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ELECTRIC VEHICLE AND ENVIRONMENT

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**Logistic Management:
The Need of Hour**

Editorial - Electric Vehicle And Environment

Carbon emission in our atmosphere causes global warming leading to climate change which has lots of adverse effects and one of the major contributors to the carbon emission are the vehicles. According to the Bureau of Energy Efficiency, the transportation segment accounts for 18% of total energy consumption in India. Keeping in view the climate change and in order to reduce emission intensity by 33- 35% by the year 2030, it is pertinent to introduce alternative means of fuel in the transport sector. A viable alternative in addressing these challenges coupled with innovative pricing solutions, appropriate technology, and support infrastructure is introduction of electric driven mode of transport.

Electrically chargeable vehicles, commonly known as EVs are vehicles that run on a battery instead of petrol or diesel and an electric motor instead of an internal combustion engine (ICE). They help lower the carbon footprints and are easy to operate. In a major step towards sustainable future, India has set the national target of achieving 30% EV sales for private cars, 70% for commercial vehicles and 80% for two and three wheelers by 2030. EVs are an important part of meeting global goals on climate change. They hold a lot of potential for creating a more sustainable future.

The range (distance an electric or hybrid vehicle can travel before the battery needs to be recharged) of an EV depends on the capacity of its lithium-ion battery. There are four types of electric vehicles viz., battery electric vehicles (BEVs), plug-in hybrid electric vehicle (PHEVs), hybrid electric vehicles (HEVs) and fuel cell electric vehicles (FCEVs). The sale of EVs have increased as the greenhouse gas emissions associated with an electric vehicle over its lifetime are lower than those from an average gasoline-powered vehicle, even when accounting for manufacturing. Electric vehicles typically have a smaller carbon footprint than gasoline cars, even when accounting for the electricity used for charging. The government of India has undertaken multiple initiatives to promote manufacturing and adoption of electric vehicles in India. With support of the government, electric vehicles have started penetrating in the Indian market.

Now as there is high probability of surge in electric-vehicle sales researchers will need to focus on addressing battery end-of-life issues and find appropriate solutions for the same at the earliest.

Dr. Jimmy M. Kapadia
Professor & Director
SRLIM



ARE ELECTRIC CARS 'GREEN'? THE ANSWER IS YES, BUT IT'S COMPLICATED.



Saheli Roy Choudhury,
Ex Reporter, CNBC.com

The number of electric vehicles on the world's roads is surging, hitting a record number last year.

That would seem to be good news, as the world tries to wean itself off fossil fuels that are wrecking the global climate.

But as electric cars become more popular, some question just how environmentally friendly they are.

The batteries in electric vehicles, for example, charge on power that is coming straight off the electric grid — which is itself often powered by fossil fuels. And there are questions about how energy-intensive it is to build an EV or an EV battery, versus building a comparable traditional vehicle.

Are electric vehicles greener?

The short answer is yes — but their full green potential is still many years away. Experts broadly agree that electric vehicles create a lower carbon footprint over the course of their lifetime than do cars and trucks that use traditional, internal combustion engines. Last year, researchers from the universities of Cambridge, Exeter and Nijmegen in The Netherlands found that in 95% of the world, driving an electric car is better for the environment than driving a gasoline-powered car.

A study from the Massachusetts Institute of Technology Energy Initiative found that the battery and fuel production for an EV generates higher emissions than the manufacturing of an automobile. But those higher environmental costs are offset by EVs' superior energy efficiency over time. In short, the total emissions per mile for battery-powered cars are lower than comparable cars with internal combustion engines.

Batteries are the biggest emitter

EVs rely on rechargeable lithium-ion batteries to run. The process of making those batteries — from using mining raw materials like cobalt and lithium, to production in Giga factories and transportation — is energy-intensive, and one of the biggest sources of carbon emissions from EVs today.

Recycling and decarbonizing the grid

Today, very few of the spent battery cells are recycled. Experts said that can change over time as raw materials needed for battery production are in limited supply, leaving firms with no choice but to recycle. Most auto companies are already working to ensure they have significant recycling capacity in place before EVs start reaching the end of life over the next decade. At the same time, generating electricity by using renewable sources will still emit greenhouse gases as there are emissions from producing solar panels and wind turbines. A lot of research is going into improving battery technology, to make them more environmentally sustainable and less reliant on scarce raw materials. More efforts are also needed in decarbonizing the electricity grid.

Policies needed for societal change

Experts agree that a transition from gasoline-powered cars to EVs is not a panacea for the global fight against climate change. It needs to go together with societal change that promotes greater use of public transportation and alternative modes of travel, including bicycles and walking. Reducing the use of private vehicles requires plenty of funding and policy planning. Currently there are about 1.2 billion fuel-powered cars on the road globally —that number is expected to increase to between 1.8 billion to 2 billion. In comparison, there are only about 10 million electric vehicles currently.

People underestimate how many new cars must be produced and how much materials will be needed to produce those electric vehicles. The International Energy Agency predicts that the number of electric cars, buses, vans, and heavy trucks on roads is expected to hit 145 million by 2030.

Even if everyone drove EVs instead of gasoline-powered cars, there would still be plenty of emissions from the plug-in vehicles due to their sheer volume. So, it's not a silver bullet for climate change mitigation. Ideally, you also try to reduce the number of cars massively and try to push things such as public transport.

Ride of Nostalgia: Return of the Double-Decker

The electric double-decker bus unveiled recently by Switch Mobility, the EV subsidiary of Hinduja flagship Ashok Leyland has been receiving good response with number of state transport undertakings (STUs) showing keen interest in its deployment in their public transport system. The company has also been getting lot of enquiries from the tourism sector which intends to use the buses in the prime tourism locations of the country.

Switch EiV 22, India's first electric double-decker was well-received in the country, when it was rolled out in Mumbai as it brought back the iconic double-decker memories, especially for Mumbaikars.



Dr. Hemlata Agarwal,
Professor, SRLIM



The electric double-deckers contribute to 41% lesser space on the road, offering higher passenger capacity per footprint, with 86% more passengers for only a 18% increase in weight, and 36% less energy consumed per passenger. These electric double-deckers will contribute to a significant carbon savings of over 14,000 tonnes equivalent to planting over 86,000 trees, and fuel savings of 26 million litres of diesel annually.

This further contributes to decongestion and lowers operational expenses, along with democratising zero carbon mobility.

In the late 1980s, as a college student, I always preferred to travel by the double-decker bus than by train, even though the latter was faster. My first preference always was the top deck with the front seat to enjoy the breezy ride. It gave a holistic sightseeing tour of Mumbai and never did I once get bored of seeing the same old familiar places again. Especially, the ride on Route 90 Ltd, starting from Anushakti Nagar to Flora Fountain (Hutatma Chowk) near Churchgate station was one of the best routes.

Marching towards a Vision.

Change is necessary and inevitable.

As young children, we have been taught about viable sources of energy as a part of our curriculum. Our texts have made us aware of the fact that there are renewable and nonrenewable resources and we must strive towards the technological development of nonrenewable energy. Until now mankind has been largely dependent on our fossil fuels resources and exploited our critically depleting natural resources. This is going to be the cause of the Energy and Economic crisis. The way we generate, assess, and utilize energy has an impact on Our Earth, Our Environment, and consequently Our Health. A very recent and tangible example of limited human activities was observed during the forced lockdown due to the first wave of COVID. It was a breather for Mother Nature. We are aware that our excessively appalling carbon footprint is the cause of climate Change. India having the most infamously polluted cities needs to step up and bring change in its policies and initiatives to accommodate its environmental responsibilities. Also, a change in the mindset of people at the citizen level is needed. Global commitments such as “to bring down the carbon intensity of India by more than 45% by 2030”, “To take India’s non-fossil fuel energy capacity to 500 GW by 2030”, “net zero carbon emissions by 2070”. made during COP26 Glasgow summit are inspiring and provides a clear vision towards a more responsible India. Focus is now on using Clean Energy and Electric Vehicles, which is an ecologically friendly choice. One of the primary drivers behind India's recent measures to accelerate the transition to e-mobility is the increase in prices for oil imports, rising pollution, and international pledges to battle global climate change. As a result, India also committed to an aspirational goal of having at least 30% of private automobiles as EVs by 2030 at the Conference of the Parties 26 (COP26) Summit. There are doubts and challenges regarding EVs in the areas such as the availability of EV options, price, safety, driving range, charging, battery disposal, financing, manufacturing, etc. But work towards this is in progress. After all, “Rome was not built in a day, but they

were layering bricks every hour.” This is an opportunity for growth and the chance for effecting change for the greater good. Together with the right mindset, economic and environmental forces, we will soon have new content for Our textbooks, where EVs will be a reality and environment health is on the path of recovery.

Riya V. Patel
2nd Year Student | SRLIM

ELECTRIC VEHICLES AND ENVIRONMENT

Over the last decade, there’s been an increase in the purchasing of electric vehicles (EV). There are many reasons why one might consider making the switch to an EV – electric vehicles have higher efficiency than gas-powered vehicles, can reduce your dependence on fossil fuels and require less maintenance than most other vehicles. Rising fuel prices and a push for greener initiatives have led many organizations to adopt electric vehicles (EVs) for their fleets. Notable for their fuel efficiency, EVs can be a cost-effective way to reduce operating expenses.

One advantage for many people who decide to buy an electric car is that EVs are often considered to be one of the most sustainable forms of transportation. Unlike hybrid vehicles or gas-powered cars, EVs run solely on electric power – depending on how that electric power is produced, your EV can be run 100% on sustainable, renewable resources. Besides lower fuel costs, EVs also serve as a greener alternative to gas or diesel vehicles. By eliminating exhaust, they can reduce a fleet’s greenhouse gas emissions. This advantage helps businesses stay sustainable and compliant with government guidelines.

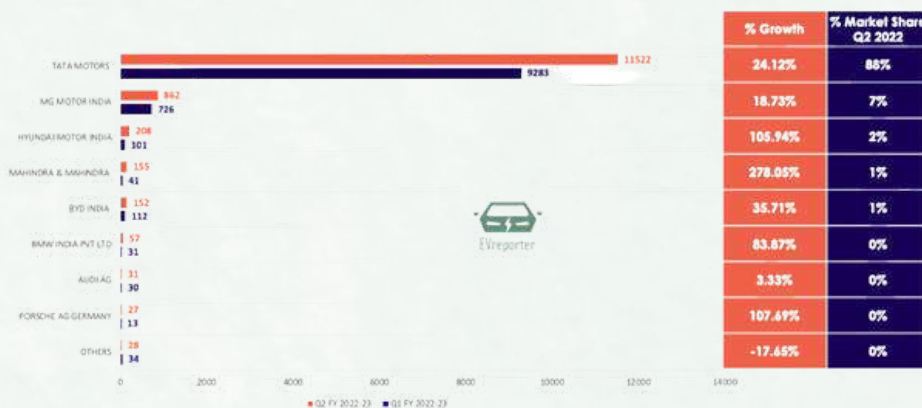
The environment benefits of electric vehicles come in many forms. These impacts directly or indirectly

Emissions and air quality: It is often stated that electric vehicles are not 'zero emissions'. The emission per km from driving electric is far less than driving petrol or diesel vehicles. EVs remove emissions from the air, saving pedestrians and cyclists from breathing in the dangerous gases.

Noise pollution: Environmental pollution includes noise. The relative quietness of an electric vehicle allows a reduction in the noise levels around us. Elimination of engine noise makes our environment a lot more peaceful.

Less oil, dirt, and parts replacement: No engine oil and the low wear on EV brakes and tyres are further benefits for the environment. Less wear on tyres and brakes means less dust and dirt. This also means we don’t need to replace or recycle them as often.

Charging at night means cleaner energy: Overall energy consumption is lower during the night, when wind generation tends to be more prominent in the energy mix. By charging at night, electric vehicles can help the consumption of greater amounts of renewables.



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1st Year Student
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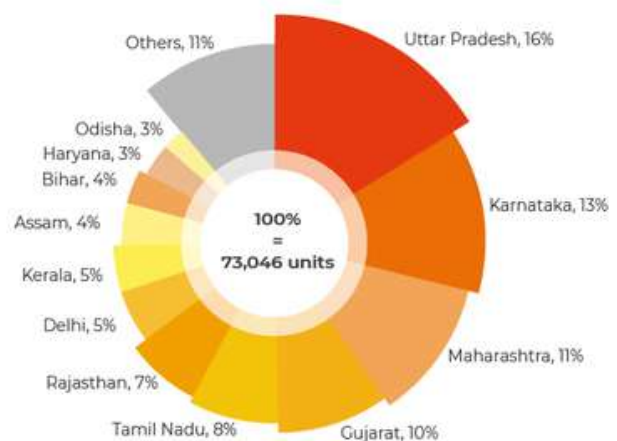
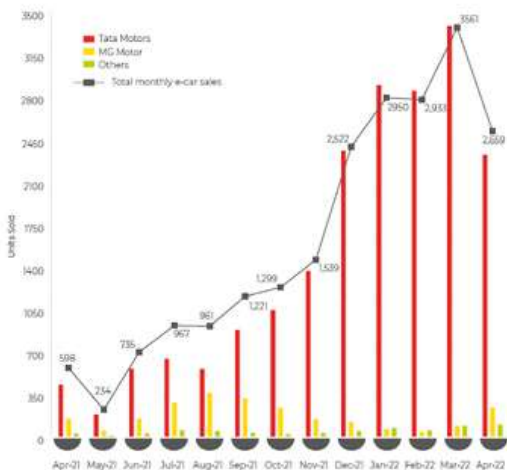
CAMPAIGN



LIVE PROJECT - ARTHAM @ 2025



SRLIM Students volunteered in ARTHAM @ 2025 organised on 20th anniversary



Seminar on Marketing of Financial Services (MFS)



The session on YOLO – You Only Live Once by Parenting for Peace Organization



Teacher's Day Celebration



THALASSEMIA AWARENESS & TESTING



Honorary Lecture on "Basics of Securities Market & Mutual Funds"



Dr. Deepali Dixit, Deputy General Manager, SEBI

VOTER'S REGISTRATION CAMP



GUEST LECTURES

LATEST TRENDS IN PORTFOLIO MANAGEMENT

Mr. Siddharth Mandalaywala, VP and Fund Manager, Concept Investwell Pvt. Ltd., Surat

HOW TO MAKE EFFECTIVE SALES CALLS

Mr. Vijay Chauhan, Owner, Spark99, Surat

VALUE INVESTING AND INVESTOR'S PSYCHOLOGY

Mr. Rohan Mehta, CEO and Fund Manager, Turtle Wealth Management Pvt. Ltd., Surat

VISION AND MISSION STATEMENT

Dr. Pankajray Patel, Professor & Director, Graduate School of Management Studies, Gujarat Technological University, Ahmedabad

VALUES AND PROFESSIONAL ETHICS

Dr. Sanjay Shah, Chief Medical Officer, S. V. National Institute of Technology (SVNIT), Surat

A LIVE CONVERSATION ON PERSONAL SELLING PROCESS

Mr. Nirav Shah, Sr. Branch Manager (Office Head), Max Life Insurance, Surat

BRAND COMMUNICATIONS IN SOCIAL MEDIA

Ms. Mitali Bhatt, Head of Key Accounts - Creative Services, Future Studio, Mumbai

STRATEGIC MANAGEMENT LESSONS FROM MAHABHARATA

Dr. Pratik Patel, B.R.C.M College of Business Administration, Surat

SIMPLEX METHOD

Dr. D. B. Naik, Former Professor, S. V. National Institute of Technology (SVNIT), Surat

TENDERING AND CONTRACT MANAGEMENT

Mr. Jalpan Mehta, Assistant Engineer (Electrical), Surat Sitilink Limited, Subsidiary of Surat Municipal Corporation, Surat

GROUP BEHAVIOUR

Ms. Dhara Upadhyay, Human Resource Manager, INTERNATIONAL SERVICE PARTNERS, LLC, Surat

CONSUMER BUYING BEHAVIOUR IN ELECTRONICS RETAIL

Mr. Ashutosh Jetwani, Director, Navin Electronics, Surat

OPPORTUNITIES IN INSURANCE SECTOR

Mr. Johnson Thomas, Divisional Manager, Surat Division, National Insurance Company Limited, Surat

THE FISCAL POLICY & ITS ROLE IN INDIA

Dr. Falguni Pandya, Sr. Assistant Professor, Vignana Jyothi Institute of Management, Hyderabad

WORKSHOPS



Basics of Data Visualization with MS Power BI

Dr. Sameer Rohadia,
Business Intelligence & IT trainer,
Hannover, Germany



Fusion: Techno Funda

Mr. Kiran Jani, Head - Technical Analyst, Jainam Broking Ltd.
and Mr. Tejas Jariwala, Research Head - Fundamental Analyst,
Jainam Broking Ltd.

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