Thanks, shafwaan, I’ll take it over from here.

I am going to talk on the current status of EVs (electric vehicle)

Big companies have stepped forward towards adopting EVs in big proportions. Suzuki, the parent firm of India’s largest car-maker, Maruti Suzuki, announced its plan to set up a $600 million lithium-ion battery factory. Mahindra, Mumbai-based JSW Energy are also planning to invest in this field.

Despite the challenging fiscal year 2020, the electric vehicle [industry](https://auto.economictimes.indiatimes.com/news/industry) posted a 20 percent rise in domestic sales at 1,56,000 units (Out of 1.56Lakh electric vehicle sold in FY20, 1.52 lakh were two wheelers,3400 cars,600 were buses.) in FY20 as against 1,30,000 units in FY19, according to the data released by Society of Manufacturers of [Electric Vehicles](https://auto.economictimes.indiatimes.com/tag/electric+vehicles) (SMEV).  
Commenting on the sales report, Sohinder Gill, Director General, Society of Manufacturers of Electric Vehicles said, “The [EV industry](https://auto.economictimes.indiatimes.com/tag/ev+industry) is taking shape and we believe that despite the COVID 19, the FY 20-21 will be a defining year for all the EV segments. While the EV industry is surely going to face the brunt of Covid19 like any other automotive business, the clearer skies and the cleaner air in even the worst polluting cities is certainly leaving a permanent impression in the minds of the customers about how they can breathe easy and remain healthy if the society moves towards E Mobility.”.

Although electric car sales don’t contribute all that much to [**total passenger car sales**](https://www.autocarindia.com/car-news/tata-motors-kia-honda-record-strong-growth-in-november-2020-419326) in India, EVs have made in-roads. There is a lack of charging infrastructure, which hampers the quicker adoption of EVs, but buyers now have more than a few choices.

Now I pass on to Niranjan who is going to talk on the need for transition.