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LEGAL ASPECTS OF ELECTRIC VEHICLES (EVs) IN INDIA: REGULATORY FRAMEWORK, INCENTIVES, AND CHALLENGES

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ABSTRACT

India's transportation policy agenda now mostly focuses on electric vehicles (EVs) as the country moves quickly toward sustainable mobility. Understanding the two needs of lowering greenhouse gas emissions and controlling metropolitan air pollution, the Indian government has started major programs such as the FAME Schemes (2015, 2019) and the PM E-DRIVE Scheme (2024), which are supported by tax breaks, incentives, and focused infrastructure upgrades. Beyond financial and technological metrics, though, adoption is much shaped by the legal system controlling EVs. The legal issues around EVs in India are explored in this study report, with a particular emphasis on rules, taxes, liability, insurance, intellectual property rights, and standards for charging infrastructure.

The research reveals that although the Motor Vehicles Act of 1988 and Central Motor Vehicle Rules of 1989 give EVs legal legitimacy and operating instructions, Section 80EEB of the Income Tax Act of 1961 establishes fiscal rewards for purchasers. Complementing these are Ministry of Power's guidelines and Bureau of Indian Standards protocols that govern interoperability and safety in charging infrastructure. Issues of liability, product Consumer protection and product safety further emphasize the demand for strong enforcement. Additionally, the research contrasts European, American, and Chinese worldwide systems with India's finest practices in mind.

Despite great advancements, there are still issues with infrastructure gaps, policies that don't match up between states, and that not enough people know about them. To reach India's goal of 30% EV penetration by 2030, the article ends by suggesting consistent rules, better infrastructure, customer education, and more strict enforcement. national mobility objectives consistent with world sustainability standards.

I. INTRODUCTION

Contextual Background

India is progressively headed for sustainable mobility in line with its aim to lower greenhouse gas emissions and support clean energy. Being part of the transport industry, Government attention has focused on one of the main sources of air pollution in India as it works toward electric mobility. The government has started a number of projects. First unveiled in 2015, the Faster Adoption and Manufacturing of Hybrid and Electric Vehicles (FAME) India Scheme rewards their adoption of electric vehicles (EVs) through subsidies and infrastructure development.¹ FAME-II, which was launched in 2019, makes this push even stronger by encouraging electric buses, two-wheelers, and four-wheelers while concentrating on growing public charging infrastructure². More recently, the PM E-DRIVE Scheme, unveiled in 2024, seeks to speed up EV uptake throughout the nation with a committed budgetary allocation and organized support for charging networks, research, and market development.³⁴

A good move to electric transportation involves legal as well as technical and financial difficulties, not only in terms of money or technology. Ensuring that incentives, infrastructure development, and liability problems are carefully controlled depends on a strong legal system. Laws give manufacturers, customers, and service providers clarity, therefore lowering risks and building trust in EV usage.

Scope of Study

¹ Ministry of Heavy Indus., *National Electric Mobility Mission Plan 2020* (Gov't of India 2015).

² Ministry of Heavy Indus., *Scheme for Faster Adoption and Manufacturing of Hybrid and Electric Vehicles in India Phase II (FAME India Phase II) Notification* (2019).

³ Bureau of Energy Efficiency, PM e-DRIVE Scheme, UDIT Portal, <https://udit.beeindia.gov.in>

⁴ Press Info. Bureau, *Cabinet Approves PM e-DRIVE Scheme for Faster Adoption of Electric Mobility* (New Delhi 2024).

The legal features of EVs in India are discussed in this research report together with taxation, rules for charging infrastructure, liability and insurance issues, intellectual property rights, and government policies and schemes. It offers a worldwide EV rule comparison viewpoint, spots problems, and recommends changes to improve the Indian EV environment.

II. GOVERNMENT PROGRAMS AND POLICIES

Government initiatives, targeted policies, and associated incentives designed to cultivate a green market for electric vehicles (EVs) have played a pivotal role alongside the switch to electric mobility in India. Among the most important ones, the Faster Adoption and Manufacturing of Electric Vehicles (FAME) India Scheme, which was inaugurated by the Ministry of Heavy Industries in 2015, is the chief one.⁵ The program has been mainly focused on promoting the use of electric and hybrid cars throughout the country, while at the same time, backing the local production and technological advancements.

The first era, FAME I, was all about turning the people's desire for a new product and keeping the new technology sustainable. It also provided the consumers with a share of the initial costs in the form of incentive, helping to bring electric vehicles into the reach of the customers, especially two-wheelers, three-wheelers, and public transport vehicles. Although the emphasis on building a technology base for EV production such as battery research and charging infrastructure was also present, it was on a smaller scale compared to the later projects.

By the time it was released in 2019 with ₹10,000 crores of budget, FAME II made the scheme much more broadly-scoped. While FAME II was focused on electric buses and four-wheelers along with larger scale charging infrastructure development, FAME I had a more generalized focus on technological development. The programme supports the development of public electric vehicle charging infrastructure and offers purchase incentives for electric vehicles in the segments of e-buses, e-three wheelers, and e-four wheelers, among others. Through charging stations, range anxiety which is a major hurdle in EV adoption, is resolved. By offering an exhaustive framework on vehicle incentives and infrastructure development, FAME II has indeed played a significant role in the rapid growth of India's EV sector.

⁵ Ministry of Heavy Indus., *FAME India Scheme Guidelines* (2015).

Adding to FAME is the PM E-DRIVE Scheme, which was announced in 2024 with a budget of ₹10,900 crore⁶. The scheme for promoting EV adoption across various sectors envisaged in PM E-DRIVE distinctly supports two-wheelers, three-wheelers, electric buses along with the related charging infrastructure. Financial incentives and infrastructure funding help buyers and manufacturers ensure that the EV ecosystem comprises not only metropolitan centers but also rural areas and regional transportation networks. Backed by purchase and infrastructure development incentives, PM E-DRIVE strongly supports the government's vision of a broad EV ecosystem that is aligned with India's sustainability and climate objectives.

There have also been numerous projects at the state level that are not only a response to but have also been triggered by the central government measures and that have been put in place to increase the use of electric vehicles. For example, in order to encourage electric mobility in the city, Surat's Green Vehicle Policy-2025 provides a variety of rewards including tax breaks, dedicated parking, and other customer advantages.⁷ Improvements in sustainable transportation technologies and vehicles in Maharashtra exemplify the synergy between the state's EV Policy and its ambition to increase EV penetration through a variety of incentives such as tax relief, toll waivers, and subsidies for the development of charging infrastructure.⁸ Besides gaining local community buy-in and attracting private equity for EV-related infrastructure projects, these policies also provide local governments, car renters, and car sellers with a favorable business climate.

Together, these programs portray the Indian government's multi-tiered approach: The federal-level policies revolve around creating a general demand for the product, giving the manufacturers incentives and building infrastructure. At the state level, Projects customize help for regional markets and everyday difficulties. Not only do they form the backbone of India's legal and regulatory framework for electric mobility, but they also pave the way to what is a sustainable transportation future.

III. LEGAL PROVISIONS GOVERNING EVs

While there is no nationwide statutory prohibition on the manufacture of internal combustion engine vehicles in India, the Government has set ambitious policy targets to encourage the

⁶ Press Info. Bureau, Gov't of India, *Cabinet Approves PM e-DRIVE Scheme with ₹10,900 Crore Outlay* (2024).

⁷ Surat Mun. Corp., *Green Vehicle Policy 2025* (2025).

⁸ Gov't of Maharashtra, *Maharashtra Electric Vehicle Policy 2021* (Mumbai 2021).

adoption of electric vehicles. These targets are supported by incentive-based schemes, type-approval requirements, and technical standards, which collectively aim to accelerate the transition to sustainable mobility. Even though EVs are a technical step away from traditional gas cars, the government has still decided to primarily regulate them under the current motor vehicle law.

Considering that the EVs are identified as motor vehicles by the Motor Vehicles Act 1988 (MVA), they are, therefore, regulated by the issues related to road safety, insurance, and liabilities that are applicable to other motor vehicles. Section 2(28) of the Act defines a "motor vehicle" as any vehicle that is mechanically propelled and designed for use on roads⁹. Battery-powered cars, hybrids, and fully electric models have also been accounted for under this broad definition. Thus, EVs must satisfy all registration requirements, safety standards, and basic traffic regulations that are relevant to conventionally powered vehicles. "Electric vehicles are recognized as 'motor vehicles' under Section 2(28) of the Motor Vehicles Act, 1988, which subjects them to the same registration, safety, and traffic regulations as conventional vehicles. This legal recognition is reinforced through clarifications and notifications by the Ministry of Road Transport and Highways, ensuring that EVs are fully integrated into the existing road transport framework

Alongside EVs, Section 146 of the MVA identifies that third-party insurance cover is compulsory for all motor vehicles i.e. the financial cover is provided to the victims in case of an accident. Unlike conventional vehicles, EVs entail particular hazards such as short circuits and fires that result from the battery. So EV insurance policies have also evolved to cover the cost of fire damage, battery replacement, and liability caused due to charging infrastructure incidents. The courts have always maintained that the punishment will be meted out when insurance is not there even under the MVA, thus highlighting the legal obligation of EV owners to keep complete insurance coverage.

Along with the MVA, the Central Motor Vehicles Rules (CMVR) of 1989 provide for detailed technical and operating guidelines for electric vehicles. Rule 126 provides for safety measures for thermal management, energy capacity, battery type, and battery safety certification to be included in the technical specification of battery-operated vehicles.¹⁰ The regulation sets down the testing processes for a range of manufacturing defects from fire hazard, overheating, and leakage to others.

⁹ The Motor Vehicles Act, No. 59 of 1988, § 2(28) (India).

¹⁰ The Central Motor Vehicles Rules, 1989, r. 126 (India).

Moreover, Rule 115 governs the operating features of EVs on public roads, including speed restrictions, parking regulations, and adherence to traffic management systems. These regulations enable EVs into India's wider transportation system without need of a distinct legal framework, therefore guaranteeing safety and public responsibility.

From a financial standpoint, the Income Tax Act of 1961 promotes EV adoption by Section 80EEB, which lets taxpayers deduct up to ₹1.5 lakh in interest paid for loans acquired to buy electric cars.¹¹ This focused measure lowers the financial load on consumers, especially for pricey electric two-wheelers and four-wheelers, and supplements FAME II and other subsidy programs. Tax Relief not only promotes individual ownership but also supports India's larger environmental financing and sustainability goals.

These legal requirements still need work. Since responsibility for charging infrastructure flaws or battery problems is still unknown, customers rely on basic tort ideas or consumer protection laws. Under existing MVA rules, there is likewise some ambiguity on how software-powered EVs will be handled—that is, whether they will be connected or autonomous. Experts have advised NITI Aayog that some EV requirements, including battery warranties, software safety, and charging network responsibility, are vital to close these gaps. EV Policy Review 2023 says.

India's legal system sets a solid foundation for acceptance by at last recognizing electric cars under the current tax code and motor vehicle regulations. The income tax act's financial incentives, the CMVR's technical standards, and the legal recognition of the MVA all combine to create a constant regulatory environment. The government has to solve insurance standardization, software and battery responsibility as well as other insurance problems if it wants to completely support the rapid development of the country. By combining safety regulations with EV-related technical and industrial advances, Legal clearance and tailored technical and financial limits help to ground EV implementation is still secure, fiscally sound, and consistent with India's environmental aims.

IV. CHARGING SYSTEMS AND INFRASTRUCTURE

Since it directly influences operating efficiency, customer confidence, and the scalability of the EV industry, acceptability of electric vehicles (EVs) depends much on a well-developed charging

¹¹ The Income Tax Act, No. 43 of 1961, § 80EEB (India).

network. Knowing this, India has created a legal framework to inspire the growth of company and public charging networks as well as to enhance safety standards and consistency.

Originally published by the Ministry of Power (MoP) in 2018, extensive Charging Infrastructure Guidelines and Standards were later updated twice more, once in 2020.¹² 2024 shows how technology is developing and how the expectations of the sector are shifting. These criteria ensure vehicle type compatibility, establish charging pricing arrangements, and specify the layout of fast and slow charging stations. Notably, the regulations mandate technical and safety clearances for public charging outlets, but private charging at businesses and homes is allowed free from any required special permissions.

Encouragement of charging station co-location with solar panels and restricted numbers of charging stations inside the 2024 revisions guides roadways and metropolitan streets. This phase, which is very important, is the one that will determine whether India's climate goals will be met, how quickly EV infrastructure will be built, and how much India will rely on traditional grid power.

The Bureau of Indian Standards (BIS) technically determines if charging methods are safe and adaptable¹³. NITI Aayog and the Ministry of Heavy BIS have, among other things, set charging rates, vehicle-to-charger communication connections, and plug types. Many state-level rules and corporate world preferences first produced conflicting reactions, therefore these standards help to prevent market fragmentation. Regional charger and connector production following Indian standards, which includes the CHAdeMO, CCS, and GB/T protocols, allows BIS to try to improve worldwide EV compatibility.

Even while some progress has been made, there are still issues that need to be resolved. Especially damaging in rural and semi-urban regions when existing networks are already under strain, infrastructural deficiencies might be very damaging. Although fast charging station building has been seen in large cities like Delhi, Bangalore, and Mumbai, rural locations and roads still lack the infrastructure limiting long-distance electric car travel. Furthermore, unequal enforcement of

¹² Ministry of Power, *Charging Infrastructure for Electric Vehicles – Guidelines and Standards* (2018, revised 2020 & 2024).

¹³ Bureau of Indian Standards, IS 17017, *Electric Vehicle Charging Systems – Part 1: General Requirements* (BIS 2021).

regulations among states causes problems; certain states favor charging stations while others fall behind in policy execution. Standardization is another urgent issue: although BIS has drafted guidelines, a range of charging choices might present customer problems in interoperability and growing production expenses.

Usually, India's legal system for charging reflects a moving compromise between reality and policy objectives. Even if BIS recommendations and MoP guidelines provide the basis for controlled development, resolving infrastructure shortcomings would define the ultimate degree of EV absorption. Consistent use of renewable energy sources in the national charging landscape helps to shape the country's total. India's EV transformation might depend on its charging infrastructure unless these issues are well handled.

V. TAXATION AND FINANCIAL INCENTIVES

India would welcome electric mobility since financial incentives geared at increasing the desirability of electric cars (EVs) and affordable pricing for consumers would propel India. The availability of electric vehicles is largely controlled by the Goods and Services Tax (GST) design. At a 5% GST rate, electric vehicles pay considerably less than 28% GST rate petrol and diesel vehicles.¹⁴ Favorable taxes make electric vehicles more interesting than those driven by internal combustion engines by lowering their starting price. Still, some tax panel have suggested higher taxes on more expensive models, and debate on different GST rates for premium electric vehicles have started. Such initiatives, if carried out, aim to keep fair taxation and government income while possibly influencing the acceptance of premium EVs.

Many rules at the state level support still more electric vehicle use. Maharashtra's EV Policy, for instance, provides road tax, registration fee, and other state-level tax breaks in addition to financial assistance for charging network development. These state-level inducements promote government projects and help to create a more pleasant environment for electric car consumers as well as producers.

Apart from indirect tax advantages, Section 80EEB of the Income Tax Act of 1961, which allows individuals to claim up to ₹1.5 lakh, promotes EV uptake. In interest paid on loans taken out to

¹⁴ Cent. Bd. of Indirect Taxes & Customs (CBIC), Notification No. 12/2019-Central Tax (Rate), July 31, 2019.

buy electric cars. Reducing the actual borrowing cost helps to motivate customers to pick sustainable mobility. Together with PM E-DRIVE and FAME rewards, these financial advantages give a solid support network to accelerate EV acceptance in India.

Also motivated are fleet owners and business customers who gain from fast depreciation and other tax advantages under existing regulations. India wants to create a multi-layered support system that meets the needs of both business clients and individual consumers by offering financial incentives along with tax breaks at the national and state levels. Given that by 2030 30% of vehicles on the road should be electric, players should adopt electric mobility.

VI. LIABILITY AND INSURANCE ASPECTS

If we wish to guarantee public confidence in electric mobility as India moves toward widespread EV acceptance, addressing liability and insurance concerns is completely crucial. Under Section 146 of the 1988 Motor Vehicles Act, third-party insurance is required for all vehicles, including electric ones. This part safeguards society at large as well as consumers by ensuring compensation for victims of EV-related accidents.

Mirroring the specific risks electric mobility poses, some EV insurance policies may contain extra sections for fire damage, charging infrastructure damage, and battery replacement.

From a liability standpoint, EV producers might be held responsible for software failures, battery issues, or design flaws resulting in mishaps. India acknowledges product liability claims under the Consumer Protection Act¹⁵ and relevant legal precedents, hence underlining manufacturers' responsibility to ensure safety and dependability.

Programs for customer protection are also rather crucial. People who buy electric cars can sue for damages if the car isn't working right, if the advertising is misleading, or if the after-sales service is bad. They can file complaints under the Consumer Protection Act. of 2019. State consumer groups also highlight liability insurance for charging infrastructure as events including public And individual charging stations raise questions about pay and responsibility.

¹⁵ The Consumer Protection Act, No. 35 of 2019 (India).

India's laws on liability and insurance for EVs are typically changed to match the specific challenges the sector faces; the Motor Vehicles Act, Consumer The Protection Act and product liability legislation offer some small degree of protection; rules particularly on EVs pertaining to self-drive systems, charging infrastructure, and battery safety are becoming more and more needed. Having strict liability rules not only protects customers but also encourages innovation and investment in the electric mobility sector.

VII. INTELLECTUAL PROPERTY RIGHTS IN THE EV SECTOR

Mostly the intellectual property system is responsible for supporting creativity and rivalry in India's electric car (EV) sector. Protecting intellectual property guarantees that, in view of quick developments in electric drivetrains, smart mobility solutions, and battery technology, creators can profit from their research and development. For example, patents protect inventions such as energy management software, enhanced lithium-ion battery designs, and regenerative braking systems. The patent system motivates businesses to create fresh ideas by only granting inventors rights free from the possibility of fast replication by rivals.

Beyond patents, trademarks guide most of the branding in the extremely cutthroat EV industry. Unique logos, model names, and brand marks help customers spot and distinguish products, therefore guaranteeing that businesses maintain awareness and reputation. For instance, one well-known Indian lawsuit between Mahindra and Gensol over the same-sounding EV model names "EZIO" and "eZEO" involved dispute.¹⁶ The debate made clear that trademarks are not only legal jargon; rather, they are quite important to avoid consumer misunderstanding and maintain brand value. Courts underlined the financial value of brand awareness and the potential for remedies and damage from unlawful use or replication.

Though intellectual property is protected, the EV sector battles to respect it. Especially in view of the increasing international collaboration in EV technology, patent infringement is a continual worry. When someone illegally duplicates a company's computer code, battery designs, or charging systems, the business can incur losses and conflicts. Likewise, as fresh EV models and companies emerge, trademark issues are rather frequent; little modifications in names may cause

¹⁶ Mahindra & Mahindra Ltd. v. Gensol Elec. Vehicles Pvt. Ltd., (2021) (Del. HC).

legal complications. Such challenges underline the need of an aggressive IP strategy including thorough searches, quick registration, and strong enforcement.

Regulations on intellectual property have to be updated in tandem with advancements in electric car technology. Linked EV systems, hybrid solutions, and artificial intelligence-driven mobility platforms frequently cross several technical fields, therefore complicating patent categorization and licence agreements. To prevent disputes about ownership and commercialization rights, Indian companies partnering with international EV manufacturers on joint R&D need clearly specified contractual arrangements.

Strong IPR protection in India is essential for fostering innovation, protecting investments, and maintaining just competition in the EV industry. Obtaining patents, trademarks, and designs enables businesses to navigate the demands of a rapidly growing industry, hence safeguarding technical and brand-related assets crucial for long-term viability.

VIII. COMPARATIVE ANALYSIS WITH GLOBAL EV REGULATIONS

India gains from the state of EVs worldwide since it exposes legal flaws in the nation as well as the strongest policies. With measures like EU Regulation 2019/631 targeting fleet-wide CO2 levels, the European Union (EU) has always wanted strict emission standards for manufacturers.¹⁷ Apart from legal requirements, EU member states offer significant incentives including tax refunds, reduced registration fees, and infrastructure subsidies for EVs, hence accelerating the EV uptake in Norway and Germany.

According to Internal Revenue Code Section 30D, state and national governments in the United States conduct EV marketing.¹⁸ The EV tax credit lets eligible EV purchases earn consumers up to \$7,500. States like California have improved this with subsidies and investments in charging infrastructure supported by initiatives such the California Electric Vehicle Infrastructure Project.¹⁹ Taken together, these initiatives have elevated the United States among the top nations in the development of infrastructure and EV technology.

¹⁷ Regulation (EU) 2019/631 of the European Parliament and of the Council of 17 Apr. 2019, 2019 O.J. (L 111) 13.

¹⁸ Internal Revenue Code, 26 U.S.C. § 30D.

¹⁹ Cal. Energy Comm'n, *California Electric Vehicle Infrastructure Project (CALeVIP)* (2023).

As the largest EV market in the world, China has taken a definite stance with major investments in producer incentives, charging infrastructure, and consumer subsidies for electric car purchases. Though there are other incentives provided by local governments, from license plate exemptions to laws such the New Energy Vehicle (NEV) need have helped to increase local production.²⁰

Tax refunds help to foster a fast EV growth ecosystem.

By comparison, India participates in the worldwide campaign to advance sustainable mobility and reduce vehicle emissions. Though the nation has issues of its own, incentives from all over the world are followed by initiatives like FAME II and PM E-DRIVE. There is still a great deal of room for development in infrastructure. Few public charging locations exist, and various states employ different means of regulatory enforcement. Conversely, countries like China and the EU preserve the same national structures to guarantee ongoing support and quick execution. India can take a more organized, coordinated approach by examining examples from other countries, thereby helping EV penetration to grow by juggling incentives with infrastructure building and legislative clarity.

IX. DIFFICULTIES AND OBSTACLES

Despite major government efforts aimed at promoting adoption, India's EV industry has several obstacles. Not enough infrastructure is one of the main worries. Among prospective consumers, the small number of charging stations generates "range anxiety" especially in rural and semi-urban areas. Moreover, the present electrical grid can only accommodate so much; hence, if EVs become more prevalent, the grids supplying electricity might struggle and Fresh technologies such intelligent grids might be required.

Further slowing of electric vehicle development are errors in policy application. Though federal initiatives including FAME II provide incentives, their efficacy varies throughout states because of inconsistent standards. Because policies on tax breaks, registration perks, and subsidies vary, customers and companies are in difficulty. Late infrastructure projects and rewards distribution also undermine public trust, hence discouraging customers and fleet owners from buying on a significant scale.

²⁰ Admin. Measures for the Access of New Energy Vehicle Manufacturers and Products (China 2017).

Public knowledge and opinion present another major challenge. Many customers are afraid to move to electric cars since they are unsure how much they will cost, how long the battery will last, How simple it will be to charge and how dependable they will be in the long term. Programs and training on technological advances, environmental advantages, and financial incentives are still inadequate.

Overcoming these obstacles calls for a multifaceted approach comprising enhanced uniform charging infrastructure, national and state law consistency, outstanding grid planning, and large-scale public awareness campaigns. Notwithstanding ambitious adoption objectives, India risks falling behind international EV leaders without these actions. Overcoming these obstacles will aid in the fulfillment of low-emission, sustainable transportation network vision.

X. CONCLUSION AND RECOMMENDATIONS

Supported by specific programs including the FAME India Scheme, PM E-DRIVE, and state-level projects, India's path toward sustainable mobility has gotten great momentum.²¹ Offering financial rewards, tax breaks, and infrastructure support, the government has effectively established a framework that motivates both producers and consumers. Additional establishment of a regulatory environment favorable for the adoption of electric vehicles is provided by legal requirements under the Motor Vehicles Act, Central Motor Vehicle Rules, and the Income Tax Act. In addition to providing channels for invention and competitiveness in the local EV market, intellectual property protections and world best practices also offer opportunities for it.

Nevertheless, obstacles like insufficient charging infrastructure, uneven state-level legislation, grid capacity constraints, and poor public knowledge prevent fast adoption. A targeted strategy is needed to close these gaps: widening and standardizing charging infrastructure across the country, coordinating state and central laws to guarantee transparency and stability, and starting extensive consumer education campaigns on electric vehicle advantages. Improved enforcement of current laws will help to protect stakeholders and further boost consumer confidence.

India is perfectly placed to meet its ambitious goal of 30% EV adoption by 2030 with consistent government support, technical innovation, and strategic policy implementation. Such development

²¹ Ministry of Heavy Indus., *Faster Adoption and Manufacturing of Hybrid and Electric Vehicles in India (FAME India) Phase II Scheme*, Gazette Notification, Mar. 8, 2019.

will not only help to lower greenhouse gas emissions but also encourage a strong, future-ready transportation network consistent with worldwide sustainability objectives.