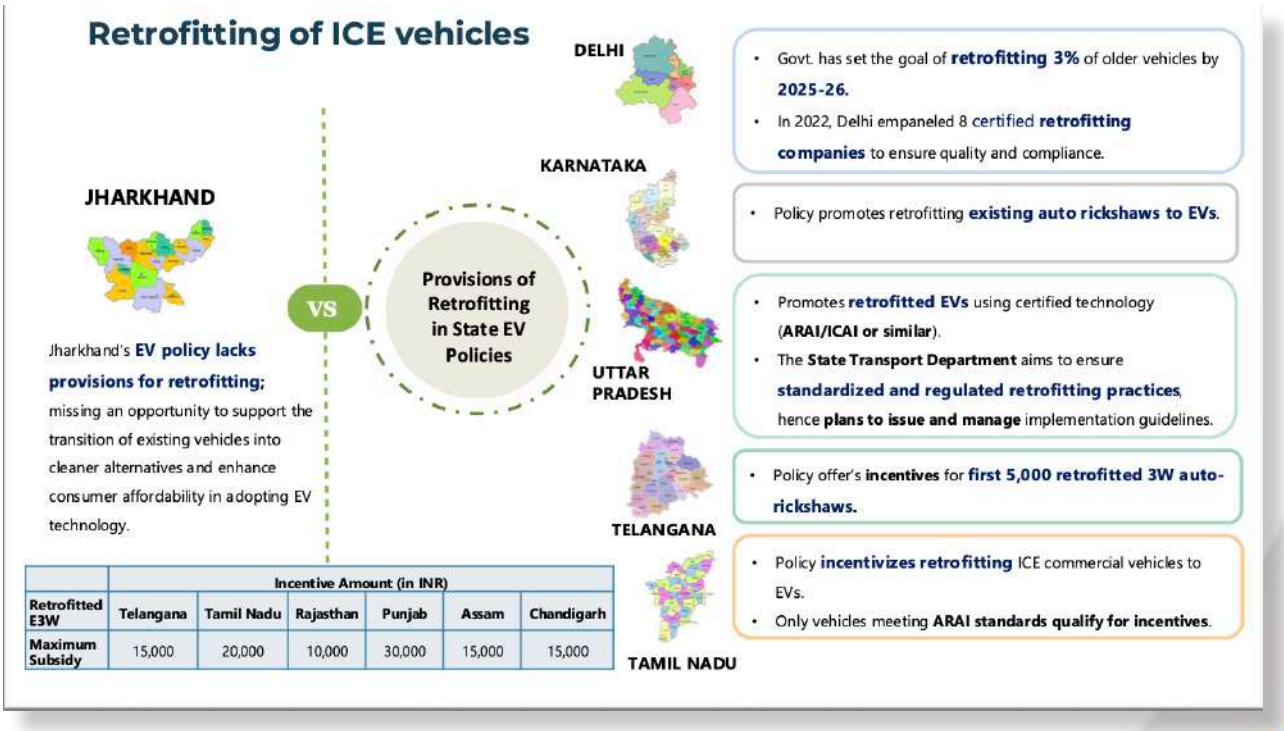
Provision of Mid-course Corrections

Current EV policy has the provision of mid course corrections to be introduced through a high-level empowered committee chaired by chief secretary which should be utilized for introducing a dynamic policy.

Comparative Analysis of Other State EV Policies with Jharkhand's EV Policy

The analysis shows that Jharkhand is lagging behind to Delhi, Uttar Pradesh, Karnataka, Tamilnadu, Telangana and other states on some of key provisions such as incentivisation, start up support, retrofitting of ICE vehicles, recycling,vehicle scrappages, and upskilling workforce, which are illustrated below:





	Incentive Amount (in INR)					
Retrofitted E3W	Telangana	Tamil Nadu	Rajasthan	Punjab	Assam	Chandigarh
Maximum Subsidy	15,000	20,000	10,000	30,000	15,000	15,000

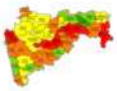
Vehicle Scrappage Provision

- Offers **scrapping incentives up to INR 5,000** for de-registering old ICE 2W.
- Buyers of **new vehicles** within three years **receive motor vehicle tax rebates.**

- Aims to create an **ecosystem for environment-friendly vehicle scrapping and provide scrapping incentives.**
- A **State Scrappage Policy** will be issued **by the Transport Department.**

- Policy outlines steps and centers **to facilitate Registered Vehicle Scrapping Facilities (RVSF)** to promote safe vehicle scrapping
- 37 ATS **Automated Testing Stations** to be built at INR 8 crores each.
- **Waiver of green tax and penalties** for vehicles older than 8 years. And **mandatory scrapping of government vehicles** over 15 years old via e-auction, prioritizing the oldest vehicles.

DELHI



MAHARASHTRA

TELANGANA

VS

JHARKHAND

Jharkhand's EV policy currently lacks a dedicated vehicle scrappage provision, a critical component present in several other states' policies to promote environmentally friendly practices and incentivize the transition to electric vehicles.

Certificates of Deposit (CD) is issued by RVSF on the submission of vehicle for scrapping. The CD entitles the receiver (vehicle owner) to several benefits such as discount on registration fee of new vehicle, waiver of pending liabilities and more.

PM-E DRIVE provides conditional incentive on furnishing Scrapping Certificate for buses and trucks

The **Voluntary Vehicle Fleet Modernization Program (VVMP),** by the Ministry Of Road Transport And Highways aims to phase out old, polluting vehicles, reduce emissions by 15-20%, improve safety, and boost auto sales. Fitness tests for commercial vehicles began in 2023, with incentives like scrap value, tax concessions, and OEM discounts. Disincentives include higher fees for older vehicles. The program supports the creation of ATS and RVSF with a focus on safety and efficiency.

Startups and Investment Supports

MAHARASHTRA

Supports **EV startups** via the **State Innovation Society. Pune has become the hub of EV startups** because of supportive policies

TAMIL NADU

Promotes **EV startups via TANSIM**, offering stipends, training, and incubation centres and **EV parks.**

TELANGANA

Telangana offers **T-Funds, awards subsidies, reimbursements, and market access** for local EV manufacturers.

KARNATAKA

Establishes the **startup incubation center** and **venture capital fund.**

UTTAR PRADESH

- Attract **investments in EV, battery, and charging equipment** manufacturing.
- Attracts **big ticket private investments** to develop EV clusters with global standard infrastructure.

Upskilling Workforce for EV Manufacturing

TAMIL NADU

Offers an **up-skilling allowance** of INR **4,000/month for 6 months** to automotive workers transitioning to EV production.

MAHARASHTRA

Plans to establish **Skill Enhancement Centres** with OEMs to provide **vocational training on the EV ecosystem.**

Provisions on Upskilling workforce mentioned in EV policies

UTTAR PRADESH

Offers a one-time **skill development stipend** reimbursement of **INR 5,000 per employee per year.**

KARNATAKA

Offers a **stipend covering 50%** of in-plant training costs, up to **INR 10,000/month per trainee.**

JHARKHAND

Jharkhand lacks provisions of incentivizing for skilling and upskilling of workforce and **lacks specific provisions to support startups.**

ICE-Disincentives

ANDAMAN AND NICOBAR

- Impose a **pollution cess on ICE vehicles.**
- A **clean fuel cess** of **INR 0.5/litre on petrol and INR 0.75/litre on diesel.**

INR 15,000 for 3W

INR 4,000 for LMVs

INR 800 for 2W

Provisions of Demand - ICE Disincentives

DELHI

Delhi levies cess on the sale of diesel at **25 paise per litre.** 50% of the collected amount is transferred to the ***State EV Fund*** monthly.

JHARKHAND

Jharkhand lacks disincentive **provision** to discourage ICE vehicles and increase adoption of EVs.

Vehicle Diversification Targeted under EV Policy

Delhi and **Maharashtra** mandate **50 %-25%** of new buses to be electric by 2025. **Karnataka** and **Telangana** are expanding e-buses across state-run fleets, including **BMTC, KSRTC, and urban routes.**

Delhi and Maharashtra plan to **electrify their govt fleets. Karnataka, Maharashtra** and **Telangana** are targeting EV adoption in **corporate fleets, cab aggregators, and school transport.**

Telangana is offering incentives and tax exemptions to boost EV uptake across various categories, **including taxis and tractors.**

State policies highlight electrifying **2W, 3W and 4W.** Also, special incentives and provisions mentioned to promote **e-Rickshaws.**

JHARKHAND

Jharkhand has targets for **converting 15-year-old government-owned/leased vehicles to electric vehicles.** The policy does not include all EV categories and lacks a mandate for the same.

Other Special Provisions in States' EV Policies

Odisha offers **open permit for e-autos.**

Bihar offers **no toll fees** for EVs on select highways.

Delhi and Chandigarh mandate for parking lots with charging stations in new residences.

Andhra Pradesh and Punjab have mandated green zones as a strategic measure in target cities for **e-mobility.**

Other special provisions

Uttar Pradesh gives **100% waiver on registration fees** for strong hybrid and plug-in hybrid vehicles.

Bihar, Punjab, Andhra Pradesh, and Madhya Pradesh mandate amending urban building bylaws to include EV charging infrastructure.

Kerala's policy encourages the establishment of **EV zones in environmentally** fragile regions such as Munnar.

In Madhya Pradesh, energy and battery swapping operators will serve as **recycling agencies** for **end-of-life EV batteries.** EV owners can deposit their used batteries and receive a fair price. These batteries will then be repurposed as **"power banks" for renewable energy storage**.

Challenges Towards Developing EV Ecosystem

- The State Electric Vehicle Policy could benefit from further expansion to remain dynamic and responsive to technological changes and emerging needs. Key vehicle categories such as heavy-duty trucks, mining vehicles, and tractors—which are integral to Jharkhand's resource-based economy—need to be included. Considering the sector's reliance on diesel-powered machinery, there exists significant potential in exploring the electrification of mining and commercial transport vehicles.

- The policy may be strengthened by enhancing support for battery swapping, fast-charging networks, and targeted incentives for EV-focused start-ups. Introducing structured skilling and reskilling programs would also help the workforce adapt to the growing EV ecosystem.

- To facilitate more organised and efficient adoption of electric vehicles in the public transport sector, Jharkhand could consider establishing a State Road Transport Corporation. Such an institution would enable better planning, coordination, and management of the public transport fleet, creating a stronger foundation for transitioning to cleaner mobility solutions.

- By strategically shifting towards sustainable mobility, Jharkhand can address these concerns while supporting India's broader climate and energy transition goals, including the commitments under the National Urban Transport Policy, Faster Adoption and Manufacturing of Electric Vehicles (FAME), and the Sustainable Development Goals (SDGs), particularly SDG 11 (Sustainable Cities) and SDG 13 (Climate Action).

Key Recommendations for Strengthening State's EV Policy

To Promote EV Adoption and Manufacturing

Demand Side

- **Incentives for ICE vehicle scrappage** to customers for phasing out old ICE vehicles.
- **A road tax and registration fee waiver** for all electric vehicles. **Taxation** for disincentivizing ICE vehicles.
- **Include other categories of e-vehicles for incentives** such as trucks, long haul trucks and tractors, e-cycle and more e-buses.
- **Include mandatory provision for retrofitting** of more than 10 years old ICE vehicles. Retrofitting to CNG can be promoted for mid term solution for substituting ICE vehicles. Empaneling certain companies for retrofitting to ensure safety.

Supply Side

- **Dedicated EV ancillary cluster** to develop an enabling environment and to reduce import dependency for EV components and raw material. This could be built in line with present Adityapur-Jamshedpur auto cluster.
- **Upskilling allowances** to automotive companies to train their existing workforce to work on EV production.
- **Incentives for setting up recycling facilities** to battery manufacturers and recyclers for setting up in-house recycling facilities.
- **Adopting Retrofitting Best Practices:** Retrofitting old petrol and diesel autos is a cost-effective way to boost clean mobility. A notable example is Electromotion e-Vidyut Vehicle Pvt. Ltd., a startup by Jharkhand's youth entrepreneurs, that partnered with Pune and Pimpri-Chinchwad Municipal corporations to convert autos using 'Retrokit' technology.

To Promote Infrastructure Development and Drive Innovation

Charging Infrastructure

- **Mandating charging infrastructure** in new residential complexes, offices, parking lots, malls, etc.
- **Incentives for Battery swapping kiosks** to develop favorable ecosystem for promoting EVs.
- **Jharkhand could amend its building by laws based on MoHUA's** amendment of model building by laws to include charging stations and infrastructure in private and commercial buildings. **KERC** also issued streamlined procedures for setting up EV charging stations in high-rise and large apartment buildings.

Research and Development

- **Set up State-Level Consortium** with representatives from government, industry, academia, and civil society to deliberate upon recent developments in the EV ecosystem and provide suitable recommendations.
- The Department should leverage existing skill development institutions **for vocational trainings**. Integrating EV modules with existing skill development initiatives such as **Jharkhand Skill Development Mission Society**. Institutions such as **ITIs, BIRSA, NSTI** can be leveraged.

To foster EV Ecosystem and Ensure Policy Implementation

Adoption and Awareness

- Exclusive mention of **building green zones and cycling tracks** in policy.
- **Mandating EVs in tourist places** (Maharashtra and Himachal Pradesh has mandated EV vehicles at certain tourist places).
- **Mandating EVs for** cab aggregators, corporate fleet, school and college transportation and governments.
- Department could facilitate **Periodic consumer surveys and interviews** with the help of third party to assess public perspectives and receptivity of electric vehicles in the state.

Department Convergence

- **A robust monitoring and feedback mechanism** should be integrated within the department or in collaboration with other relevant departments to ensure effective EV policy implementation. This will facilitate coordination, track progress, and enable data-driven decision-making for the successful development of the EV ecosystem.
- **Mandate role of Urban local bodies** and other departments for efficient implementation of the EV policy.

Notable Speakers

"Jharkhand's transport sector is a major component in the state's economic and industrial progress. Integrating EV policy with relevant industry and energy policies, and increasing convergence across aligned departments can effectively lead towards sustainable mobility transition. The knowledge sharing by the Task Force will accelerate equitable solutions towards the future-ready transport system in Jharkhand."

Smt. Vipra Bhal, IAS
Secretary, Transport Department
Government of Jharkhand

"Sustainable mobility is not just about EVs—it is about reimagining Jharkhand's transport ecosystem, especially for heavy-duty mining vehicles that support the mineral-rich economy, and to suitably align with the climate goals. The Task Force is developing a state roadmap on sustainable mobility through deep dive research and by analysing best case studies to enable stakeholders take a forward-looking journey."

Shri. A. K. Rastogi, IFS (Retd.)
Chairperson, Task Force - Sustainable Just Transition
Government of Jharkhand

"From retrofitting mining vehicles to scaling charging infrastructure, Jharkhand's EV policy must address local challenges. The dialogue with industries and the Task Force ensures that initiatives are pragmatic, context specific and informed through the success stories for better transport management in the state."

Shri Praveen Kumar Prakash
Joint Transport Commissioner
Government of Jharkhand

"CEED is committed to supporting Jharkhand's just transition through evidence-based research and knowledge sharing on a range of thematic areas, including sustainable mobility solutions. By focusing on cleaner transport management through renewable energy integration and circular economy principles, we can turn gaps into opportunities for green growth in the state."

Shri Ramapati Kumar
CEO, Center for Environment and Energy Development (CEED)

"Jharkhand's shift to sustainable mobility must focus on building robust EV infrastructure, supporting local manufacturing, and fostering public-private partnerships. Revising key provisions of the state EV policy—drawing on lessons from other states—alongside investments in R&D and skill development, will ensure inclusive, long-term progress towards a sustainable future."

Ms Shrishty Pallav
Associate Director-Policy & Partnership
Center for Environment and Energy Development (CEED)

"Sustainable mobility is a systems challenge—it requires synergies between technology, finance, and governance. OMI's collaboration prioritizes data-driven strategies and enables ecosystem development to make Jharkhand a model for sustainable decarbonization in the transport sector."

Ms Aishwarya Raman
Executive Director, OMI Foundation

Key Takeaways and The Way Forward

Designating a Nodal Body for Effective Policy Implementation:

Despite the policy in place, there is uncertainty on specific parts of implementation. This gap in governance could result in fragmented efforts and slow progress. The Task Force has been requested to propose a suitable govt. department/agency—possibly the Department of Transport or the Department of Energy—as the nodal agency to lead, monitor, and evaluate policy actions across various sectors.

Accelerate Interdepartmental Convergence:

A better coordination and alignment among key departments, including Energy, Urban Development, Industries, and Environment needs to be increased. The aim is to streamline efforts, avoid redundancies, and ensure that policy initiatives are synchronized to achieve common EV adoption targets. Such coordinated efforts are crucial for implementing cross-cutting interventions like setting up charging stations in urban zones or integrating EVs into public transport.

Institutional Innovation and Centres of Excellence:

A key recommendation is to establish the Centre of Excellence (CoE) in collaboration with academic institutions, industry stakeholders, and research bodies. The CoE could function as a think tank and technical support unit, facilitating cross-sectoral collaboration and enabling research, and capacity building.

Mid-Term Evaluation for Policy Relevance:

To maintain policy agility and responsiveness to emerging challenges, the suggestion of a mid-term evaluation has been raised. Such an evaluation, ideally undertaken by an independent agency or think tank, would help assess the effectiveness of current policy measures, identify implementation bottlenecks, and allow for evidence-based recalibration to ensure that the policy remains aligned with ground realities.

Need for Provisions Supporting Start-up ecosystems within the EV Polcy:

The current Electric Vehicle (EV) policy framework lacks dedicated mechanisms or incentives tailored specifically for start-ups. Integrating targeted financial support, incubator partnerships, and simplified regulatory pathways for these early-stage ventures will help catalyze grassroots innovation and build a robust EV ecosystem. Startups that offer affordable retrofitting solutions for the auto sector can be incentivised and encouraged to partner with the Transport department and municipal bodies to speed up EV adoption in cities.

Data Collection and Validation as a Monitoring Tool:

Data management is essential for evaluating policy performance—such as the number of EV registrations, usage of charging stations, and uptake of incentives.Developing standardized metrics and engaging technical partners for real-time data analysis will strengthen evidence-based decision-making and policy transparency.

Participant List

Name	Designation/ Department
Smt. Vipra Bhal, I.A.S.	Secretary, Transport Department Jharkhand
Shri A.K. Rastogi, I.F.S. (Retd.)	Chairman, Task Force, Sustainable JusT Transition Jharkhand
Shri Ramapati Kumar	CEO, CEED
Smt. Sangita Lal	Joint secretary Transport Department
Shri Praveen Kr. Prakash,	Joint Transport Commissioner Transport Department
Smt. Minakshi Bhagat	Under Secretary Transport Department
Shri Sanjay Kumar Srivastava	O.S.D. JSPCB, Ranchi
Shri Manoj Kumar	joint Secretary Transport Department
Shri Rupesh Ranjan	S.O Transport Department
Shri Vibhor	A.S.O Transport Department
Shri M. Khan	Joint Secretary Tourism Department
Shri Gyanendra Kr.	Additional Secretary urban development and Housing Dept
Shri Raj Kumar	Deputy Secretary urban development and Housing Dept
Shri Pramod Kumar	Joint Secretary RDD
Shri Agam Prasad	C.E.I Energy
Md. Mustaquin Ansari	Joint Secretary Energy
Jawed Anwar Idrishi	Joint Secretary Welfare
Shri Pradip Kumar	JTC Road Safety Transport Department
Shri Awadesh Kumar	EEE JBVNL
Shri CH Gopala Krishna	DGM, SLBC
Shri Prashant Kumar	Manager SLBC
Shri Sunil Kr. Singh	Labour Department
Shri Lalit Kumar	Industry Department
M.S. Ahmed	RDD
Aishwarya Raman	Director, OMI Foundation
Shrishty Pallav	Associate Director - Policy & Partnership CEED
Ashwani Ashok	Director - Just Transition CEED
Arvind Kumar	Director - Research & Knowledge Management CEED
Manish Ram	Director - Climate & Energy CEED
Tushar Kumar	Manager - Outreach & Advocacy CEED
Reeti Priya	Associate - Communication CEED
Shweta Chawdhary	Senior Associate - Policy CEED

For further details, please contact:

E-mail : sjtjharkhand.office@gmail.com

info@ceedindia.org