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Planning for EV charging and Vehicle to-Grid (V2G) infrastructure

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SUSTAINABLE DEVELOPMENT GOALS COORDIANTION CENTRE (SDGCC), TAMIL NADU PLANNING FOR EV CHARGING AND VEHICLE TO GRID (V2G) INFRASTRUCTURE

I. Background

The growing climate change is posing a critical concern for policymakers across the sector. Concerted efforts are taken by international, national and sub-national governments to overcome the risks of climate change. The transportation sector is a significant contributor to global CO2 emissions, accounting for approximately 21% of total global emissions as of 2024. In 2024, the transportation sector emitted 8.4 gigatons of CO2-equivalent, which includes emissions from road vehicles, trains, ships, and aircraft worldwide. This sector accounts for 15.9% of total global greenhouse gas emissions. Therefore, for mitigation of the CO2 emissions from the transport sector, enormous action plans were considered, deliberated and promoted across transportation segments, road vehicles, railroads and the water transportation segment.

Against this background, one of the strategies adopted in the transport sector includes the promotion of Electric Vehicles (EVs). Cities across the globe are implementing ambitious climate goals and accelerating the shift towards electric vehicles. To this end, the Government of Tamil Nadu aims to convert 30% of public buses to EVs by 2030. Therefore, to achieve this, efforts are not only needed to promote scaling up of EVs but also to carefully plan the charging and V2G discharging infrastructure to ensure growth is reliable, affordable, equitable and sustainable.

Therefore, to shed light on the planning for EV charging and Vehicle-to-Grid infrastructure, SDGCC-UNDP supported the Imperial College of London, Anna University and Climate Compatible Growth, a UK aid-funded initiative, in organising a one-day Workshop on “Planning for EV Charging and Vehicle to Grid (V2G) Infrastructure”. The event focused on the present government policy ecosystems in EVs,” right from manufacturing, infrastructure to services, and the private sector’s role as well as the third Sector’s advocacy, including the users’ perspectives and challenges.

Major focus areas of the workshop include forecasting EV Adoption and Electricity demand, spatial planning and GIS-based tools for charging infrastructure deployments, financial and business models, gender equality and social inclusion, potential and performance of V3G tech for carbon emissions reduction, grid resilience enhancement, including public-private coordination and roadmap for EV ecosystem development.

The event covered the following technical sessions

1. Session-1Policy needs, challenges, planning for a state-wide EV charging infrastructure, including financial models for developing a better EV value chain.

2. Session-2, focused on the national case studies for the EV ecosystem and

3. Session -3 highlighted the gender perspective and the user experience of EVs.

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Workshop on

PLANNING FOR EV CHARGING AND VEHICLE-TO-GRID (V2G) INFRASTRUCTURE

2nd March 2026

The Raintree Hotel
St Mary's Road Chennai

Session	Time	Duration	Agenda	Speakers
ARRIVALS	**9:45 – 10:00 AM**	15min	Registration	
WELCOME	**10:00 - 10:05 AM**	5min	Introduction	**Prof. Aruna Sivakumar,** Imperial College London
	10:05 - 10:15 AM	10 min	Welcome Address	**Prof.Kanmani Sellapa** Anna University
	10:15 - 10:30 AM	15 min	Special Address	**Mr. Sajjansingh R. Chavan, IAS.** Secretary, Planning and Development Department, Government of Tamil Nadu
SESSION 1	**10:30 – 10:40 AM**	10min	**P1:** Policy needs and challenges from TNGECL perspective	**Mr. Aneesh Sekhar IAS** Managing Director, Tamil Nadu Green Energy Company Limited
	10:40 - 10:50 AM	10min	**P2:** Planning for a statewide EV charging infrastructure: policy challenges	**Ms.Sudha Ramen IFS** Member Secretary State Planning Commission
	10:50 - 11:00 AM	10min	**P3:** Forecasting energy demand from EVs and Financial model for developing battery swapping stations	**Mr.Angad Gadgil** GAIA
	11:00 – 11:30 AM	30min	**Q&A and Discussion**	

Session	Time	Duration	Agenda	Speakers
BREAK	**11:30 - 11:50 AM**	20min	Tea Break	
SESSION 2	**11:50 – 12:00 PM**	10min	**P4:** Planning for Public electric vehicle charging infrastructure- A case study of Bengaluru	**Prof.Ashish Verma & Mr.Alvin Joshua** IISc Bangalore
	12:00 - 12:10 PM	10min	**P5:** V2G trials and related research	**Prof. Aruna Sivakumar & Dr.Tang Li** Imperial College London
	12:10 - 12:40 PM	30min	**Q&A and Discussion**	
SESSION 3	**12:40 - 12:50 PM**	10min	**P6:** Planning in the EV sector: A Gender Perspective	**Ms.Asha Ajith IAS** Project Director, TnWESAFE
	12:50 - 13:00 PM	10min	**P7:** User experience with EV Charging Infrastructure through Gender Equality and Social Inclusion lens	**Ms.Sonal Shah** The Urban Catalysts
	13:00 – 13:10 PM	10 min	**P8:** Spatial planning for EV charging infrastructure	**Prof.Kanmani Sellapa & Dr.Divya** Anna University
	13:10 – 13:35 PM	25 min	**Q&A and Discussion**	
WRAP-UP	**13:35 - 13:40 PM**	5min	Wrap up and thanks	**Prof. Aruna Sivakumar,** Imperial College London
	13:40 - 13:45 PM	5min	Vote of thanks	**Mr.Alagappan Ramanathan,** Development Goals Specialist, SDGCC
LUNCH	**13:45 - 14:45 PM**	60min	Lunch	

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II. Inaugural Address

Mr Sajjansingh R Chavan, IAS
Secretary to the Government
Planning and Development Department,

Highlights

Tamil Nadu is creating an interface between academic, private and public to integrate the findings of research in EV into policymaking and strategic roadmap for EV adoption.....

At the outset, Mr Sajjansingh R Chavan, IAS, Secretary to th e Government, Planning and Development Department, spoke on the changing paradigm shift in the use of EVs by the public. This shift has been supported by the efforts of the State government in EV, aligning with the initiatives of the national and international governments and development sectors. These policies and incentives helped reduce the op-ex and cp-ex cost of EVs across the mobility sectors, from two-wheelers to heavy-duty vehicles. However, the optimal use is limited in the present context. The challenges being encountered by users in the EV adoption include, first non-availability or limited availability of charging infrastructure, both slow and fast charging stations, second, lack of a good facilities for post management or safe disposal of EV parts after the saturation point, hence, posing challenges to the human health and third and final, limited availability of services including batteries for operating EVs. He further highlighted that policies and programmes are underway to use renewable energy for EVs transition, especially the mechanisms to use renewable energy sources for charging stations. He concluded by saying that the EV ecosystem will unfold new business models and be an avenue for startups to venture into new business. All of which will culminate in generating job opportunities for youth in the ensuing days. He hoped that this unique forum would help integrate the findings of research in EV into policymaking.

CONTEXT

II. Welcome Speech

Prof. Aruna Sivakumar
Imperial College, London
United Kingdom

Highlights

Pof. Aruna Sivakumar Imperial College, London welcomed Mr Sajjansingh Chavan, IAS, Secretary, Planning and Development Department, Government of Tamil Nadu, Mr Aneesh Sekhar, IAS, Managing Director, Tamil Nadu Green Energy Company Limited (TNGECL), Ms. Asha Ajith IAS, Project Director, TNWeSAFE and Ms. Sudha Ramen IFS as well as all other delegates, for their graceful presence in the event.

The sessions were anchored by

Dr Anju Abraham
Research Assocaite
Sustainanle Development Goals Coordination Centre (SDGCC) Tamil Nadu

1. Session -1

focused on the policy needs and challenges from the TNGECL perspective, planning for a statewide EV charging infrastructure, forecasting energy demand from EVs and a financial model for developing battery swapping stations.

1.1. Policy needs and challenges from the TNGECL perspective

Mr Aneesh Sekhar, IAS
Managing Director,
Tamil Nadu Green Energy Company Limited (TNGECL)
Government of Tamil Nadu

Highlights

The Government of Tamil Nadu is developing a user friendly mobile app, integrating the EV charging stations located across the cities and highways, aiming to help the users to navigate across the charging stations, anytime, anywhere and on time .....

Mr Aneesh Sekhar began his address, highlighting the need for transitioning to EVs. He emphasised that the increase in oil price, dwindling conventional natural resources for producing energy, and limited availability of fossil fuels. This has necessitated the need for governments across the globe to shift to more nature-friendly mobility requirements. However, he underlined that challenges persist that hamper the full-fledged adoption of EVs. Most important challenges recognised globally include high upfront costs (including battery costs), perception of the safety aspects of EVs, and finally, inadequate EV charging infrastructure (both in cities and on highways, both for commercial and non-commercial vehicles) for users to benefit from it. To address these challenges, on the policy front, the government of Tamil Nadu, through TNGECL, is establishing EV charging stations across the State of Tamil Nadu. Owing to the various initiatives, the public EV charging stations increased from 1200 to 2200 in the recent past. To further improve the EV infrastructure, including charging stations, the government identified another 350 locations, partially facilitated by the PM E-Drive programme, which is implemented by govt. of Tamil Nadu. Further, on the technological front, the Government of Tamil Nadu is developing a single app, integrating the EV charging stations located across the cities and highways. This app will help users to navigate through different charging stations and identify the nearest location for charging an EV.

1.2. Planning for a Statewide EV Charging Infrastructure: Policy Challenges

Ms Sudha Ramen, IFS
Member Secretary
State Planning Commission

Highlights

Tamil Nadu is now setting a benchmark in Electric Vehicle Sector with the international standards and best practices across the globe, thanks to its policy framework and geographic locations.....

While speaking on the challenges, Ms Sudha Ramen highlighted the need for creating a strategic roadmap to build EV ecosystems across the state as a must and a need of the hour. She highlighted that Tam il Nadu is well positioned to achieve EV adoption as the State is considered an automobile hub in the country, has high potential for generating renewable energy and highly urbanised State in India (more than 52% of the State is urbanised). Going by the EV initiatives of the various States, she highlighted that Karnataka was the first State to come up with an EV policy, followed by Gujarat, and Delhi have launched EV policies. However, these states are deprived of certain resources to fully adapt to EVs. However, the State, Tamil Nadu, is uniquely placed to promote EVs thanks to an exclusive EV policy, public sector investment, private sector partnership and a large availability of lands and other resources required for establishing EV infrastructure, right from manufacturing to high-end services. Further, Tamil Nadu is leveraging IoT and Ais including geo-spatial intelligence tools, which illustrate the spatial data of water bodies, forestry and other land resources. All of which can contribute to improving the EC ecosystem in Tamil Nadu State.

With this background, she noted that it is time for Tamil Nadu to benchmark itself with international standards and best practices. While talking about international benchmarking, she highlighted that Norway, with 80% EVs sale, is known as the highest EV-selling country in the world. Similarly, the UK is mandating the establishment of smart charging stations across its strategic geographic locations. With this Ms. Sudha Ramen, IFS recommended creating an adequate number of statewide EV charging stations by 2030, a V2G regulatory sandbox, linking renewable energy for powering EV manufacturing and EV services, including charging stations and a potential financial model.

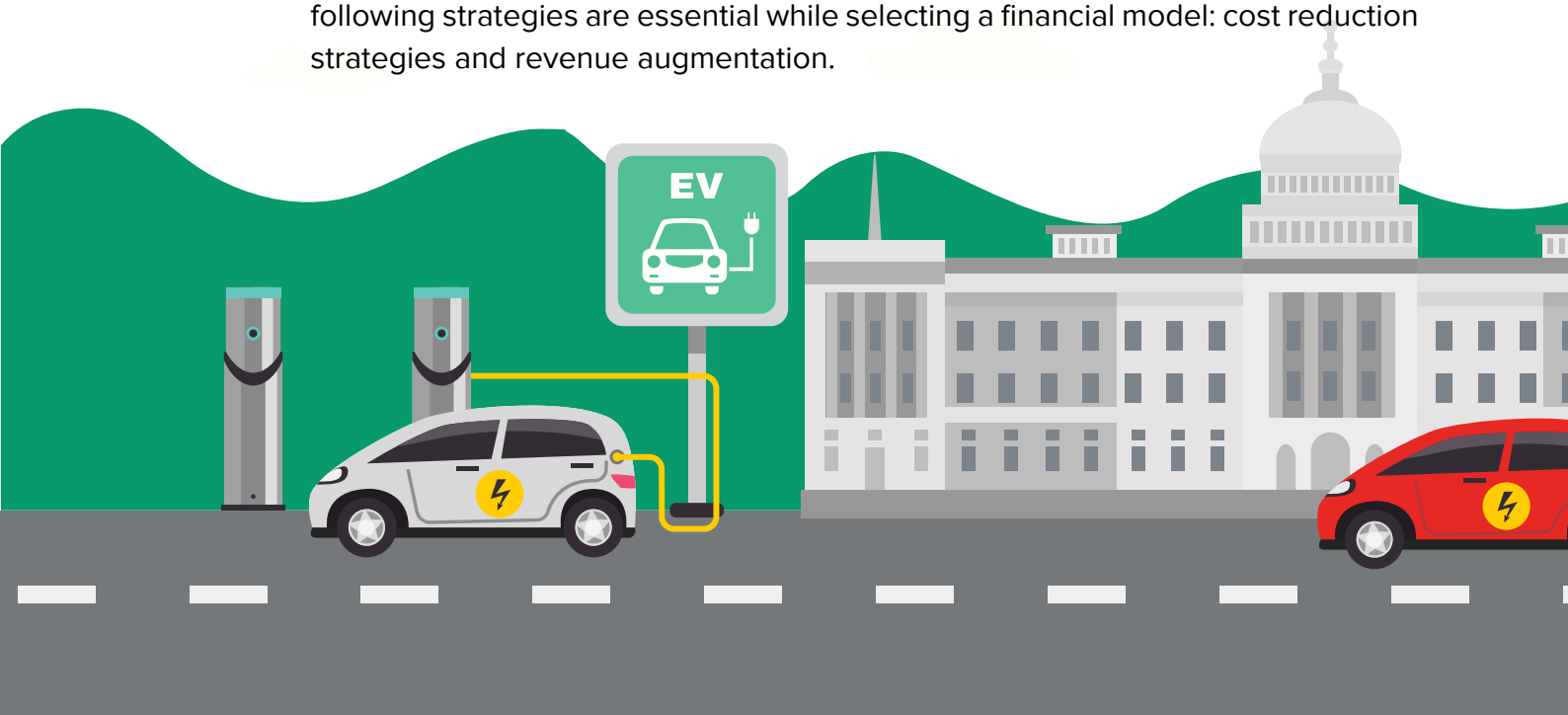
1.3. Energy demand from EVs and Financial models

Mr Angad Gadgil
GAIA

Highlights

Tamil Nadu is now setting a benchmark in Electric Vehicle Sector with the international standards and best practices across the globe, thanks to its policy framework and geographic locations.....

He spoke of the energy demand required by EVs and various financial models that are required to meet the energy demand of EVs. Many financial models were explored across the globe to develop EV charging infrastructure. She noted that the most important points to be considered while exploring financial models include home charging, charging stations, and battery swapping technologies. In addition to this, it is important to assess the EVs' penetration across the State to know the energy demand, create the infrastructure, including charging stations, and services. To do this, three scenarios were assessed, namely **(i) Business as Usual (BAU) Scenario, (ii) Moderate Scenario and (iii) Accelerated Scenario.** To assess the business viability and best business models, for all the assessment scenarios, about 11 indicators and 37 sub-indicators were developed. This will help cities across the globe, in general, and Chennai city in particular, to pilot and find out the optimal financial models under three different scenarios, and scale them up based on the viability and feasibility. Further, it was highlighted that the following strategies are essential while selecting a financial model: cost reduction strategies and revenue augmentation.



SESSION -2

Session 2 focused on the planning for public electric vehicle charging infrastructure with a case study from Bangalore, and V2G trials.

2.1. Planning for Public Electric Vehicle Charging Infrastructure-A Case Study of Bangalore and V2G Trials and Related Research.

Mr Alvin Joshua
Researcher
IISc, Bangalore

Highlights

The results of a study in Bangalore note that EV users want the high volume EV charing stations to be located in their office and work areas, and low volume EV charging stations to be located in leisure and recreational areas .....

Mr Alvin Joshua researcher from the Indian Institute of Science (IISc), shed light on the locations of charging stations, accessibility to use rs and the number of charging stations required should be assessed. He highlighted that most EV users want the high-volume charging stations to be in the workplace, and low-volume charging stations in the leisure and recreational places. Mr Alvin Joshua further informed that the charging stations should be established based on both origin and demand based, to cater to the needs of public users. He concluded by saying that public charging stations are important where there is a dense urban population.

2.2. V2G trials and related research

Prof. Aruna Sivakumar
Imperial College, London
United Kingdom

Highlights

The urban system labs, Imperial College of London, piloting the electrification of London buses' intelligent V2G system for the public bus fleet to power urban grids, a unique approach under V2G trials.....

Prof. Aruna Sivakumar underscored the various research conducted by the Urban System Labs, Imperial College London, UK. Before shedding light on the various research and trials conducted to explore the ways to transmit energy from vehicles to the grid. The growing number of EVs in London, especially EV sales, increased from 1.8 million to 5 million by 2025 and is projected to grow to 17 million by 2030. More EV charging stations were established across London. The present tariff value-added tax laid by the government on EV charging stations on public charging stations is 20%, and on private charging stations, 5%. She further highlighted that as far as EV is concerned, in the beginning, the vehicle market was considered important; however, it is now slowly now transiting to the charging market, and is now increasingly shifting to the power market. When the EV market places its efforts on smart management of charging stations I.e. V2G, the EV market can get an additional benefit of EUR € 412-883 million per year, and in the absence of smart management of the EV charging, i.e. V2G, the loss was calculated to be 56-773 EUR € per year. Therefore, to further leverage the benefits of V2G, the following trials are conducted by Imperial College of London. They are managing EV charging demand with large-scale EV adaptive, innovative pricing methods for electric mobility stakeholders, dynamic pricing and parking services providers, selection of charging depot locations & design tools for fleet absorption, Return on Investment (ROI) on fleet electrification and potential for V2G charging and quantifying V2G capacity of London buses, machine-based learning for the EV charging segments. Also, Imperial College London is undertaking the following trials, such as the potential performance of vehicle-to-grid (V2G), technology for carbon emissions reduction and grid resilience enhancement. Importantly, the electrification of London buses' intelligent V2G system for the public bus fleet to power urban grids.

SESSION -3

focused on the planning in the EV sector; a gender perspective, user experience with EV charging infrastructure through a gender equality and social inclusion lens, along with spatial planning for EV charging infrastructure.

3.1. Planning in the EV sector, a gender perspective

Ms Asha Ajith, IAS
Project Director,
TNWeSAFE
Government of Tamil Nadu

Highlights

Tamil Nadu Government initiatives, such as the Pink Bus and Pink Auto schemes, are enabling women to participate in various economic sectors in different capacities, in that women are not just users of EVs but operators and crews.....

At the present context, EVs and gender are evolving as one sector, as EVs can facilitate a more female labour force. To further enhance the female labour force participation in the EVs, several strategies and policies are drafted by the government, including the EV policy of Tamil Nadu, 2023, which focuses on equality in employment concerning EVs. Citing the OLA case as an example where the entire value chain of EV manufacturing is managed by women, there is an enormous scope for greater participation of women in EVs across the spectrum, right from manufacturing to services, including women as crew (both drivers and conductors) in the e-public fleet. At present, as well, 43% of the Female Labour Force Participation (FLFP) in manafucutring sector comes from Tamil Nadu State. Therefore, to further leverage this, several initiatives are taken up to support female labour force participation by addressing their challenges and catering to their needs. Women can be employed in EVs sector right from the design stage to the implementation phase. She further reiterated that EVs are women friendly than any other sector, considering the given EV ecosystem. The government initiatives, such as the Pink Bus and Pink Auto schemes, are further enabling women to participate in various economic sectors in different capacities. She concluded by saying that women are not just users of EVs but operators and crews.

3.2. User experience with EV charging Infrastructure through gender equality and social inclusion

Ms. Sonal Shah
The Urban Catalysts
Mumbai

Highlights

For women using EVs to use public charging stations, safety and security of the charging stations are a must, including a well-lit area, a toilet and other amenities. Therefore, it is proposed that a gender neuteral SOPs and guidelines should be prepared and issued for establishing a public charging station.....

Ms Sonal Shah began her address by highlighting the fact that only 7% of all licences were issued to women in India. Across India, it is reported that about 29,151 public charging stations are available; however, only 2% of them are actually put to use. The scenario in Tamil Nadu more or less reflects what is observed in India. About 83% of the public charging stations did not function in Tamil Nadu out of 151 public charging stations assessed. It is high time that the government need to develop an user rated public charging stations along with their location, for the users to access and utilise them. Besides, for women using EVs to use public charging stations, safety and security of the charging stations are a must, including a well-lit area, a toilet and other amenities. Therefore, it is proposed that a gender neuteral SOPs and guidelines should be prepared and issued for establishing a public charging station.

3.3. Spatial Planning for EV Charging Infrastructure

Prof. Kanmani Sellapa
Anna Univerisity
Guidny, Chennai

Highlights

Government departments can make use of the results of the various technical research that academia has completed over the past few years on EVs.....

Prof. Kanmani Sellapa highlighted the various ongoing research projects for improving the EV charging infrastructure. She stressed that government departments can make use of the results of the various technical research that academia has completed over the past few years on EVs. Some of the research includes smart V2G system, projects on EV manufacturing, motor technologies and embedded controllers, Ga3-Co3 based convertor technology for EV charging, Renewable powered smart V3G system, AI-based EV systems, cyber security in EV charging infrastructure, solar powered charging stations and EV aggregators for intelligent scheduling. Besides, the EV loaded forecasing and the impact of EV penetration on transformation loading, an intelligent bidirectional wireless power transfer system is evolving to meet the present EV ecosystem needs.

4. Key learnings from the Event

The following table illustrates the key learnings from the event for the academia, private sector and Government departments, for creating an enabling environment for EV adoption and penetration.

S.No.	Key learnings
1.	For academia
	• Advance smart EV charging technologies, including V2G/V3G systems, renewable-powered charging, and intelligent scheduling algorithms. • Strengthen research on EV manufacturing, motor technologies, battery management, cybersecurity, and wireless power transfer. • Provide GIS-based spatial planning tools to optimise the location of charging stations based on origin–destination and demand flow. • Develop AI-driven EV load forecasting models to predict electricity demand under BAU, moderate, and accelerated scenarios. • Support the government with technical evidence from ongoing research (e.g., Ga3-Co3 converter tech, EV aggregators, embedded controllers). • Research gendered usage patterns, safety parameters, user behaviour, and inclusive design of charging infrastructure. • Act as knowledge partners for creating a statewide V2G regulatory sandbox through data-driven simulations and modelling. Develop capacity-building modules for government agencies on EV tech, grid integration, and adaptive pricing.
2.	For NGOs and the Private Sectors

S.No.	Key learnings
	• Invest in EV charging infrastructure, especially fast-charging and strategically located public stations in high-density urban areas. • Collaborate with government and utilities on interoperable EV charging apps, ensuring seamless navigation and real-time availability. • Develop affordable/optimal business models for charging stations, battery swapping, fleet electrification, and renewable-powered charging. • Contribute to cost reduction strategies in batteries, charging hardware, and grid integration technologies. • Adopt gender-inclusive workforce policies, ensuring women's participation in manufacturing, service operations, and EV fleets. • Innovate in smart charging, V2G technology, and adaptive pricing, enabling revenue generation while supporting grid stability. • Engage in public–private partnerships (PPPs) for charging networks, maintenance, and after-sales services. • Ensure user-friendly services such as well-lit charging stations, safety features, amenities, and customer feedback mechanisms.
3.	For Government Departments
	• Develop a strategic roadmap for EV adoption, charging infrastructure, V2G deployment, and 30% public bus electrification by 2030 - TNGECL. • Expand statewide charging network coverage beyond the current 2,200 stations and fast-track the 350 identified new locations - TNGECL. • Establish a V2G regulatory sandbox and supportive policies for integrating EVs into the grid – TNGECL/ Guidance. • Promote renewable energy-powered EV charging, linking solar, wind, and green hydrogen to EV manufacturing and services – TANGEDCO and TNGECL. • Strengthen EV-related infrastructure policies, including siting norms, safety standards, and a gender-neutral SOP for public charging stations – Gudinace and TNGECL. • Improve post-management and safe disposal of EV parts to prevent environmental and health risks – TNPCB and Environment Department, including MAWS. • Accelerate development of a single EV charging app integrating all city & highway stations across Tamil Nadu – TNGECL. • Leverage Tamil Nadu's position as an automobile hub with strong public and private investment, land availability, and R&D capacity – Gudinace • Support women's workforce participation through EV policy mandates, Pink Bus/Pink Auto schemes, and training opportunities – Social Welfare and Women EMpwoermwent Department, TNWESAFE • Benchmark with global leaders (Norway, UK, London) for smart charging, adaptive pricing, and clean energy integration – State Planning Commission, along with TNGECL • Improve monitoring systems, including user-rated charging stations and public dashboards for transparency – TNGECL.

5. Conclusion

The workshop reaffirmed that building a robust and future-ready EV ecosystem in Tamil Nadu requires a coordinated, multi-stakeholder approach involving academia, the private sector and the government. Academia must continue to anchor innovation, advancing research in V2G/V3G technologies, renewable-powered charging, spatial planning tools, and gender-responsive design considerations. Their evidence-based insights will guide the state in developing smart, efficient and inclusive EV systems. The private sector holds the key to scaling infrastructure and driving market adoption through investments in interoperable charging networks, cost-effective business models, and user-centric service delivery. Their role in enhancing technological efficiency, ensuring safety and reliability, and enabling a gender-inclusive EV workforce is central to the ecosystem's sustainability.

The government, as the enabler and regulator, must provide strategic direction, strengthening policy frameworks, accelerating statewide charging expansion, integrating renewable energy with EV operations, supporting V2G regulatory experimentation, and ensuring equitable and safe access for all users. Leveraging Tamil Nadu's strong industrial base, renewable energy potential and leadership in women's workforce participation will be crucial for achieving the State's target of electrifying 30% of public buses and building a clean mobility pathway by 2030.

Together, these three pillars can unlock a resilient, inclusive and globally benchmarked EV future for Tamil Nadu, one that not only accelerates climate action but also catalyses innovation, economic opportunities and social progress across the State.

Vote of Thanks

Mr Alagappan Ramanathan
Development Goals Specialist
SDGCC, TN

Delivered Vote of Thanks to all Delegates & Participants who attended the workshop. and placed a special thanks to Mr Sajjansingh Chavan, IAS, Secretary, Planning and Development Department, Government of Tamil Nadu, Mr Aneesh Sekhar, IAS, Managing Director, Tamil Nadu Green Energy Company Limited (TNGECL), Ms. Asha Ajith IAS, Project Director, TNWeSAFE and Ms. Sudha Ramen IFS as well as all other delegates, for making this event a great success.

SUSTAINABLE DEVELOPMENT GOALS
TAMIL NADU

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