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# EMPOWERING ENVIRONMENTAL SUSTAINABILITY THROUGH THE ADOPTION OF ELECTRIC VEHICLES

Habib Muhammad Usman, Sani Saminu, Nirma Kumari Sharma, Deepak  
Kumar Joshi, Madaniyyu Sulaiman Yahaya

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SU PUBLICATIONS

# RECENT TRENDS AND INNOVATIONS

in Applied Sciences

Prof. Preeti Mehta  
Dr. Seema Kabra  
Dr. Shweta Bohra  
Dr. Nirma Dhaker



# **RECENT TRENDS AND INNOVATIONS IN APPLIED SCIENCES**

## **Editors**

Prof. Preeti Mehta

Dr. Seema Kabra

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**Prof. Preeti Mehta | Dr. Seema Kabra | Dr. Shweta Bohra | Dr. Nirma Dhaker**

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**Website:** <https://sangamuniversity.ac.in/>

**Email id:** [supublication@sangamuniversity.ac.in](mailto:supublication@sangamuniversity.ac.in)

**Address:** Sangam University –  
NH-79, Bhilwara Chittor Bypass,  
Bhilwara, Rajasthan, India

**Contact No:** (+91) 1482-297455

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## Empowering Environmental Sustainability Through the Adoption of Electric Vehicles

Habib Muhammad Usman<sup>1,2</sup>, Sani Saminu<sup>3</sup>, Nirma Kumari Sharma<sup>1</sup>, Deepak Kumar Joshi<sup>1</sup>,  
Madaniyyu Sulaiman Yahaya<sup>4</sup>

<sup>1</sup>Department of Electrical Engineering, Mewar University, Chittorgarh, Rajasthan, India

<sup>1</sup>Department of Electrical Engineering, Ahmadu Bello University, Zaria, Nigeria

<sup>3</sup>Department of Biomedical Engineering, University of Ilorin, Ilorin, Nigeria

<sup>4</sup>Department of Mechanical Engineering, Mewar University, Chittorgarh, Rajasthan, India

\*Corresponding author email id: habibusman015@gmail.com

*Vehicles with internal combustion engines have long been known to be significant sources of environmental pollution since they release hazardous pollutants and greenhouse gases into the atmosphere. The introduction of electric vehicles (EVs) presents a viable remedy to these environmental issues by reducing the damaging effects of transportation on the environment. This chapter of the book looks at the negative effects that internal combustion engine cars have on pollution in the environment and how EVs can be a sustainable alternative. The chapter opens with a review of the environmental effects of regular vehicles, emphasizing how moving to electric vehicles (EVs) is an essential first step in combating climate change and enhancing air quality. This chapter offers insights into the revolutionary potential of electric vehicles (EVs) in improving environmental sustainability through an examination of EV technology, environmental advantages, governmental incentives, and overcoming adoption barriers. Case studies and best practices highlight how EVs are being successfully implemented in a variety of industries and highlight their significance in fostering a more sustainable and environmentally friendly future. The final section of this chapter discusses potential trends and offers policymakers advice. It emphasizes the critical need for coordinated effort to hasten the shift to electric mobility and lessen the global environmental impact of transportation systems. Future trends and recommendations for policymakers, emphasizing the urgent need for collective action to accelerate the transition to electric mobility and reduce the environmental footprint of transportation systems worldwide.*

**Keywords:** Environmental pollution, Electric vehicles (EVs), Sustainability, Internal combustion engine vehicles

## Introduction

Internal combustion engine vehicles (ICEVs) have indeed left a substantial environmental footprint, with far-reaching consequences for both ecosystems and human health. Studies have consistently highlighted the detrimental effects of ICEVs on air quality and climate change. The combustion of fossil fuels in ICEVs not only releases greenhouse gases but also a cocktail of harmful pollutants. For example, nitrogen oxides (NO<sub>x</sub>) contribute to the formation of ground-level ozone and smog, which can exacerbate respiratory illnesses and cardiovascular diseases (Anenberg et al., 2017). Particulate matter (PM) emissions from ICEVs have been linked to a myriad of health problems, including asthma, lung cancer, and cardiovascular mortality (Cohen et al., 2017). Furthermore, volatile organic compounds (VOCs) emitted by ICEVs react with sunlight to form ground-level ozone, which poses serious health risks and contributes to the formation of smog (Kim et al., 2019). In addition to their impact on human health, ICEVs also play a significant role in driving climate change. Carbon dioxide (CO<sub>2</sub>) emissions from ICEVs are the largest contributor to anthropogenic greenhouse gas emissions, accounting for approximately 75% of total emissions from the transportation sector (Najjar et al., 2020). These emissions trap heat in the Earth's atmosphere, leading to global warming, rising sea levels, and disruptions to ecosystems and biodiversity (Le Quéré et al., 2018). The environmental consequences of ICEVs extend beyond local air quality and climate change to include broader ecological impacts. For example, acid rain, resulting from the deposition of nitrogen oxides and sulfur dioxide emitted by ICEVs, can harm aquatic ecosystems, damage forests, and corrode buildings and infrastructure (Lovett et al., 2013). Moreover, the extraction, refining, and combustion of fossil fuels for transportation purposes contribute to habitat destruction, water pollution, and land degradation, further exacerbating environmental degradation (Jaramillo et al., 2019).

In recent years, electric vehicles (EVs) have garnered significant attention as a promising solution to the environmental challenges posed by internal combustion engine vehicles (ICEVs). This shift towards EVs holds immense potential for reducing greenhouse gas emissions and mitigating environmental pollution, thereby offering a sustainable alternative to traditional transportation systems (Kapadia et al., 2021). Unlike ICEVs, which rely on the combustion of fossil fuels for propulsion, EVs are propelled by electric motors powered by rechargeable batteries or fuel cells (Sierzchula et al., 2014). This

fundamental difference eliminates the need for internal combustion engines and the associated emissions of pollutants such as carbon dioxide (CO<sub>2</sub>), nitrogen oxides (NO<sub>x</sub>), particulate matter (PM), and volatile organic compounds (VOCs) (Zhang et al., 2020). As a result, EVs produce zero tailpipe emissions during operation, significantly reducing air pollution and improving air quality, particularly in densely populated urban areas where vehicular emissions are a major contributor to poor air quality (Zhang et al., 2020). Furthermore, EVs offer the flexibility to be powered by renewable energy sources such as solar, wind, and hydroelectric power, further enhancing their environmental credentials (Li et al., 2019). By tapping into clean and renewable energy sources, EVs can effectively decouple transportation from fossil fuels and reduce the overall carbon footprint of the transportation sector (Xu et al., 2018). The environmental benefits of EVs extend beyond air quality improvements to include reductions in greenhouse gas emissions and contributions to climate change mitigation. By transitioning to EVs, countries can reduce their reliance on fossil fuels and curb CO<sub>2</sub> emissions, thereby helping to mitigate the adverse effects of climate change such as rising sea levels, extreme weather events, and disruptions to ecosystems and biodiversity (Xu et al., 2018).

The goal of this chapter is to explore the various ways that electric vehicles, or EVs, can reduce pollution in the environment and promote sustainability. This study aims to clarify the potential of electric vehicles (EVs) in addressing major environmental challenges such as air pollution, climate change, and resource depletion by providing a thorough analysis of the environmental effects associated with internal combustion engine vehicles (ICEVs) and contrasting them with the introduction of EVs as a feasible and environmentally friendly alternative (Sanchis & Jiménez, 2016). This chapter will highlight the transformative potential of EVs in reshaping the transportation landscape towards a more sustainable paradigm by examining the environmental benefits, policy frameworks, technological innovations, and barriers to widespread adoption of EVs (Anable, 2012; International Energy Agency, 2021).

### **Environmental Impact of Internal Combustion Engine Vehicles**

Internal Combustion Engine (ICE) vehicles have significant environmental impacts, primarily attributed to their emissions of greenhouse gases (GHGs) and air pollutants. This section explores these impacts, including their contribution to climate change and global warming, as well as the associated health effects of air pollution.



## Emissions of Greenhouse Gases and Air Pollutants

Internal combustion engine vehicles are significant contributors to greenhouse gas emissions, particularly carbon dioxide (CO<sub>2</sub>), which is a primary driver of global warming and climate change (Ravindranath, 2019; Kumar et al., 2018). In addition to CO<sub>2</sub>, ICE vehicles emit nitrogen oxides (NO<sub>x</sub>), carbon monoxide (CO), volatile organic compounds (VOCs), and particulate matter (PM), all of which have detrimental effects on air quality and human health (Feng et al., 2016; Shah et al., 2018). Ravindranath (2019) underscores the substantial contribution of internal combustion engine vehicles to greenhouse gas emissions, especially CO<sub>2</sub>, and its implications for global climate change. Furthermore, Feng et al. (2016) highlight the diverse range of pollutants emitted by ICE vehicles, including NO<sub>x</sub>, CO, VOCs, and PM, and their adverse impacts on both air quality and public health. Internal combustion engine vehicles are significant contributors to greenhouse gas emissions, particularly carbon dioxide (CO<sub>2</sub>), which is a primary driver of global warming and climate change (Shah et al., 2018; Kumar et al., 2018). In addition to CO<sub>2</sub>, ICE vehicles emit nitrogen oxides (NO<sub>x</sub>), carbon monoxide (CO), volatile organic compounds (VOCs), and particulate matter (PM), all of which have detrimental effects on air quality and human health (Zhang et al., 2018; Andrade et al., 2017).

(Shah, Singh, and Jaoui, 2018) conducted a study on the molecular characterization of organic aerosols in Delhi, India, identifying sources and comparing results with other megacities. Zhang et al. (2018) investigated the characteristics of emissions of volatile organic compounds from light-duty diesel trucks based on on-road measurements. Andrade, Kumar, and Freitas (2017) explored the potential of electric vehicles in the decarbonisation of the transportation sector in Brazil. Wang et al. (2017) evaluated trends in vehicle emissions in China's Guangdong Province over a period of nearly a decade. (Pacca, Sivaraman, and Aden, 2019) examined the climate impacts of oil extraction, emphasizing the significance of extraction depth. Kollamthodi, Singh, and Venkataraman (2020) assessed the air quality impacts of Indian megacity emissions using a regional climate-chemistry model. Zhang et al. (2017) investigated the trans boundary health impacts of transported global air pollution and international trade. Smith et al. (2014) reviewed methods used in the comparative risk assessment of household air pollution, highlighting the implications for public health.

The combustion of fossil fuels in internal combustion engines releases carbon dioxide (CO<sub>2</sub>) and other greenhouse gases (GHGs) into the atmosphere, contributing significantly to the greenhouse effect and global warming (Feng et al., 2016). These emissions trap heat within the Earth's atmosphere, leading to a rise in global temperatures and alterations in climate patterns worldwide (IPCC, 2014). Feng et al. (2016) emphasize the role of internal combustion engine vehicles in emitting CO<sub>2</sub> and other GHGs, which exacerbate the greenhouse effect. These emissions have far-reaching consequences, contributing to the ongoing changes observed in climate patterns. Ravindranath (2019) corroborates this, noting that rising temperatures, changing precipitation patterns, and an increase in extreme weather events are among the manifestations of climate change attributed to GHG emissions. The transportation sector, predominantly reliant on internal combustion engine vehicles, plays a significant role in global GHG emissions (Feng et al., 2016). This sector encompasses various modes of transportation, including cars, trucks, ships, and airplanes, all of which contribute to the release of CO<sub>2</sub> and other GHGs into the atmosphere (IEA, 2019). The International Energy Agency (IEA) reports that the transportation sector accounted for approximately 24% of global CO<sub>2</sub> emissions from fuel combustion in 2018, with road transport being the largest contributor (IEA, 2020). This underscores the substantial impact of internal combustion engine vehicles on overall GHG emissions and their role in driving climate change.

Air pollution from vehicle emissions poses serious health risks to humans, including respiratory and cardiovascular diseases, lung cancer, and premature death (Cohen et al., 2017). NO<sub>x</sub> and VOCs react in the atmosphere to form ground-level ozone and secondary organic aerosols, which contribute to smog formation and respiratory problems (Cohen et al., 2017). Particulate matter from vehicle exhausts penetrates deep into the lungs, causing inflammation and exacerbating respiratory illnesses (Feng et al., 2016).

### **Electric Vehicles Technologies**

Electric vehicles (EVs) are automobiles that utilize electric motors for propulsion, relying on electricity stored in rechargeable batteries or other energy storage devices as their primary source of power. Unlike traditional internal combustion engine vehicles, which rely on gasoline or diesel fuel, EVs produce zero tailpipe emissions during operation, making them environmentally friendly alternatives (Zhang et al., 2019). In the quest for a sustainable and eco-friendly future, the automotive industry has undergone a profound

transformation, marked by the rise of electric vehicles (EVs) as viable alternatives to traditional combustion-engine cars. As the world grapples with the pressing challenges of climate change and environmental degradation, the focus on cleaner and greener transportation solutions has never been more crucial (Li et al., 2009). Within the realm of electric mobility, three distinct paradigms have emerged—Battery-Based Electric Vehicles (BEVs), Plug-in Electric Vehicles (PHEVs), and Solar-Powered Electric Vehicles (SPEVs).

The evolution of electric vehicles has progressed significantly over the years, with each category catering to different consumer needs and preferences. Battery-Based Electric Vehicles, powered solely by rechargeable batteries, have gained popularity for their zero-emission operation and advancements in battery technology. Plug-in Electric Vehicles, on the other hand, offer a hybrid approach by incorporating both electric and internal combustion engines, providing greater flexibility and extended driving ranges. In the wake of these developments, Solar-Powered Electric Vehicles have emerged as a beacon of sustainable innovation. By harnessing the power of the sun, these vehicles aim to minimize reliance on external power sources and reduce their carbon footprint even further. The integration of solar panels into the vehicle design not only extends their range but also exemplifies a commitment to harnessing clean energy from renewable sources.

### **Plug-In Electric Vehicles**

Plug-In Electric Vehicles (PEVs) represent a significant advancement in automotive technology, offering an environmentally friendly and energy-efficient alternative to traditional internal combustion engine vehicles. These vehicles can be categorized into two main types: Plug-In Hybrid Electric Vehicles (PHEVs) and Battery Electric Vehicles (BEVs). Both types can be charged by plugging them into an electrical power source, reducing reliance on traditional fossil fuels.

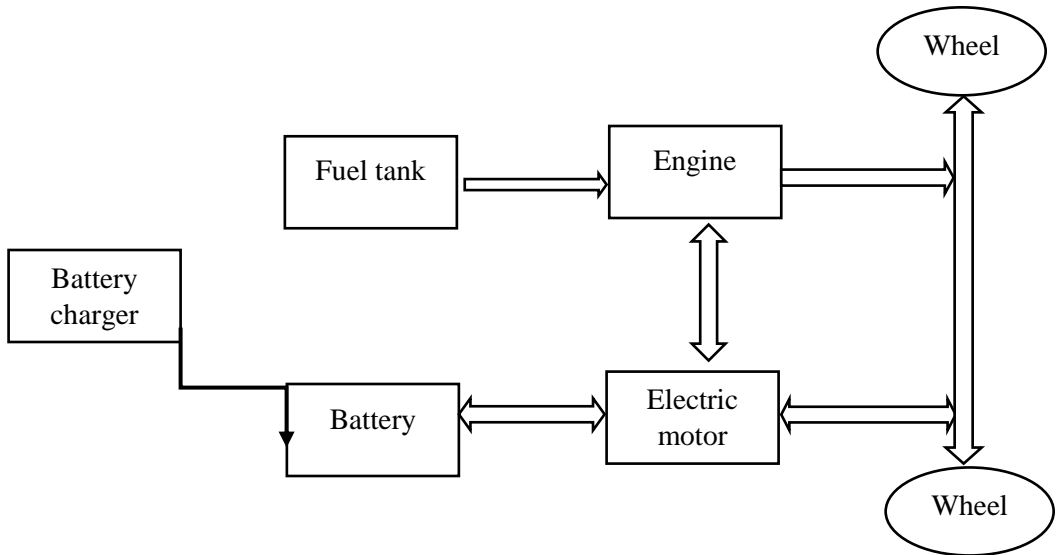


Figure 1: Plug-in Hybrid Electric Vehicles (PHEVs)

The heart of a Plug-In Electric Vehicle is its battery. In PHEVs, this battery serves as the primary energy storage unit as shown in Figure 1. In BEVs, it is the sole source of power. These batteries are rechargeable and typically use lithium-ion technology, providing a high energy density for extended driving range. The electric motor is responsible for converting electrical energy from the battery into mechanical energy to drive the vehicle. Electric motors are known for their efficiency and instant torque delivery, providing a smooth and responsive driving experience. In Plug-In Hybrid Electric Vehicles (PHEVs), an internal combustion engine is included alongside the electric motor. This engine acts as a backup power source when the battery charge is depleted, allowing for extended driving range and flexibility. (Ii et al., 2011) Investigated various factors, such as driving habits, charging behaviour, timing of charging session of PHEVs (Plug-in Hybrid Electric Vehicles), employing different approaches including analytical methods, simulations and other and also there implication on distribution network.

PHEVs incorporate a traditional fuel system, including a fuel tank and fuel injection components. This system is utilized when the vehicle operates in hybrid mode or when the battery charge is low, relying on conventional fuels like gasoline. Regenerative braking is a mechanism that allows the electric motor in a PHEV to act as a generator when the vehicle decelerates or when the driver applies the brakes. Instead of traditional

friction braking, where kinetic energy is dissipated as heat, regenerative braking captures and converts this kinetic energy back into electrical energy. When the driver lifts off the accelerator pedal or applies the brakes, the electric motor switches its role from propulsion to generation. In this mode, the electric motor turns into a generator, producing electricity through the rotation of the wheels. The regenerated electrical energy is used to recharge the PHEV's battery pack. By harnessing energy during braking or deceleration, regenerative braking helps replenish the energy used during acceleration, contributing to overall energy efficiency. One of the significant advantages of regenerative braking is the reduction of energy waste that occurs during traditional braking systems. Instead of dissipating kinetic energy as heat, regenerative braking captures and stores it for later use, making the vehicle more energy-efficient. (Emadi et al., 2008) suggests the incorporation of power electronics and motor drives within Electric, Hybrid Electric, and Plug-In Hybrid Electric Vehicles, (Wirasingha et al., 2011) explored and presented various control strategies designed for Plug-In Hybrid Electric Vehicles (PHEVs) in his review study.

PHEVs can switch to a hybrid mode when the battery charge is depleted. In this mode, both the electric motor and the internal combustion engine work together to propel the vehicle. The system optimizes the use of each power source based on factors such as speed, load, and driver input. This mode ensures extended range and improved efficiency. PHEVs typically feature regenerative braking systems. When the driver applies the brakes or decelerates, the electric motor operates as a generator, converting kinetic energy into electricity. This electricity is then fed back into the battery, helping to recharge it. Regenerative braking improves overall energy efficiency and enhances the vehicle's range. If the battery charge is low and additional power is needed, or if the driver selects a specific driving mode, the internal combustion engine can operate independently to provide the necessary propulsion. This mode is often engaged during highway driving or when maximum power is required. HEVs can be charged from an external power source, such as a standard electrical outlet or a dedicated charging station. Charging times vary, but the ability to recharge the battery allows the vehicle to operate in electric-only mode, reducing dependence on the internal combustion engine. PHEVs use sophisticated control systems to optimize the interaction between the electric motor and the internal combustion engine. The control unit manages the transition between different modes based on factors like driver behavior, vehicle speed, and battery charge

level to achieve the best balance of performance and efficiency. (Bradley & Frank, 2009) compiled the recent design studies and vehicle demonstrations, the overall design characteristics of PHEVs are presented and the sustainability impact of PHEVs is evaluated through a review of recent studies, and the paper concludes by proposing current research and development needs for further advancement in PHEV technology.

### Battery-Based Electric Vehicle

Battery-based Electric Vehicle (BEV) operates on the principle of storing electrical energy in a battery during the charging process. The AC/DC converter, passive filter circuit, and charging plug-in point facilitate the intake of external electrical power. The battery stores this energy, and the inverter converts it into AC for the electric motor, enabling the vehicle's movement. When the DC motor is used, inverter is not needed.

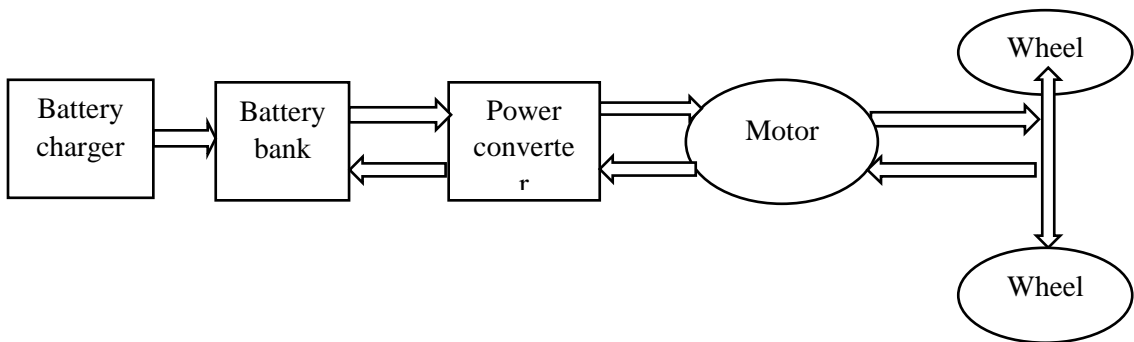


Figure 2: Battery-based electric vehicle block diagram

As depicted in Figure 2 the charging plug-in point is the external interface where the BEV connects to an external power source to replenish its battery. When plugged into a charging station or power outlet, the BEV draws electrical energy to recharge its battery, the source is typically AC type. The AC/DC converter, also known as a rectifier, is responsible for converting alternating current (AC) from the external power source into direct current (DC) for the vehicle's electrical system. It ensures compatibility between the external power supply and the DC-based components within the BEV, such as the battery and inverter. The passive filter circuit is designed to minimize electrical noise and harmonics generated during the charging process, ensuring a clean and stable DC input for the battery. It filters out undesirable frequency components, contributing to a smoother and more efficient charging process. (Pany et al., 2011) proposed the pivotal

role of batteries in powering ground vehicles in electric vehicles (EVs) and the characteristics of battery-operated electric vehicles under various drive conditions and also provides a comprehensive overview of the functioning of battery-fed electric drives and the essential role of bidirectional converters in optimizing their performance.

The battery serves as the energy storage unit for the BEV, storing electrical energy for later use. During charging, the battery absorbs and stores the incoming electrical energy. When the vehicle is in operation, the stored energy is drawn from the battery to power the electric motor. The inverter circuit converts DC power from the battery into alternating current (AC) required for the electric motor. It modulates the DC input to produce a variable-frequency AC output, allowing precise control of the electric motor's speed and torque. The electric motor is the primary component responsible for converting electrical energy from the battery into mechanical energy for propulsion. When supplied with AC power from the inverter, the electric motor generates rotational motion, driving the vehicle's wheels and propelling it forward. Gaizka S. et al (Simulation, 2019) Studied the diverse range of models found in the current literature for electric vehicles (EVs), with a particular focus on the prominence of electric equivalent circuits which is suitable models for real-time simulations, offering a robust framework for understanding and analysing the behaviour of batteries in EV applications. (Guenther et al., 2013) focused on a model-based investigation aimed at understanding the influence of various load scenarios on the estimated lifespan of a traction battery (EVs), by employing energy-based battery model to simulate the available energy of the battery, incorporating an aging model to account for reductions in energy storage capability over time. Amir V. et al (Vasebi et al., 2007) presented a significant contribution to the field of battery modelling, specifically for lead-acid batteries with incorporation of the extended Kalman filter and the combined RC and hysteresis models which showcases an innovative approach to State of Charge (SoC) estimation, with potential applications in the dynamic and varied operational environments of hybrid electric vehicles.

They contribute to reducing air pollution and greenhouse gas emissions, making them an environmentally friendly alternative to traditional internal combustion engine vehicles. BEVs often come equipped with user-friendly interfaces that display information about the battery state, charging status, and driving range. Connectivity features may also allow drivers to remotely monitor and control certain vehicle functions through mobile apps.

## Solar-Powered Electric Vehicles

As the world grapples with the urgent need for sustainable transportation solutions, the convergence of two cutting-edge technologies—solar power and electric vehicles (EVs)—has paved the way for a new era in eco-friendly mobility. Solar-powered electric vehicles, an innovative integration of renewable energy and electric propulsion, represent a promising frontier in the pursuit of a greener and more sustainable future. Unlike traditional electric vehicles reliant solely on grid electricity, solar-powered EVs harness the power of the sun to generate clean and renewable energy, thereby minimizing dependence on non-renewable resources and reducing environmental impact. Solar Panel Electric Vehicle (SPEV) operates by harvesting solar energy through the PV panel, optimizing its output with maximum point power tracking (MPPT), regulating the charging process with a charge controller, storing energy in the battery, converting DC to AC with an inverter, and propelling the vehicle with an electric motor. Field-oriented control further enhances the efficiency of the electric motor, creating a sustainable and eco-friendly mode of transportation.

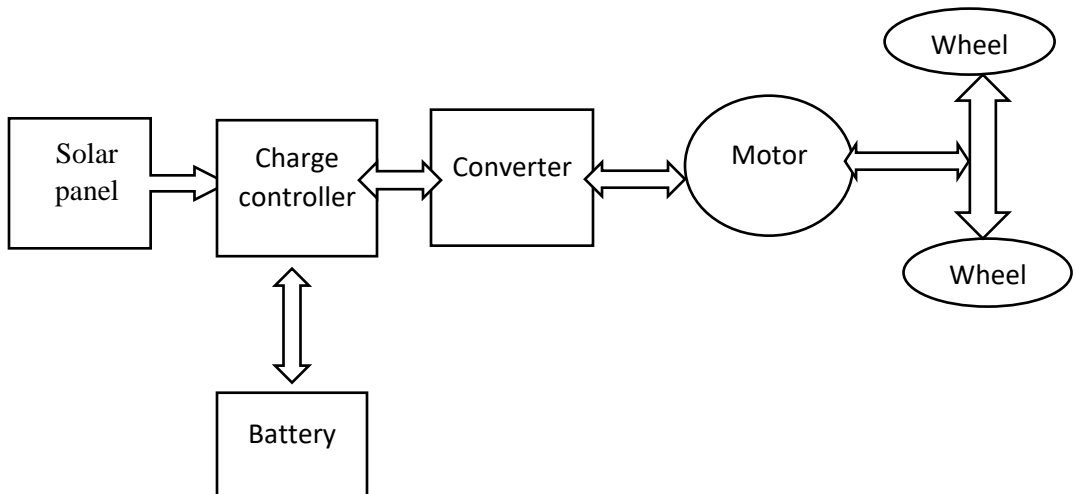


Figure 3: Block diagram of solar powered electric vehicle

As shown in Figure 3, Solar-powered electric vehicles (SPEVs) integrate photovoltaic (PV) panels to harness solar energy, supplementing or replacing traditional grid charging methods (Liu et al., 2020). These vehicles feature solar panels mounted on their roofs or



surfaces to capture sunlight and convert it into electricity, which is stored in on-board batteries for propulsion (Chauhan et al., 2019). SPEVs offer the advantage of extending driving range and reducing reliance on grid electricity, making them more sustainable and environmentally friendly (Liu et al., 2020; Chauhan et al., 2019). While solar energy alone may not provide sufficient power for long-distance travel, it can significantly contribute to charging EVs during parking or stationary periods, reducing overall energy consumption (Liu et al., 2020; Yona et al., 2019). Additionally, advancements in solar panel efficiency and integration technologies continue to improve the viability and effectiveness of SPEVs as a clean transportation solution (Yona et al., 2019). Table 1 depicted comparative analysis between various electric vehicles.

Table 1: comparative analysis of PHEVs, BEVs and SPEVs

Criteria	Plug-in Hybrid Electric Vehicles (PHEVs)	Battery Electric Vehicles (BEVs)	Solar-Powered Electric Vehicles (SPEVs)
Power Source	Internal combustion engine and rechargeable battery (Chauhan et al., 2019)	Rechargeable battery	Rechargeable battery supplemented by solar panels (Chauhan et al., 2019)
Propulsion	Electric motor and internal combustion engine (Chauhan et al., 2019)	Electric motor	Electric motor
Charging	Can be charged via external power source or regenerative braking (Zhang et al., 2019)	Charged via external power source (e.g., charging stations) (Zhang et al., 2019)	Charged via external power source and solar panels (Chauhan et al., 2019)
Range	Typically shorter electric-only range, supplemented by gasoline engine (Chauhan et al., 2019)	Longer electric-only range, dependent on battery capacity (Zhang et al., 2019)	Electric range supplemented by solar charging capability (Chauhan et al., 2019)

Emissions	Lower emissions compared to conventional vehicles (Zhang et al., 2019)	Zero tailpipe emissions	Zero tailpipe emissions, potential for reduced lifecycle emissions (Liu et al., 2020)
Energy Efficiency	Variable depending on driving mode (electric or hybrid) (Zhang et al., 2019)	Generally higher due to absence of internal combustion engine (Zhang et al., 2019)	Highly dependent on solar panel efficiency and sunlight availability (Yona et al., 2019)
Environmental Impact	Reduced reliance on fossil fuels, lower emissions (Zhang et al., 2019)	Significantly reduced greenhouse gas emissions	Potential for lower lifecycle emissions with solar charging (Liu et al., 2020)
Cost	Generally lower upfront cost compared to BEVs (Zhang et al., 2019)	Higher upfront cost due to battery technology	Potentially higher upfront cost due to integration of solar panels (Chauhan et al., 2019)
Maintenance	Requires maintenance of both electric and internal combustion components (Chauhan et al., 2019)	Requires maintenance of electric components	Similar maintenance requirements to BEVs, potential for solar panel upkeep (Chauhan et al., 2019)
Charging Infrastructure	Utilizes existing infrastructure for gasoline refueling (Zhang et al., 2019)	Requires expansion of charging infrastructure	Utilizes existing EV charging infrastructure, potential for solar charging stations (Chauhan et al., 2019)

## Comparative Analysis: Environmental Benefits of Electric Vehicles vs. Internal Combustion Engine Vehicles

Electric vehicles (EVs) and internal combustion engine vehicles (ICEVs) present contrasting environmental impacts, with EVs often showcasing superior environmental benefits compared to ICEVs across various criteria. For instance, EVs emit lower or zero tailpipe emissions, depending on the energy source used for electricity generation (Kong et al., 2020). This characteristic stands in stark contrast to ICEVs, which emit greenhouse gases such as carbon dioxide (CO<sub>2</sub>), nitrogen oxides (NO<sub>x</sub>), and particulate matter (PM) during the combustion of fossil fuels (Feng et al., 2016). The utilization of electric motors in EVs results in inherently higher energy efficiency compared to ICEVs, which experience significant energy loss as heat during combustion (Zhang et al., 2019). Moreover, EVs contribute to improved local air quality by reducing harmful pollutants like NO<sub>x</sub> and PM, as they do not emit pollutants directly into the atmosphere (Kong et al., 2020).

Another aspect to consider is the lifecycle emissions of both vehicle types. Studies suggest that EVs generally have lower lifecycle emissions compared to ICEVs, especially when powered by renewable energy sources (Notter et al., 2010). This is due to the emissions associated with the extraction, refining, and combustion of fossil fuels, as well as emissions related to vehicle production and disposal, which are higher for ICEVs (Hawkins et al., 2013). Furthermore, EVs produce less noise pollution compared to ICEVs, contributing to quieter urban environments and reduced noise-related stress (Pimenta et al., 2020). ICEVs generate noise from engine combustion and exhaust systems, which contribute significantly to noise pollution in urban areas (Pimenta et al., 2020). However, despite these environmental advantages, the benefits of EVs depend on factors such as electricity generation sources and battery manufacturing processes.

Table 2: Comparative analysis: Environmental benefits of electric vehicles vs. internal combustion engine vehicles.

Criteria	Electric Vehicles (EVs)	Internal Combustion Engine Vehicles (ICEVs)
Greenhouse Gas Emissions	Lower or zero tailpipe emissions, depending on electricity source (Kong et al., 2020)	Emit greenhouse gases (CO <sub>2</sub> , NO <sub>x</sub> , PM) during combustion (Feng et al., 2016)

Air Quality	Contribute to improved local air quality by reducing pollutants like NOx and PM (Kong et al., 2020)	Emit pollutants directly into the atmosphere, leading to poor air quality (Feng et al., 2016)
Energy Efficiency	Higher energy efficiency due to electric motor and regenerative braking (Zhang et al., 2019)	Lower energy efficiency, significant energy loss as heat during combustion (Zhang et al., 2019)
Lifecycle Emissions	Generally lower lifecycle emissions, especially when powered by renewables (Notter et al., 2010)	Higher lifecycle emissions due to extraction, refining, combustion of fossil fuels (Hawkins et al., 2013)
Noise Pollution	Produce less noise pollution, contributing to quieter urban environments (Pimenta et al., 2020)	Generate noise from engine combustion and exhaust systems, contributing to noise pollution (Pimenta et al., 2020)

### **Environmental Benefits of Electric Vehicles**

Electric vehicles (EVs) offer significant environmental advantages over traditional internal combustion engine vehicles (ICEVs), contributing to the reduction of greenhouse gas emissions, improving energy efficiency, and providing potential solutions for renewable energy integration and grid stability. EVs play a crucial role in mitigating climate change by reducing greenhouse gas emissions and air pollutants. Unlike ICEVs, which emit carbon dioxide (CO<sub>2</sub>), nitrogen oxides (NO<sub>x</sub>), and particulate matter (PM) during combustion, EVs produce zero tailpipe emissions, leading to improved air quality (Feng et al., 2016). This reduction in emissions is particularly significant in urban areas, where air pollution poses severe health risks to populations (Zhang et al., 2019). Additionally, the transition to EVs helps decrease dependence on fossil fuels, reducing overall carbon emissions and mitigating the adverse effects of climate change (Kong et al., 2020).

EVs demonstrate higher energy efficiency compared to ICEVs due to the inherent efficiency of electric motors and regenerative braking systems. Electric motors convert a higher percentage of energy from the battery into propulsion, resulting in less wasted energy compared to the combustion process in ICEVs (Zhang et al., 2019). Furthermore,

EVs contribute to resource conservation by reducing the demand for fossil fuels and minimizing the environmental impact associated with extraction, refining, and transportation of petroleum-based fuels (Kong et al., 2020). This improved energy efficiency aligns with global efforts to transition towards sustainable and resource-efficient transportation systems.

EVs offer the potential to integrate renewable energy sources into the transportation sector and enhance grid stability. By utilizing renewable energy sources such as solar and wind power for EV charging, carbon emissions can be further reduced throughout the vehicle lifecycle (Chauhan et al., 2019). Moreover, EVs equipped with bidirectional charging capabilities can serve as energy storage devices, allowing them to discharge stored electricity back into the grid during peak demand periods or when renewable energy generation is high (Zhang et al., 2019). This vehicle-to-grid (V2G) integration enhances grid stability, reduces the need for additional energy storage infrastructure, and maximizes the utilization of renewable energy resources.

### **Policy and Regulatory Initiatives Promoting Electric Vehicles**

Governments worldwide are implementing policy and regulatory initiatives to accelerate the adoption of electric vehicles (EVs) as part of broader efforts to mitigate climate change and improve air quality. These initiatives encompass various strategies aimed at incentivizing EV adoption, establishing legislative frameworks, and fostering public-private partnerships to support infrastructure development. Government incentives and subsidies play a crucial role in incentivizing consumers to switch to EVs by reducing upfront costs and making them more financially attractive. These incentives often include tax credits, rebates, grants, and exemptions from vehicle taxes or registration fees (Kong et al., 2020). For example, in the United States, federal tax credits are available for purchasing qualifying EVs, while some states offer additional incentives such as rebates and HOV lane access (U.S. Department of Energy, n.d.). Similarly, countries like Norway have implemented substantial incentives, including tax exemptions, reduced tolls, and free parking, resulting in high EV adoption rates (Kong et al., 2020).

Legislative frameworks and emission regulations play a crucial role in promoting EV adoption by setting targets for reducing greenhouse gas emissions and establishing vehicle emission standards. Many countries have adopted stringent emission regulations

that incentivize automakers to produce low-emission vehicles, including EVs (Feng et al., 2016). For instance, the European Union's CO<sub>2</sub> emissions standards for new vehicles incentivize automakers to increase the share of zero and low-emission vehicles in their fleets (European Commission, 2019). Additionally, some regions have implemented mandates or targets for electric vehicle sales to further accelerate adoption and reduce emissions (Feng et al., 2016). Public-private partnerships and initiatives are essential for overcoming barriers to EV adoption, particularly related to charging infrastructure. Governments collaborate with private entities, including utility companies and charging network operators, to invest in and deploy EV charging infrastructure (Zhang et al., 2019). Public funding and grants are often allocated to support the installation of charging stations in public areas, workplaces, and residential buildings (Zhang et al., 2019). Moreover, initiatives such as the Electric Vehicle Charging Initiative in the United States aim to accelerate the deployment of EV charging infrastructure by providing funding and technical assistance to local governments and stakeholders (U.S. Department of Energy, n.d.).

### **Overcoming Challenges and Barriers**

Despite the environmental benefits and policy support for electric vehicles (EVs), several challenges and barriers hinder their widespread adoption. Addressing these obstacles requires advancements in battery technology, charging infrastructure, economic considerations, and overcoming technological challenges through innovation in EV design and manufacturing. Range anxiety, the fear of running out of battery charge while driving, remains a significant concern for potential EV buyers. Advancements in battery technology, such as higher energy density and faster charging capabilities, are essential for alleviating range anxiety (Smith et al., 2014). Additionally, expanding and improving EV charging infrastructure, including fast-charging stations along highways and convenient charging options in urban areas, can help increase EV adoption by providing drivers with confidence in their ability to travel long distances (Zhang et al., 2019). The upfront cost of EVs remains a barrier for many consumers, despite the potential for long-term cost savings on fuel and maintenance (Kong et al., 2020). Government incentives and subsidies, as well as reductions in battery manufacturing costs, are essential for making EVs more economically viable and competitive with traditional vehicles (Chauhan et al., 2019).

Additionally, policies such as road toll exemptions and preferential parking for EVs can further enhance their cost-effectiveness and attractiveness to consumers (Kong et al., 2020). Technological challenges, such as limited battery range, charging time, and vehicle weight, present opportunities for innovation in EV design and manufacturing. Research and development efforts focus on improving battery performance, enhancing energy efficiency, and reducing manufacturing costs (Chauhan et al., 2019). Innovations such as solid-state batteries, wireless charging technology, and lightweight materials offer promising solutions to overcome existing limitations and accelerate the transition to electric mobility (Zhang et al., 2019).

### **Case Studies and Best Practices**

Examining case studies and best practices provides valuable insights into successful electric vehicle (EV) integration across different industries and sectors, lessons learned from leading cities and regions, and innovative approaches for overcoming adoption barriers and accelerating EV uptake. Several industries and sectors have successfully integrated EVs into their operations, showcasing the feasibility and benefits of electrification. For example, the logistics and delivery sector has embraced EVs to reduce carbon emissions and operating costs while improving urban air quality (Egbue& Long, 2012). Companies like UPS and Amazon have implemented large-scale EV deployment programs, demonstrating the viability of electric delivery vans and trucks (Egbue& Long, 2012). Similarly, the public transportation sector has seen significant EV adoption, with cities worldwide electrifying bus fleets to reduce emissions and noise pollution (Kollamthodi et al., 2020). Case studies of successful EV integration in these industries highlight the potential for widespread electrification across various sectors.

Leading cities and regions promoting EV adoption offer valuable lessons for policymakers and stakeholders. For instance, cities like Oslo, Norway, and Amsterdam, Netherlands, have implemented comprehensive EV incentive programs, including tax exemptions, subsidies, and infrastructure investments, leading to high EV adoption rates (Chauhan et al., 2019). These cities prioritize sustainable transportation policies, encourage public-private partnerships, and invest in charging infrastructure to support EV uptake (Chauhan et al., 2019). By studying the strategies and initiatives of these leading cities, other regions can learn how to create a conducive environment for EV adoption and replicate their success. Innovative approaches are essential for overcoming adoption

barriers and accelerating EV uptake. One such approach is the development of innovative financing models and incentives to make EVs more affordable and accessible to a broader range of consumers (Kong et al., 2020). For example, some regions offer subsidies for EV purchases, zero-interest loans, or innovative lease-to-own programs to encourage EV adoption (Kong et al., 2020). Moreover, innovative business models, such as car-sharing and ride-hailing services using EV fleets, can increase EV utilization and accessibility while reducing ownership barriers (Zhang et al., 2019). By leveraging technology, data analytics, and collaboration between public and private sectors, innovative approaches can address adoption barriers and drive widespread EV adoption.

### **Case Study: UPS Electric Vehicle Deployment Program**

UPS, one of the world's largest package delivery companies, recognized the environmental and economic benefits of electrifying its fleet. In 2001, UPS initiated its alternative fuel vehicle (AFV) deployment program, aiming to reduce emissions, fuel costs, and reliance on fossil fuels. UPS strategically deployed electric delivery vehicles in urban areas with high package volumes, where air quality concerns were significant. The company collaborated with vehicle manufacturers and technology partners to develop custom-designed electric delivery vans and trucks tailored to its operational needs (Kollamthodi et al., 2020).

The UPS electric vehicle deployment program has yielded several positive outcomes:

#### ***Emissions Reduction***

By replacing diesel-powered vehicles with electric ones, UPS has significantly reduced its carbon footprint and air pollutant emissions in urban areas (Kollamthodi et al., 2020).

#### ***Cost Savings***

Electric vehicles offer lower operating costs compared to diesel counterparts, primarily due to reduced fuel and maintenance expenses. UPS has realized cost savings over the lifecycle of electric vehicles, contributing to the company's bottom line (Egbue& Long, 2012).



### *Customer Satisfaction*

The deployment of electric delivery vehicles aligns with UPS's commitment to sustainability and corporate social responsibility, enhancing its reputation and customer satisfaction.

### *Scalability and Expansion*

The success of the electric vehicle deployment program has prompted UPS to expand its fleet of electric vehicles and explore additional opportunities for electrification in its operations.

### *Challenges and Lessons Learned*

Despite the successes, UPS encountered several challenges during the implementation of its electric vehicle deployment program. These challenges included initial investment costs, limited charging infrastructure, and operational constraints such as range limitations and vehicle availability (Egbue & Long, 2012). However, UPS learned valuable lessons from these challenges, such as the importance of investing in charging infrastructure, optimizing route planning to maximize vehicle utilization, and collaborating with stakeholders to overcome regulatory and technical barriers.

### *Conclusion*

The UPS electric vehicle deployment program serves as a compelling case study demonstrating the feasibility and benefits of electrifying the logistics and delivery sector. By leveraging electric vehicles, UPS has achieved significant emissions reductions, cost savings, and enhanced operational efficiency. The success of this initiative underscores the potential for widespread adoption of electric vehicles in the transportation industry, contributing to a more sustainable and environmentally friendly future.

### **Future Perspectives and Recommendations**

As the global transition to electric vehicles (EVs) gains momentum, it becomes imperative to discern the trajectory of this shift, furnish cogent policy recommendations, and pinpoint key research avenues to bolster EV adoption and surmount forthcoming challenges. Projections for the electric vehicle market are buoyant, with an expected surge in EV sales propelled by technological advancements, environmental

consciousness, and supportive governmental policies (Bansal et al., 2021). By 2030, electric vehicles are poised to carve out a substantial niche within the automotive market, with their presence expanding across diverse vehicle segments, including SUVs, crossovers, and commercial vehicles (IEA, 2020). The burgeoning adoption of electric buses and trucks underscores the potential for further market penetration and underscores the transformative role of EVs in the transportation sector (IEA, 2020). To catalyse electric vehicle adoption, governments and policymakers should orchestrate a multifaceted approach encompassing various policy recommendations. These include bolstering financial incentives such as tax credits and rebates to enhance affordability (Chauhan et al., 2019). Moreover, substantial investments in charging infrastructure are imperative to assuage range anxiety and foster ubiquitous EV usage (Zhang et al., 2019). Stringent regulatory measures mandating emission standards and vehicle regulations can incentivize automakers to accelerate the production of electric vehicles and curtail emissions (Feng et al., 2016).

In the realm of research and development, prioritizing key areas is paramount to steer the future trajectory of electric vehicle technology and infrastructure. Advancements in battery technology are critical to enhancing energy density, reducing charging times, and fortifying safety (Zhang et al., 2019). Additionally, innovations in charging infrastructure, including wireless charging technology and bidirectional charging capabilities, promise to augment convenience and flexibility for EV owners (Zhang et al., 2019). Research endeavours should also delve into vehicle-to-grid integration, material sciences, and policy evaluation to foster a conducive environment for electric mobility (Chauhan et al., 2019; Feng et al., 2016).

### **Conclusion**

In conclusion, the exploration of electric vehicles (EVs) as a sustainable alternative to internal combustion engine vehicles reveals their profound potential in mitigating environmental pollution and advancing sustainability. Through the reduction of greenhouse gas emissions and improvement of air quality, EVs emerge as a pivotal solution to combatting climate change and alleviating the environmental burden posed by traditional transportation systems. Stakeholders must heed this call to action, prioritizing and supporting the transition to electric mobility through investment in charging infrastructure, research and development, and conducive policy frameworks. By

collectively championing the adoption of EVs, policymakers, industry leaders, and consumers can catalyse a transformative shift towards a greener, cleaner, and more sustainable transportation paradigm, ensuring a brighter future for generations to come.

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## ABOUT THE EDITORS



**Prof.(Dr.) Preeti Mehta** is the Dean School of Science, Director of IQAC and Professor of Chemistry at Sangam University in Bhilwara, Rajasthan. She holds a Ph.D. in Photochemistry from MDS University in Ajmer and M.Sc. in Chemistry from MLSU's College of Science, Udaipur. She has 20 years of teaching, research, and academic management experience. She has published more than 35 research papers in reputed Peer reviewed journals, as well as a chapter in an edited book. She has published 7 International and National Patents. She delivered papers at over 20 national and international conferences and seminars, winning the Best Paper Presentation Award. She has convened One SERB Sponsored International conference RTIAS-24, co-convened two international conferences and four national conferences and seminars, as well as attending and organizing over 20 workshops and FDPs.



**Dr. Seema Kabra** is an Associate Professor Department of Mathematics, Dy. Dean, School of Basic and Applied Scinces, Sangam University, Bhilwara has done M.Sc, M.Phil and Ph.D in Mathematics (Special Functions and Fractional Calculus). She has 16 years of teaching and research experience. She has published 10 research papers in peer reviewed journals of national and international repute. She has designed and granted 1 international patent. She has co convened an international conference and coordinated national seminar and conferences, as well as attended more than 20 conferences, workshops and FDP.



**Dr. Shweta Bohra** is currently working as an Associate Professor in Mathematics, Department (School of basic and applied Sciences) , Assistant Director of Student Affairs, Program Coordinator-B.SC Stream, Sangam University Bhilwara. More than 16 years of teaching experience & Published 09 research papers and 01 Patent. Area of Interest is Fluid dynamics. Completed PhD from Manipal University Jaipur in Fluid dynamics. Qualification is PhD, M.Sc, B.Sc.



**Dr. Nirma Kumari Dhaker**, Assistant Professor, Department of Chemistry at Sangam University Bhilwara. Holds a Ph.D. in Chemistry (Water and Soil Quality Analysis) from Sangam University, Bhilwara. She has done her M.Sc. in Chemistry from Mewar University, Chittorgarh and B.Sc. from MDS University, Ajmer. She has 5 years of Teaching Experience. Her 6 papers and 5 patents have been published in reputed Peer reviewed journals of India and 2 chapter in books. One book based on Water Quality Analysis is also published. One book based on Soil Quality Analysis is also published. Her interest is in Unique Research Projects, Organic synthesis, Nanoparticles and Analysis of Water & Soil Quality Parameters.



## SU PUBLICATIONS

**Sangam University, Bhilwara**

NH-79, Bhilwara Chittor Bypass, Bhilwara  
Rajasthan, India

Contact no. : (+91) 1482-297455

Website: [www.sangamuniversity.ac.in](http://www.sangamuniversity.ac.in)

Email I'd : [supublication@sangamuniversity.ac.in](mailto:supublication@sangamuniversity.ac.in)

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