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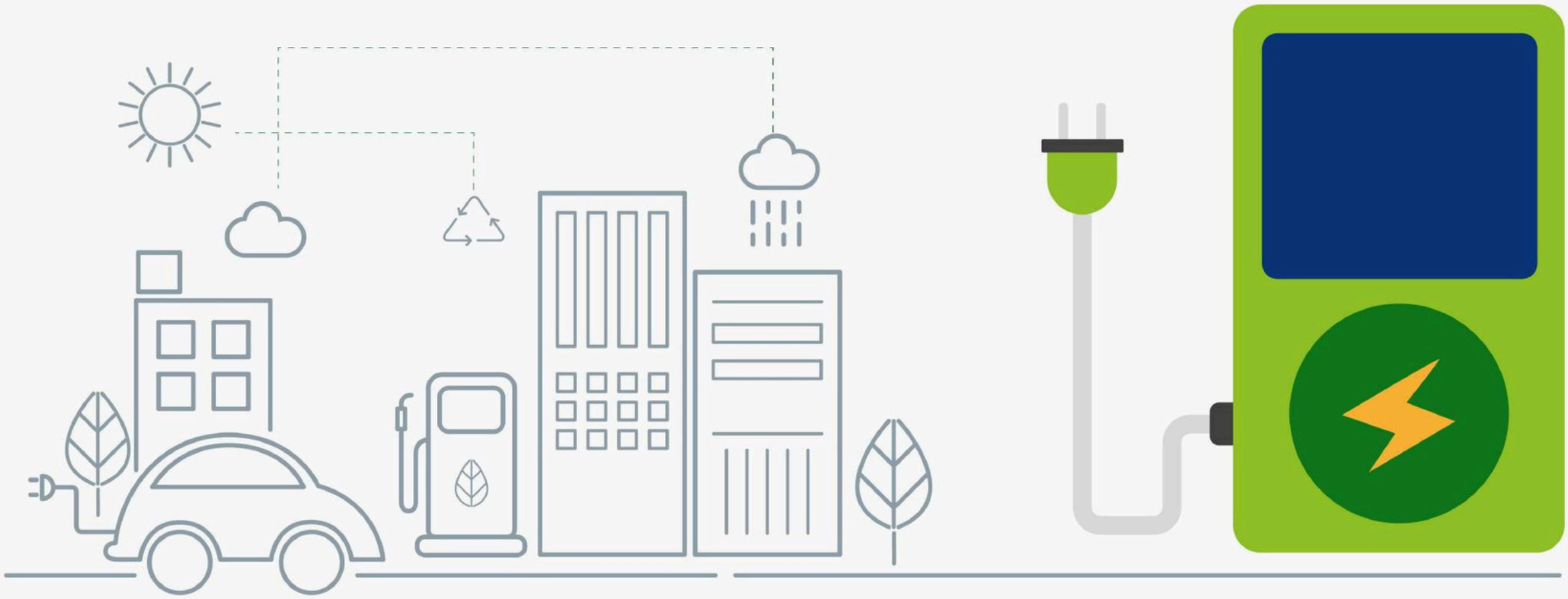
DECODING INDIA'S EV MINERAL GAP

Why batteries, not just vehicles, will decide **India's EV future**



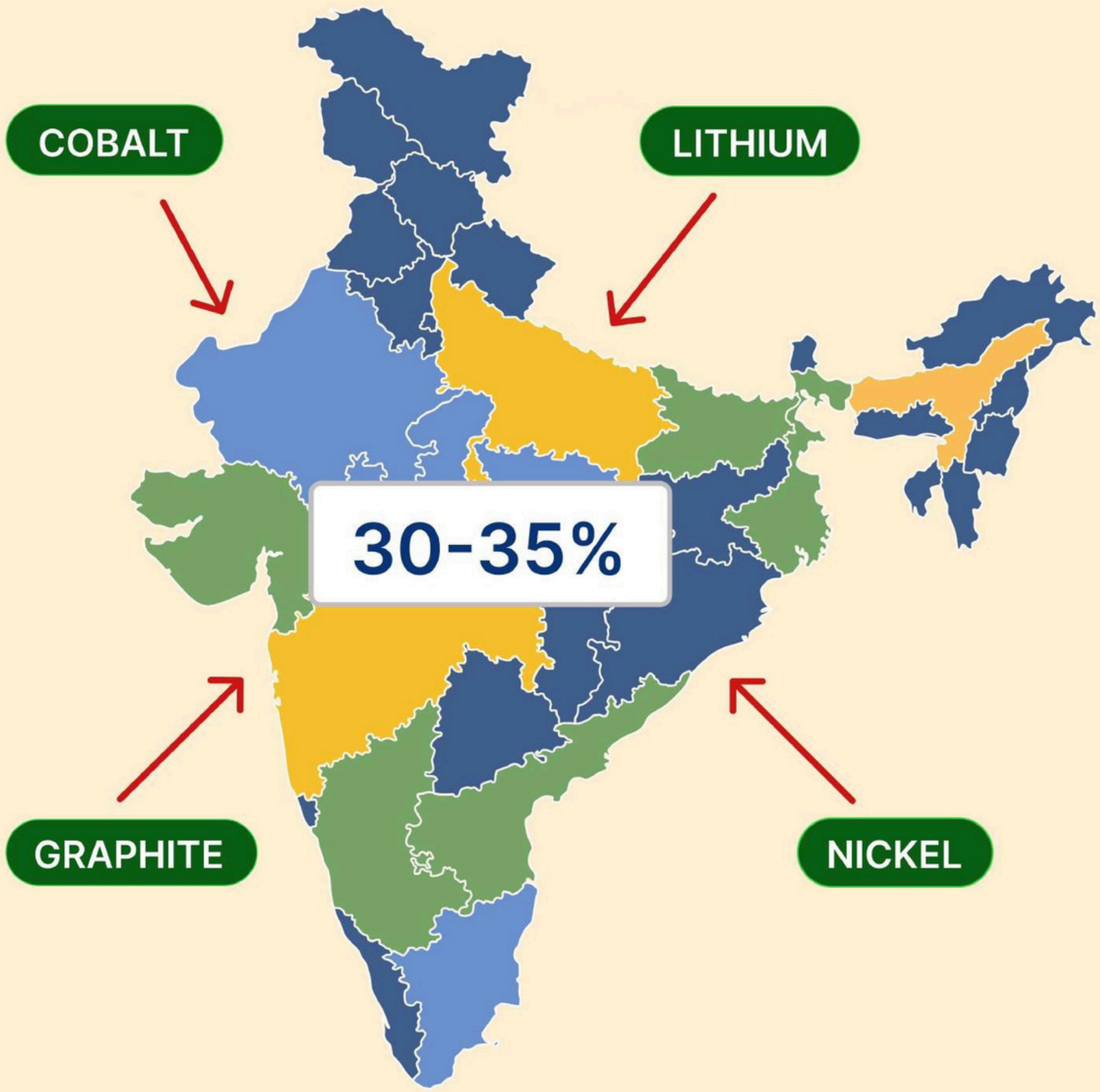
THE EV PARADOX

India’s EV market is growing fast

But over **60–100% of key battery minerals are imported.**

EV manufacturing is only 30–35% localised, leaving the transition exposed to:

- Geopolitics
- Supply disruptions
- Price shocks

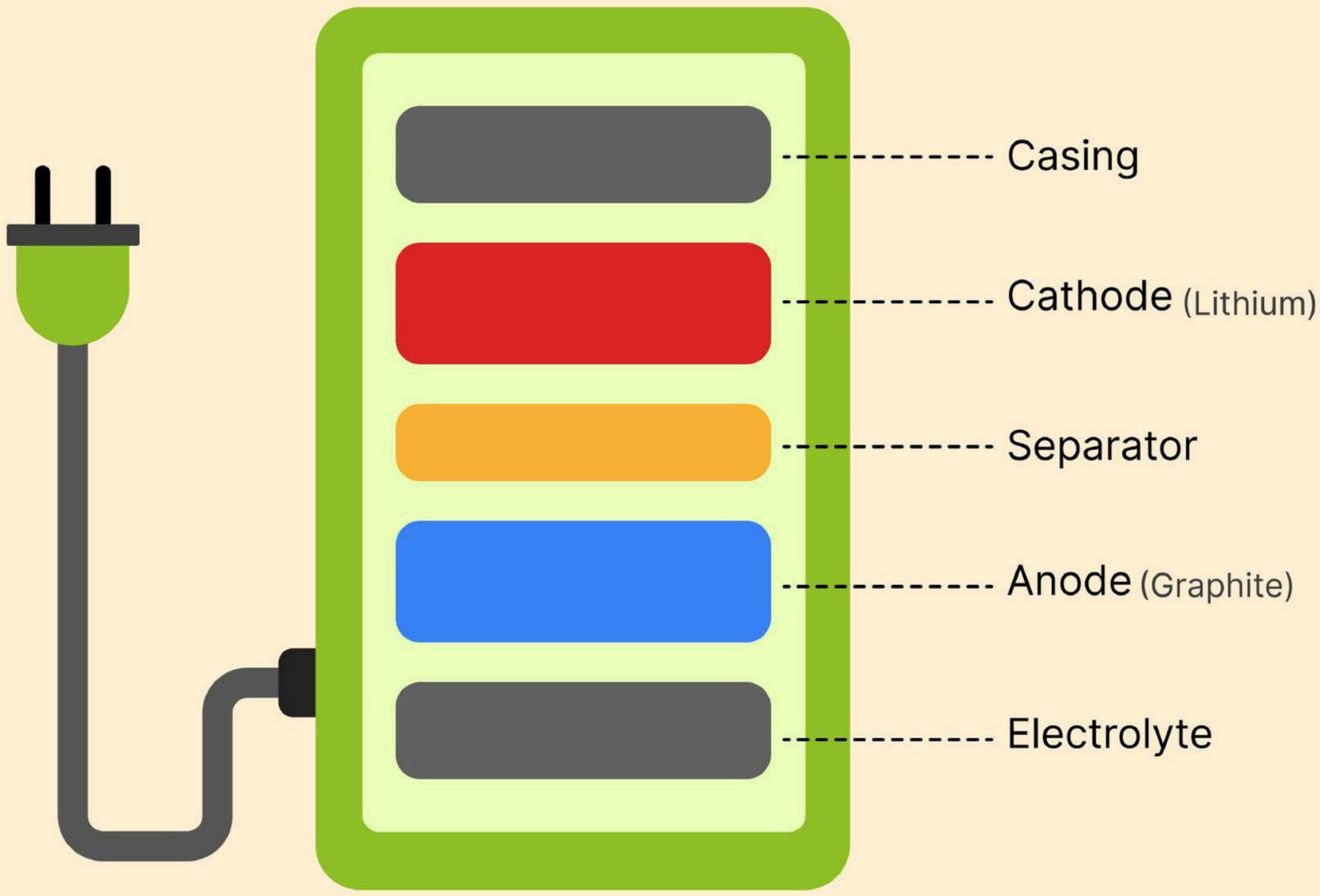


WHAT MAKES A BATTERY STRATEGIC

A battery isn’t just hardware

70% of its value comes from materials and manufacturing.

A single 60 kWh EV battery needs **~185 kg of minerals**



185	70%
kg of minerals	minerals value

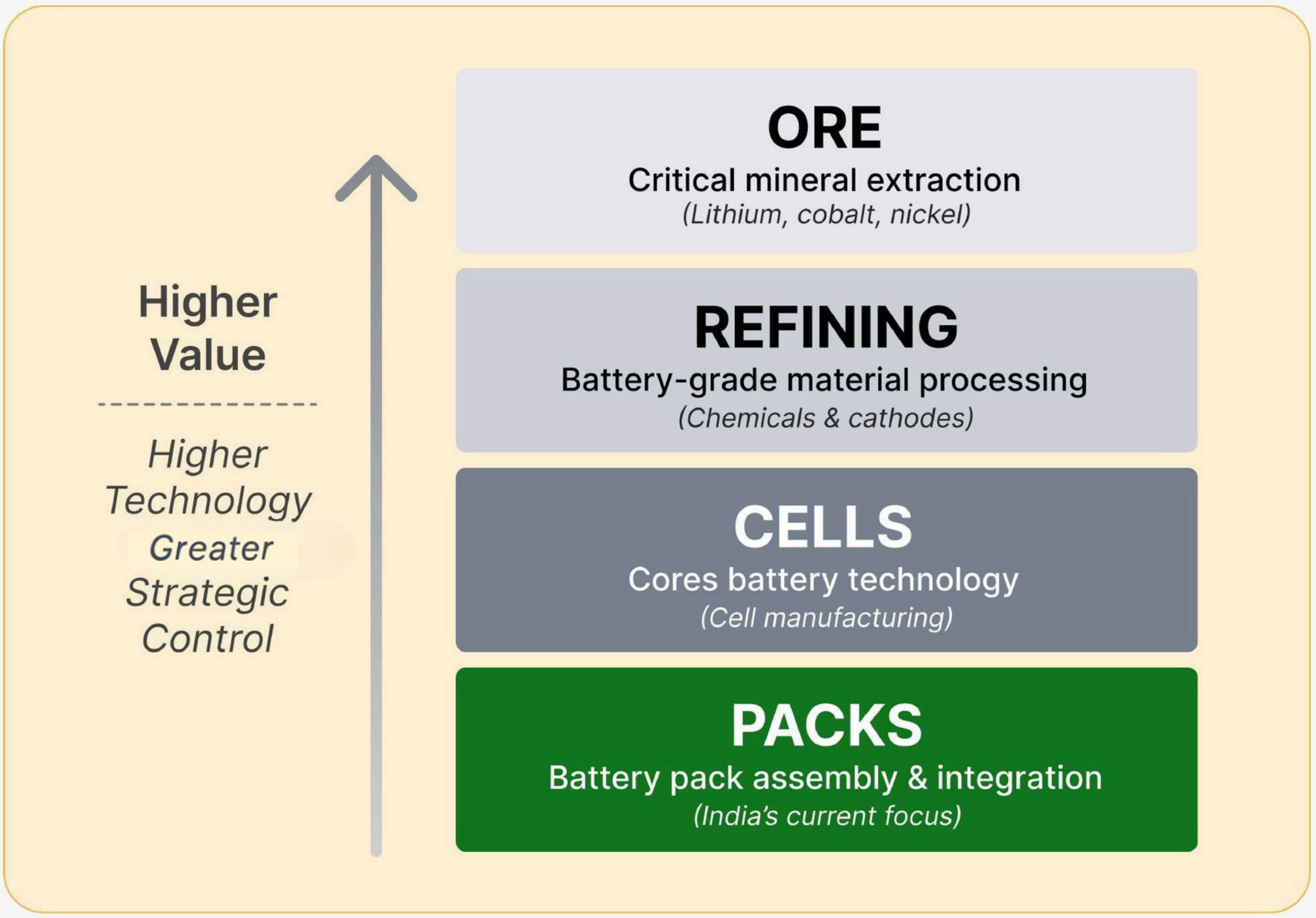
WHERE INDIA IS MISSING VALUE

India is largely absent from:

- ✕ Mineral refining
- ✕ Chemical processing
- ✕ Cell manufacturing

That's where **most value is created**

Even if India secures raw ore at a low cost, it still imports **high-cost battery-grade materials.**



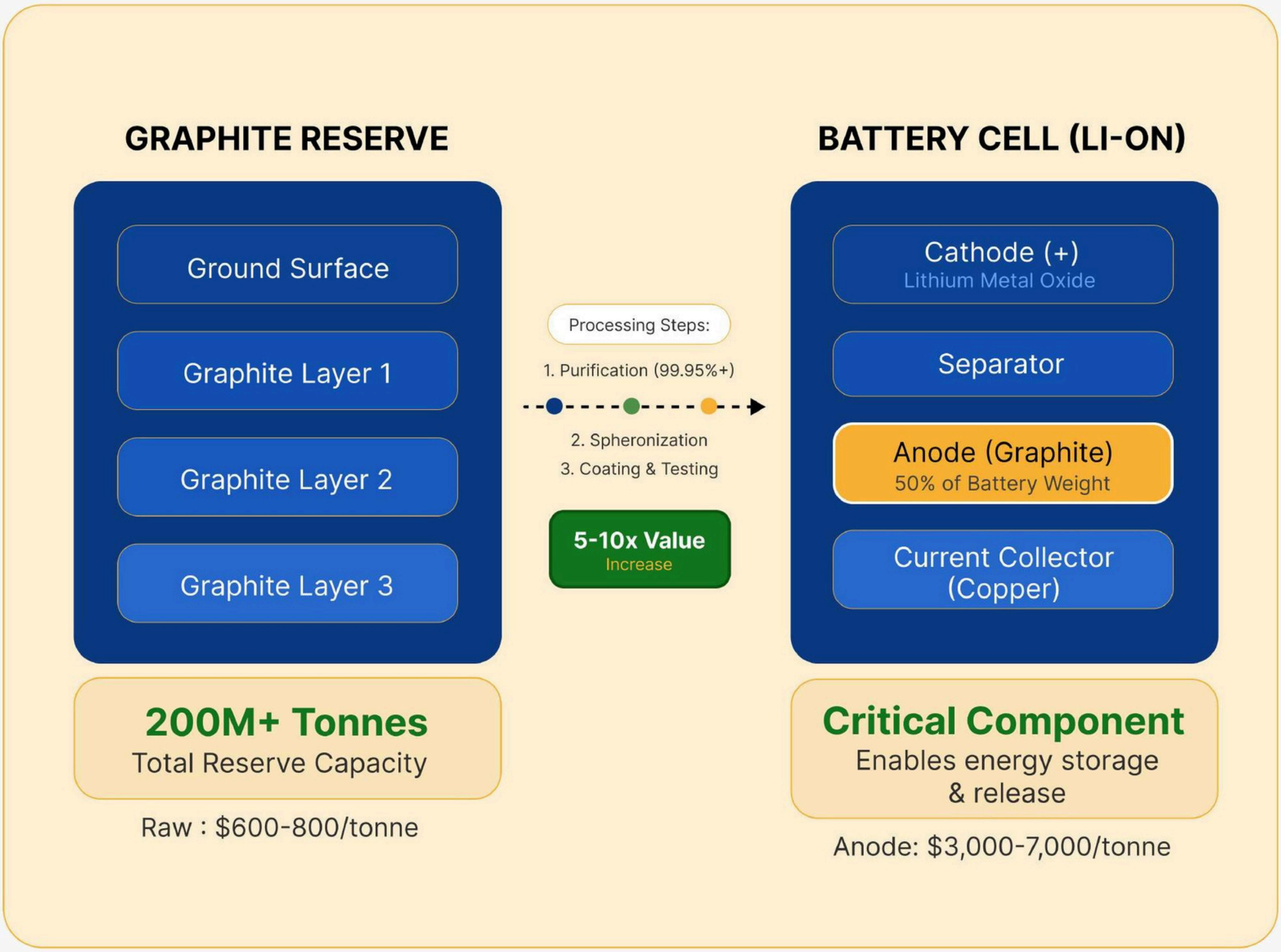
THE IMMEDIATE OPPORTUNITY

India holds **over 200 million tonnes of graphite reserves**

If battery-grade graphite processing is developed:

- The anode (largest battery component) can be secured domestically
- Import risks reduce
- The supply chain becomes more resilient

This is India's **most achievable near-term lever.**



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THE BIGGER QUESTION

Without domestic processing and refining:

- EV goals risk staying theoretical
- Value addition stays offshore
- Strategic dependence deepens

India's clean energy future depends on localising the battery value chain, not just assembling it.

Read the full blog for the complete analysis on www.csiglobal.co