

PERCEPTION STUDY

# Last Mile Deliveries

A Report on the Perception of Young Mumbaikars



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# Team

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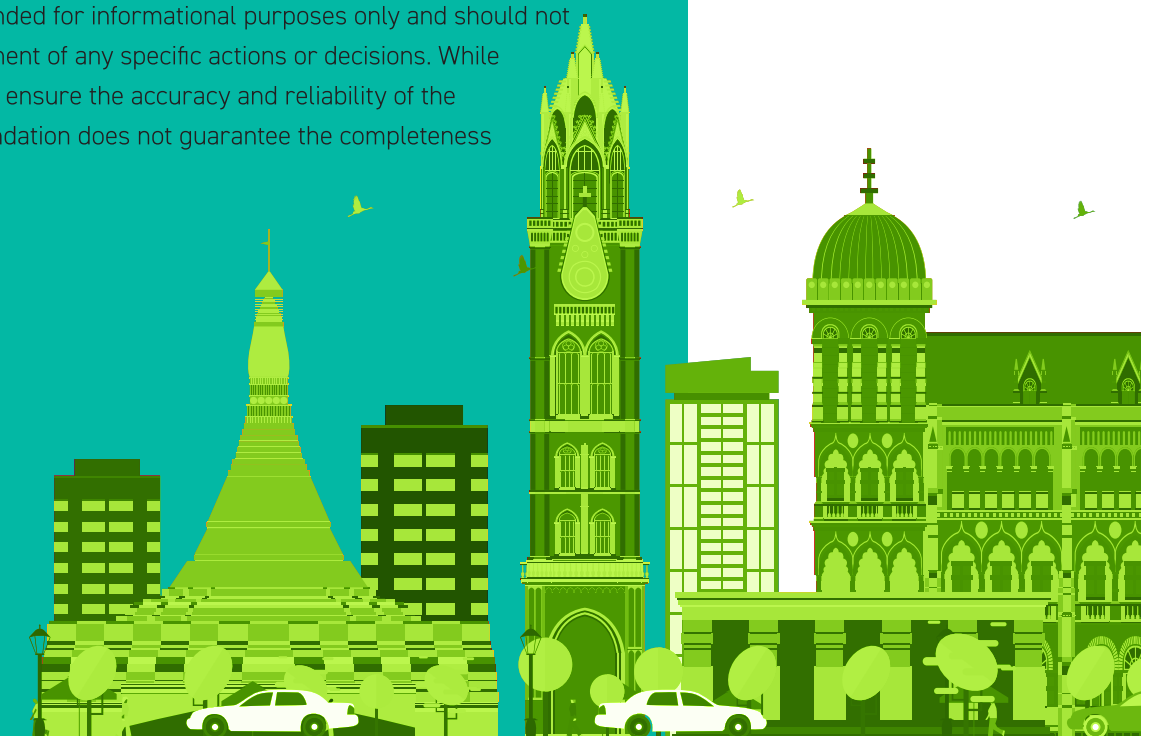
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# Disclaimer

The Last Mile Delivery Youth Perception Survey of Mumbaikars conducted is ideated and prepared by Waatavaran Foundation. The study is intended for informational purposes, precursory readings for the stakeholders involved and the members of the State Transport Department and acts as a reference describing the needs of last mile deliveries happening through use of cleaner fuels. The survey findings and results are based on the responses of the participants and do not represent the views or opinions of Waatavaran Foundation as a whole. The survey is intended for informational purposes only and should not be considered as an endorsement of any specific actions or decisions. While every effort has been made to ensure the accuracy and reliability of the survey data, Waatavaran Foundation does not guarantee the completeness of the information provided.

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# Acknowledgements

We would like to express our deepest gratitude to all the young Mumbaikars who participated in the perception survey regarding last mile deliveries. Your valuable input and insights have significantly contributed to our understanding of this important issue.

We would also like to extend our appreciation to the Renovate India team and the survey team for their hard work and dedication in conducting the survey and ensuring its accuracy and reliability. Without their efforts, this study would not have been possible.

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Finally, we would like to express our sincere appreciation to everyone involved in this survey for their time, effort, and commitment towards creating a better understanding of the challenges and opportunities related to last mile deliveries in Mumbai. Your contribution will help us in formulating effective strategies and policies to address these issues and improve the overall delivery system in the city.



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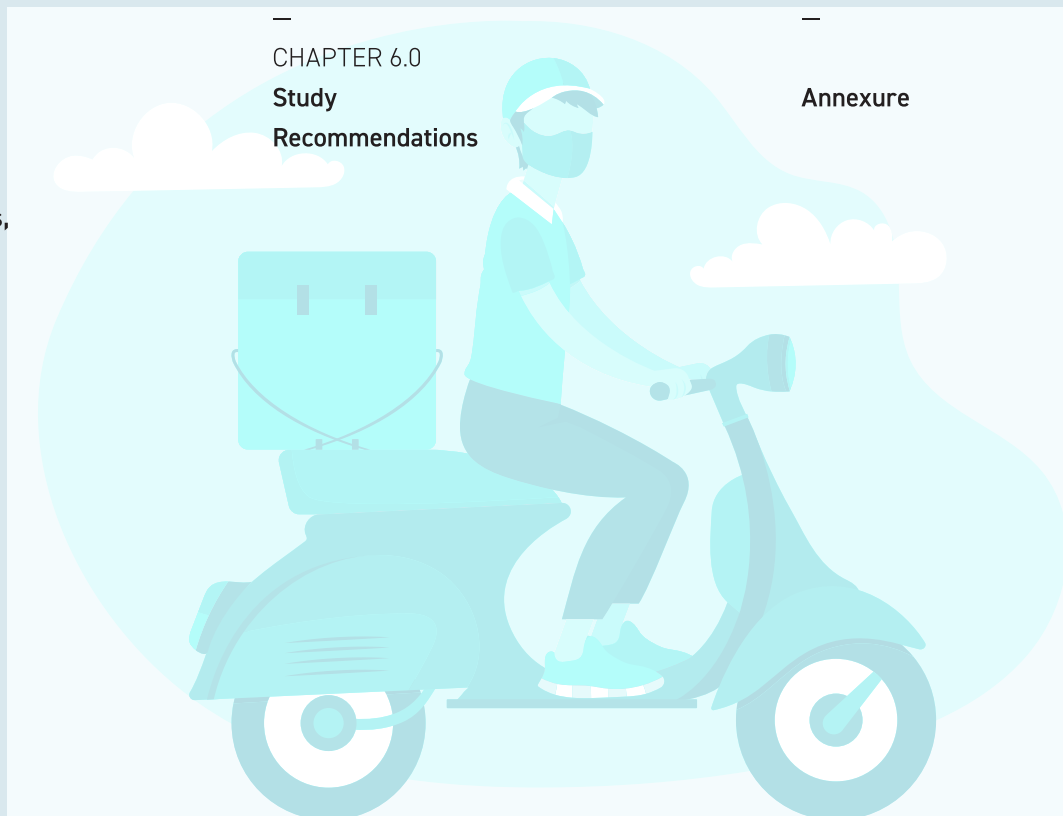
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# Founder's Message

## Paving the Path to Sustainable Last Mile Delivery

In an age where speed and convenience define our lifestyle, the rapid delivery of products to our doorsteps has seamlessly woven itself into our daily routine. Last mile delivery (LMD) services, particularly vital in urban hubs like Mumbai amidst relentless urbanisation, have captured the imagination of the younger generation. The allure of acquiring desires with a simple click, from the cocoon of one's home, has become a norm.

Yet, amidst this convenience lies a quandary. The LMD fleet, while satisfying modern needs, inadvertently burdens the environment. Escalating air pollutants and traffic congestion are a byproduct as these emissaries of convenience navigate the streets, adding to existing challenges. Conventional fuel-based vehicle emissions cast a long shadow, demanding attention and action.

This report resonates as a call to thought and action, urging a conscious journey forward. The task ahead is formidable – how can we retain delivery convenience while lessening ecological impact? The answer lies in innovation, alternative discovery, and confronting this challenge head-on. This report initiates an honest exploration, setting the stage for a dynamic dialogue among stakeholders. At its heart lies the imperative of electrification – a focal point supported by the latest Maharashtra EV policy revision. Urgency in adopting emission-free strategies is paramount, as we steer towards an equilibrium with our environment. As a beacon of hope and a catalyst for change, this report beckons stakeholders, old and new, to engage and craft a blueprint for sustainable LMD. Creating a greener future hinges on a unified endeavour, transcending individual pursuits to embrace a shared vision. In the journey towards carbon neutrality by 2070, every voice resonates, every idea echoes, and every action reverberates. Let this report be the starting point, the rallying cry in our race towards a more sustainable world. The clock ticks, and the journey commences.

### **Mr. Bhagwan Kesbhat**

Founder & CEO,  
Waatavaran Foundation





# Executive Summary



## Purpose of the Study

The purpose of conducting this study was to assess the level of awareness among youths in Mumbai about last mile delivery services that use sustainable transport options, such as electric vehicles or other low-carbon modes of transportation and would they prioritise sustainability and environmental factors when choosing delivery options. Also, this study aims to pass on the message to last mile delivery companies on how commitment to sustainable last mile delivery practices influence youths' perceptions of the brand and their loyalty to it, while also strengthening the objective of the Maharashtra State EV Policy 2025.



## Methodology

An online questionnaire was generated to record the perception of the youth of Mumbai. The data from about 2400 young people was collected in person in the month of April, 2023. The youth were interviewed from different locations in Mumbai across various wards using Kobo Toolbox for recording the data.



## Findings

- About 30% of the respondents use e-commerce apps at least once a week, 28% of them use food delivery apps more than once a week, while 20% use courier services more than once a week.
- About 88% respondents have seen bike as the most preferred vehicle for last mile delivery.
- About 71% of the youth of Mumbai are aware of the Maharashtra EV Policy 2025 and 84% youth claim to prefer companies that adhere to the MH EV policy 2025.
- About 69% of the youth think that provision of EVs by the company to the delivery partners that work for can make the use of EVs possible. 44% of them think that monetary help to the delivery partners by the company can make the use of EVs possible.



## Recommendations

There are a number of ways that last mile delivery companies, government, and consumers can work together to reduce emissions. Some of these include using more efficient and emission free fleet of delivery vehicles, optimising delivery routes, encouraging consolidation of deliveries, offering incentives for sustainable delivery by the government, educating consumers about the environmental impact of delivery and attracting consumers by being the EV champion.



CHAPTER 1.0

# Last Mile Deliveries

Last mile deliveries (LMD) refer to the final stage of the transportation process, where goods are transported from a distribution centre or a fulfilment centre to the end destination, typically a customer's home or business. The 'last mile' is the final leg of the delivery journey and often poses unique challenges and costs in terms of efficiency, speed, and customer satisfaction.

The last mile is a critical aspect of the supply chain as it directly impacts customer satisfaction and influences their perception of a company or a service. It is often the most expensive and time-consuming part of the delivery process. Last mile deliveries face several challenges, including traffic congestion, complex urban environments, limited parking, delivery time windows, diverse delivery locations, and the need for quick and reliable service.

To address these challenges, various solutions have been employed. Companies employ sophisticated algorithms and route planning software to optimise delivery routes, reduce distance travelled, and minimise delivery times. With the rise of e-commerce, there is a growing demand for same-day and on-demand deliveries. Companies are exploring options like local warehouses, micro-fulfilment centres, and partnering with local delivery services or crowdsourcing platforms to meet these expectations. In urban areas, companies are

exploring collaborations and partnerships to achieve economies of scale. This includes sharing delivery networks, consolidating packages, and using centralised pickup locations. Innovations like drones, autonomous vehicles, and robots are being explored to improve last mile deliveries. While still in early stages, these technologies have the potential to revolutionise the last mile by reducing costs and increasing efficiency. These innovations shall come at an expense of the livelihoods of many gig workers and riders. Companies are focusing on improving the overall customer experience during last mile deliveries. This includes real-time tracking, delivery notifications, flexible delivery options, and easy returns or exchanges.

Last mile deliveries play a crucial role in the success of businesses and are evolving with the advancement of technology and changing consumer expectations. Companies continue to innovate and optimise their processes to ensure faster, more efficient, and customer-centric last mile delivery experiences. With all these luxuries of getting product at doorstep, innovations and challenges last mile deliveries have an environmental impact due to increased traffic and emissions.

To address this, companies are adopting greener practices, including electric vehicles, e-bike and e-cycle couriers, and exploring alternative fuel options, but that has not reached the required scale.





CHAPTER 2.0

# Context of the Study

In 2021, the global last mile delivery market size was valued at USD 40.5 Billion and is anticipated to generate USD 123.7 Billion in 2030 with a CAGR of 13.21% during the forecast period of 2022–2030<sup>1</sup>. A report states that Indian cities like Delhi, Mumbai, Bengaluru, Kolkata, and Chennai emit more CO<sub>2</sub> from last-mile delivery than last-mile emissions from France or Canada<sup>2</sup>.

Mumbai is the 7<sup>th</sup> largest city in terms of population with 12 million people. A thriving metropolis with a diverse economy, it has meticulously developed to ensure mobility and last mile connectivity. This rapid urban growth demands a robust transportation system, especially when it comes to road transport, with India having the second largest road network in the world. But by emitting 4.5 million tonnes of CO<sub>2</sub>e, the transportation sector has become the second-largest contributor of emissions, 19% of the city's total emissions. Ranked as the second-most congested city in the world, traffic congestion remains a major contributor to air pollution, high travel time and fatalities in Mumbai<sup>3</sup>.

With the outburst of COVID-19 cases worldwide in 2020, there has been a significant rise in the instant or same day delivery patterns in online purchases. Consumers feel safe ordering things online and getting them delivered at their doorstep without visiting the crowded places.



Even in the current post COVID period, online sales and e-commerce platforms are expected to keep their rising momentum. Due to growing consumer demands there is an increase in the need for LMD which in turn has been a major reason for the growing number of commercial vehicles. There has also been an increase in the number of service providers and a growing competition between them to provide faster, more efficient deliveries to customers.

Citing a projected 36% rise in the number of delivery vehicles in the top 100 cities globally by 2030, researchers estimate emissions from delivery traffic will increase by nearly a third and congestion will rise by over 21%. That congestion would translate to an additional 11 minutes of commute time for each passenger every day<sup>4</sup>. India is one of the world's fastest growing e-commerce markets with an estimate to deliver about 40 billion parcels a year nationally by 2030. Of this, three major delivery companies in India (Flipkart/eKart, Amazon logistics and DHL eCommerce Solutions) could contribute over 50% of the total, equalling 17-24 billion parcels per year by 2030 accounting for an additional 17 million metric tons of CO2 without any changes in the fleet<sup>5</sup>.

The vehicles utilised currently for LMD comprise mainly of ICEVs (Internal Combustion Engine Vehicles) which are major contributors to air pollution. As per 2019-20 source<sup>6</sup> estimation study by SAFAR, IITM Pune, vehicular emissions in Mumbai city were responsible for 30.5% emission load of particulate matter (PM) in 2019-20, as compared to 16% in 2016-17. This is a serious concern also considering the fact that LMD has become an essential service, more specifically in urban context, especially for the young population which is about 34% of total population in the country<sup>7</sup>. Understanding this need for LMD services and considering the impacts, it is essential that less carbon intensive alternatives need to be considered by policymakers and all the players in the LMD ecosystem.

## Maharashtra EV Policy 2025

By implementing the Maharashtra EV Policy 2025, the government aims to reduce air pollution, decrease dependency on fossil fuels, and contribute to the global efforts to mitigate climate change. The policy is also expected to stimulate economic growth in the electric vehicle sector, attract investments, and create job opportunities in the state. The main objectives of the Maharashtra EV Policy 2025 are as follows:

- 1 Promoting and encouraging the use of electric vehicles across various segments, including two-wheelers, three-wheelers, cars, buses, and commercial vehicles.**

2 Creating a robust EV charging infrastructure network throughout the state to support the growth of electric vehicles and alleviate range anxiety among EV owners.

3 Providing financial incentives, tax exemptions, and subsidies to individuals and businesses to make electric vehicles more affordable and competitive with conventional vehicles.

4 Promoting the establishment and growth of electric vehicle battery manufacturing units in the state, fostering a self-reliant and sustainable ecosystem.

5 Supporting skill development and training programs to create a skilled workforce capable of handling EV technology, maintenance, and charging infrastructure.

6 Encouraging the adoption of electric buses and other public transport vehicles to reduce emissions and enhance sustainable mobility options.

7 Conducting awareness campaigns to educate the public about the benefits of electric vehicles and the importance of transitioning to sustainable transportation.

The policy aims to accelerate the adoption of EVs in the state and achieve a 10% share of EVs in new vehicle registrations by 2025. The policy also sets targets for the electrification of public transport and last-mile delivery vehicles. By 2025, the state aims to have 25% of its public transport fleet electrified and 25% of its last-mile delivery vehicles electrified. The Maharashtra EV policy is a significant step towards the state's goal of becoming a leader in the adoption of EVs.



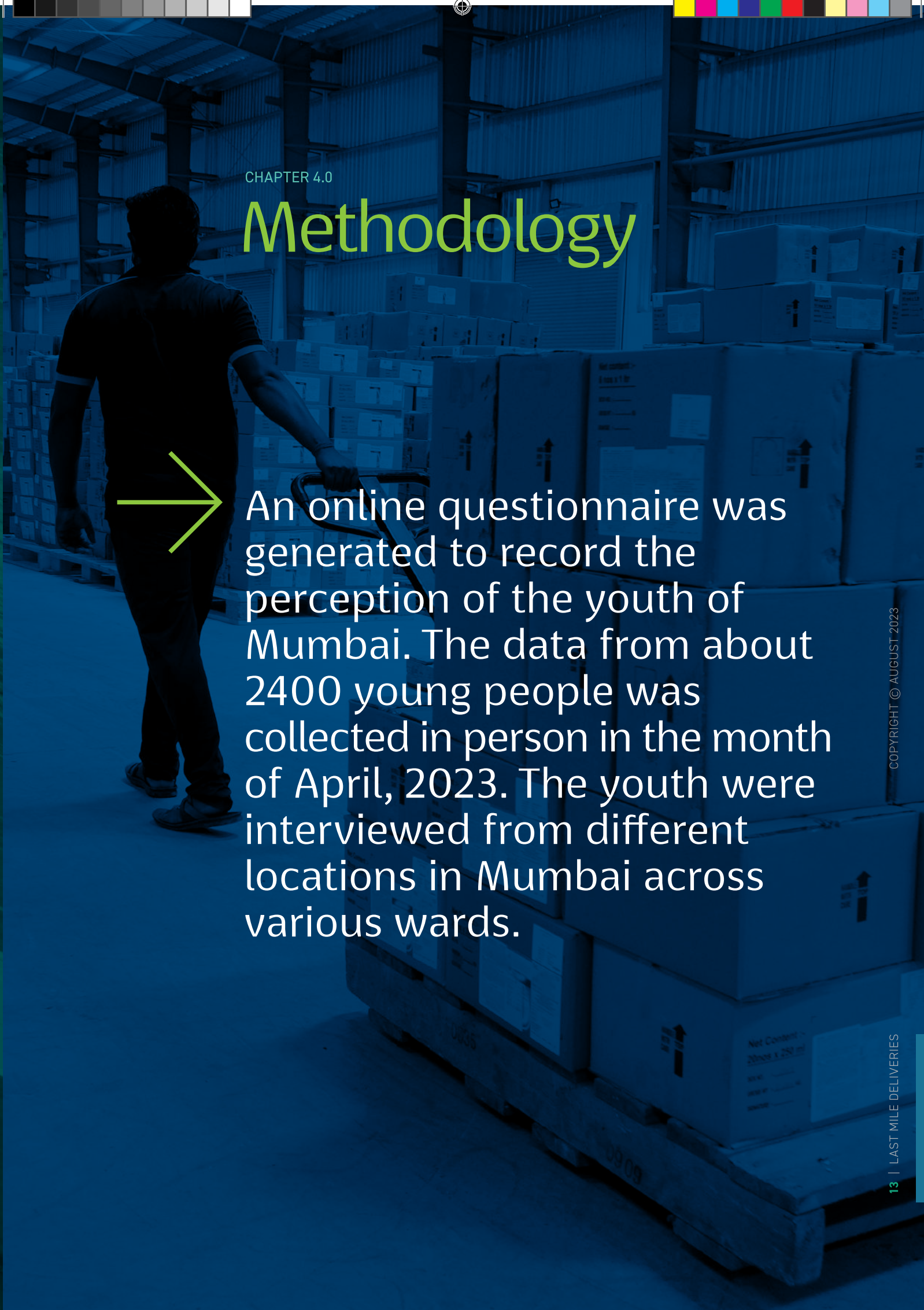
# Objective of the Study

→ This study has been undertaken to understand the perception of youth in Mumbai regarding the LMD services and delivery partners and general opinion with respect to adopting e-vehicles for LMD. The study also aims to understand their knowledge regarding EV policies and the use of EVs among the youth.



CHAPTER 4.0

# Methodology

A person in a dark shirt and pants is pushing a pallet of boxes in a warehouse. The scene is dimly lit with a blue tint. The person is walking away from the camera, pushing a pallet of boxes. The boxes are stacked high on the pallet. The background shows more boxes and the structure of the warehouse.

An online questionnaire was generated to record the perception of the youth of Mumbai. The data from about 2400 young people was collected in person in the month of April, 2023. The youth were interviewed from different locations in Mumbai across various wards.

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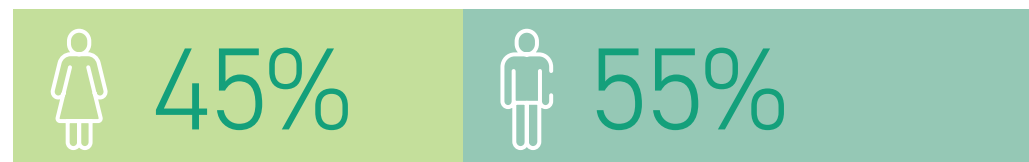
# Data Analysis of Perception of Youth of Mumbai About Last Mile Deliveries, EVs and Its Policies

The data obtained from the perception of youth of Mumbai was analysed to understand their e-commerce and delivery preferences and their understanding of EV policies and choice of vehicle for last mile deliveries.

## Profile of the Young Respondents

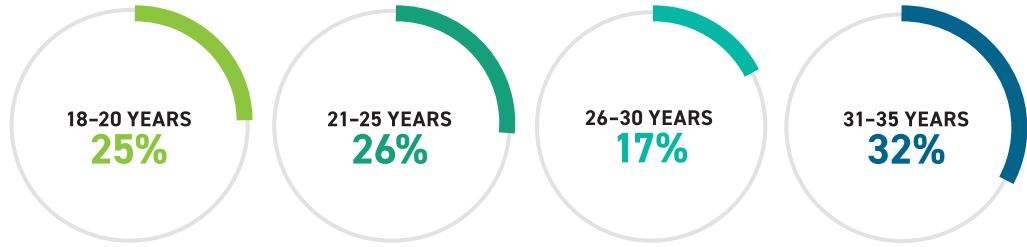
### Gender

Out of all the 2400 youth interviewed, 1312 (55%) are male, while 1085 (45%) are female.



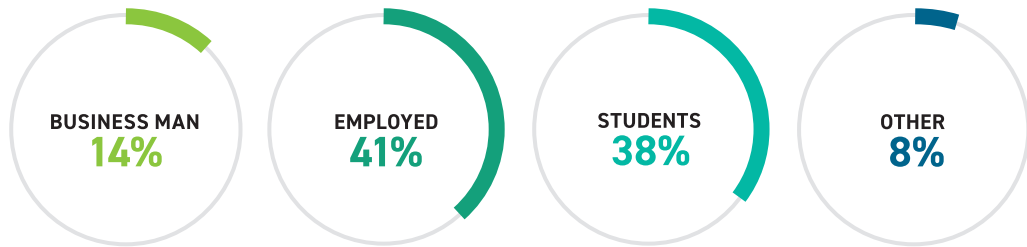
## Age

The age of Mumbaiers interviewed ranges from 18 to 35 years. Maximum respondents 32% are in the range of 31 to 35 years followed by 26% in the range of 21 to 25 years.



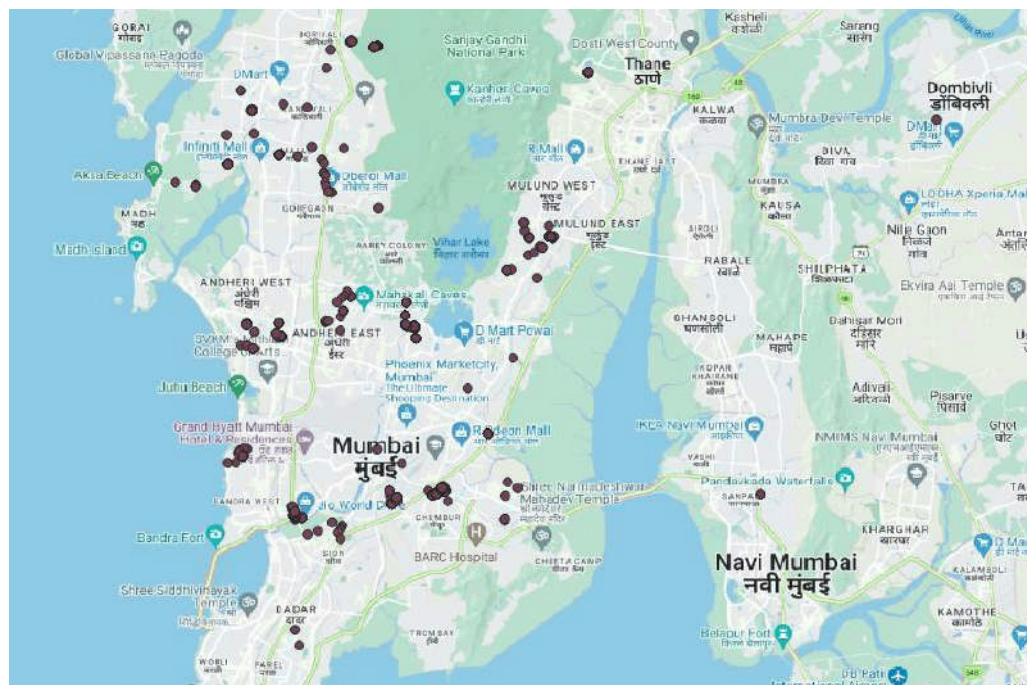
## Profession

Of all the respondents, 41% were employed, 38% were students, 14% had their business and 8% were unemployed or home makers.



## Location of Respondents

An attempt was made to cover all the regions of Brihanmumbai Municipal Corporation ward wise, making it easier to collect data from all the regions of the city.

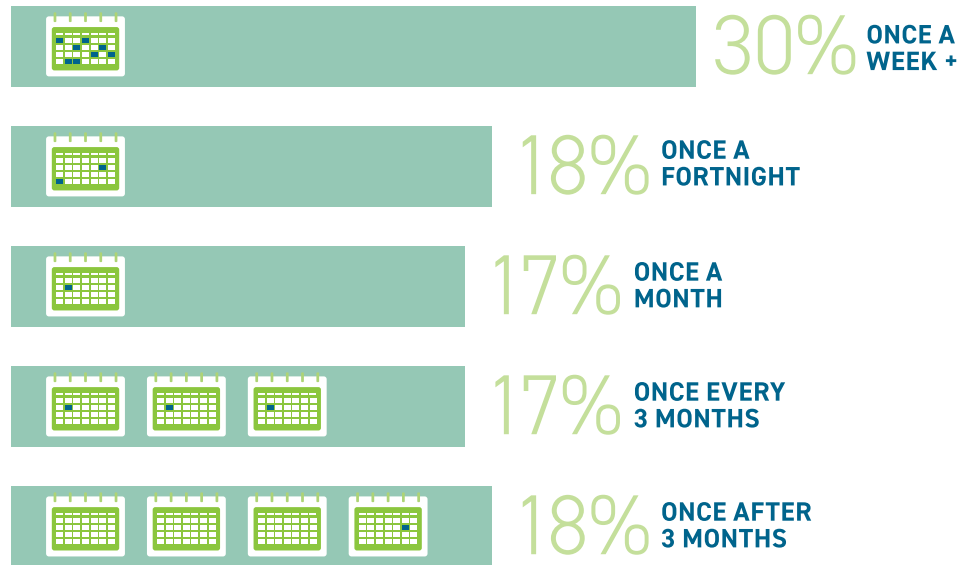




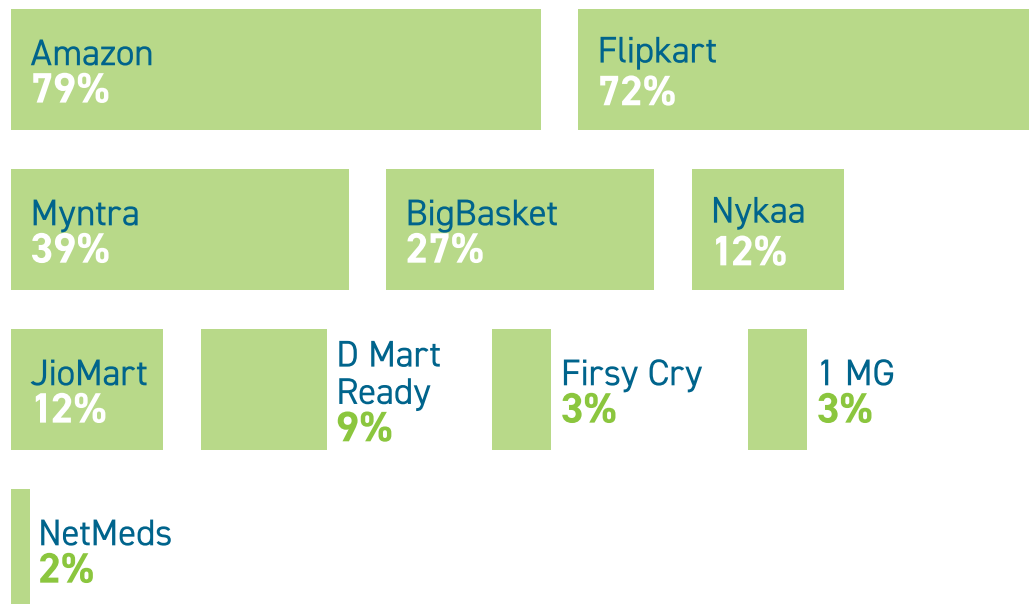
## Preferences of Usage of E-Commerce Apps, Food Delivery Apps and Courier Services

### E-Commerce

In recent times, the craze to shop online through e-commerce apps/websites has increased. In this study, we have 728 (30%) people shopping at least once a week, 430 (18%) people shopping at least once in a fortnight.



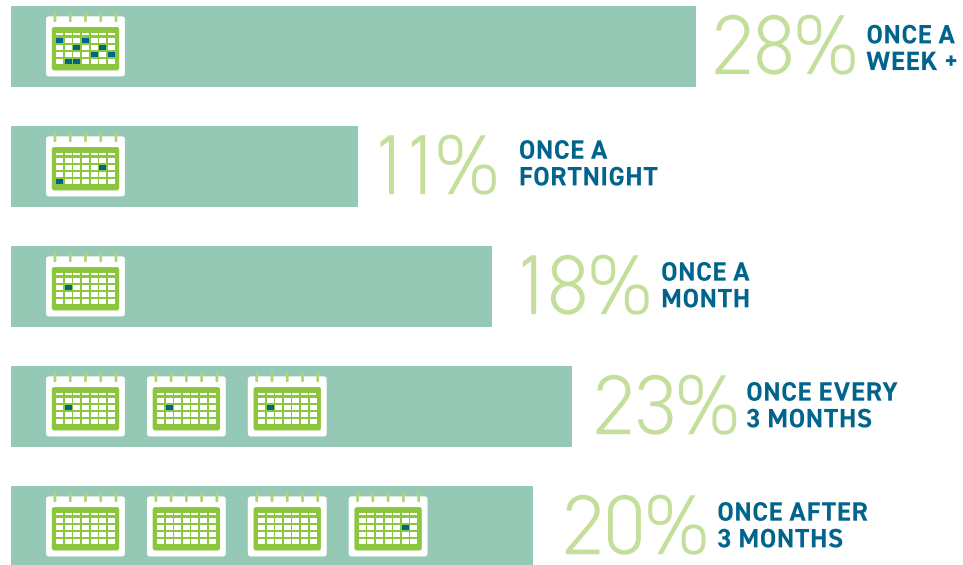
Many e-commerce players that emerged in the recent years include market place e-commerce players like Amazon, Flipkart, Myntra and also niche players like first cry, 1Mg and also hyper local grocery delivery players like Big Basket etc. Amazon has been the favourite among the youth of Mumbai with 79% respondents using it followed by Flipkart 72%, Myntra 39% and Big Basket 27%.



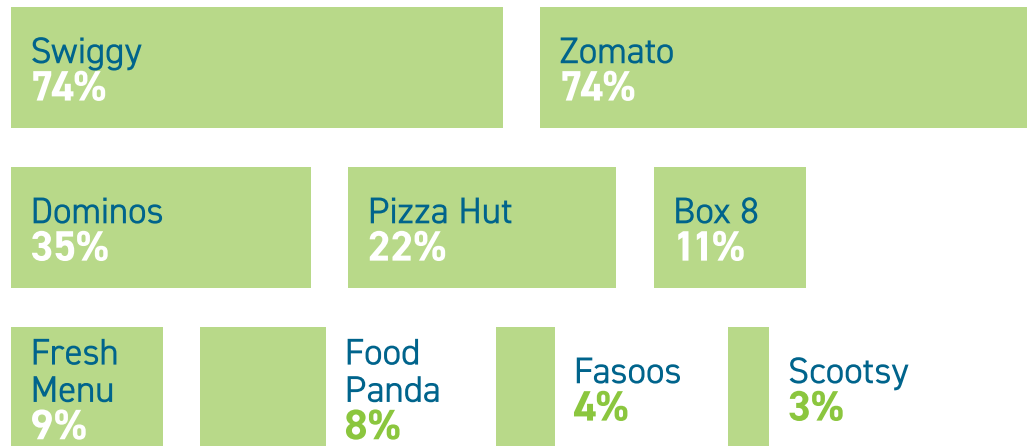


## Food Delivery

Food delivery apps make it easy to get food from your favourite restaurants without having to leave your home. This is especially appealing to busy people who don't have time to cook or go out to eat. About 682 (28%) people order food through food delivery apps more than once in a week, while 550 (23%) people do it at least once in a month.

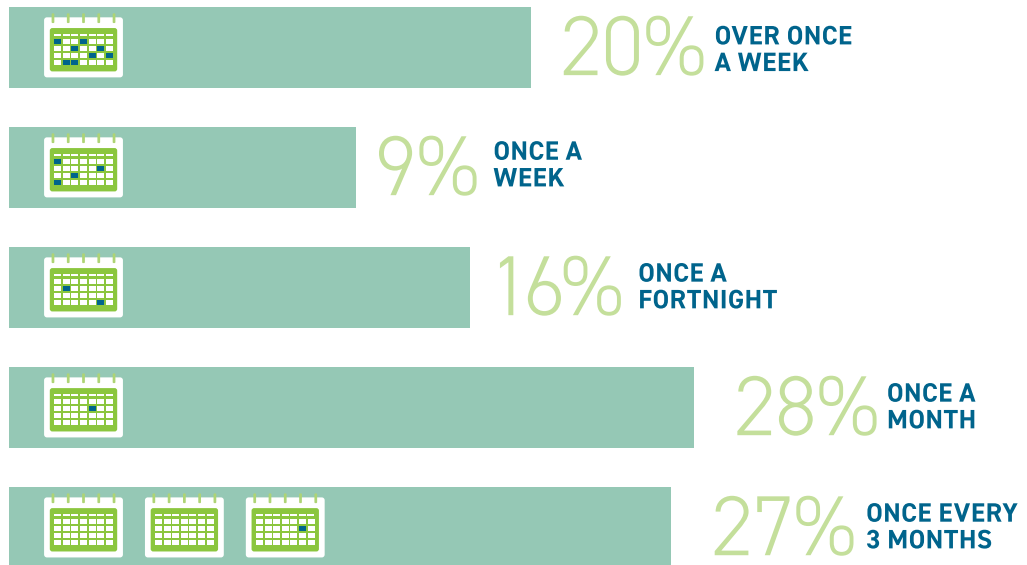


Food delivery apps offer a wide variety of restaurants to choose from, in this study Swiggy (74%) and Zomato (74%) have been the favourite choice of the youth followed by Dominos (35%) and Pizza Hut (22%).

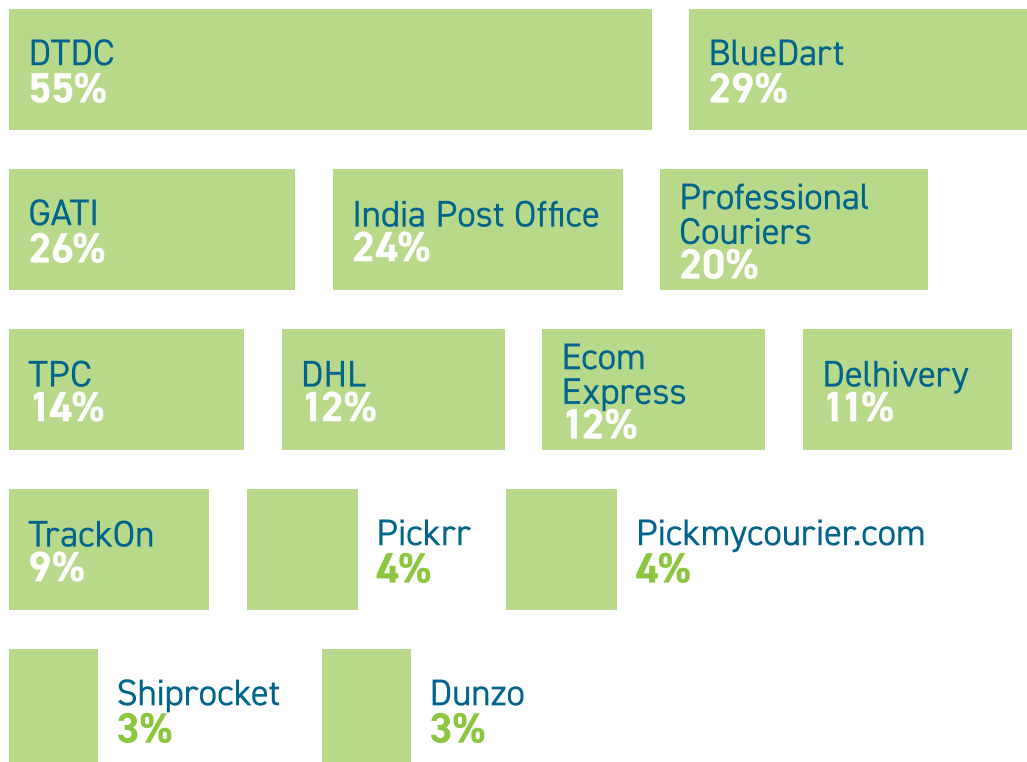


## Courier Services

The frequency of using courier or parcel services by the youth of Mumbai is very low as compared to e-commerce apps and food delivery services. About 669 (28%) people use courier or parcel services at least once in a month, while 644 (27%) people use it at least once in three months. Only about 9% of people use courier or parcel services at least once in a week.



The courier/parcel services mostly used by the youth is the DTDC (55%), followed by Blue Dart (29%) and GATI 26%. About 24% of the youth use the Indian Post Office.

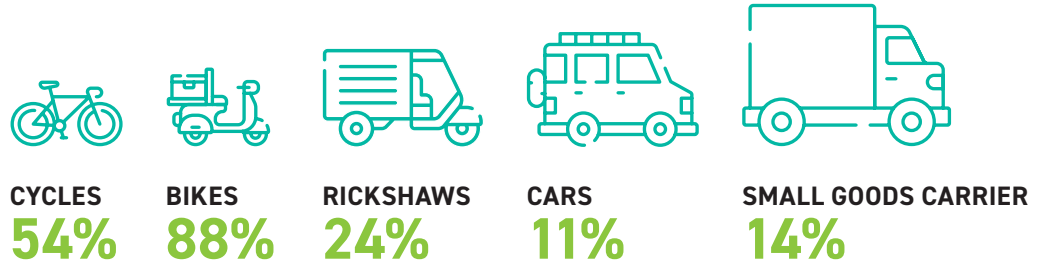






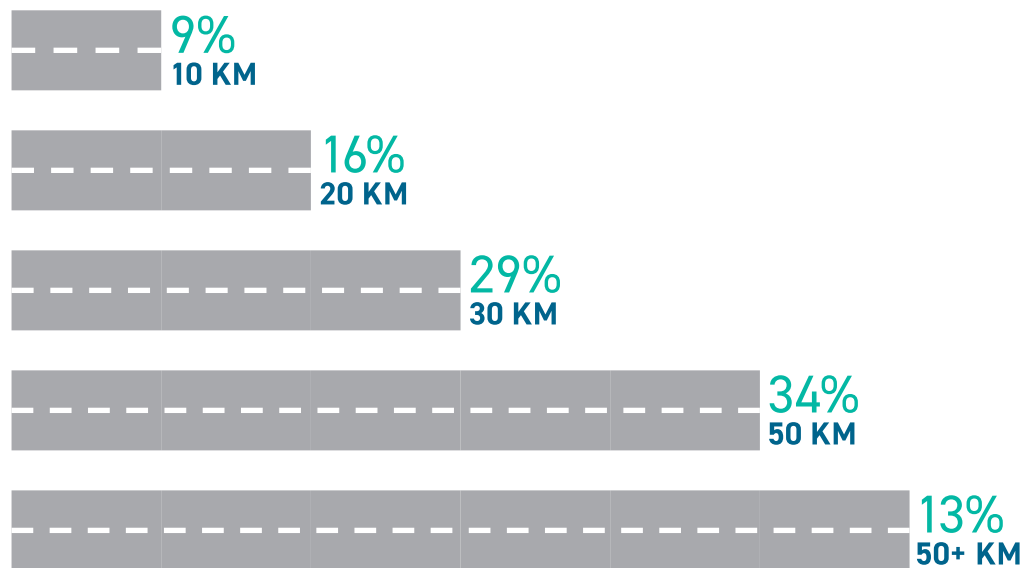
## Perception Regarding Last Mile Deliveries

### Type of Vehicle Used by LMD Partners



Delivery vehicles can get goods and services to people quickly and easily. However, youth are also concerned about the environmental impact of delivery vehicles. Delivery vehicles often use gasoline, which can contribute to air pollution. Additionally, delivery vehicles can create traffic congestion. About 88% of the youth of Mumbai say to have seen bikes as the most preferred vehicle used by last mile delivery partners followed by cycle 54% for the same.

### Distance Travelled by LMD Partners Per Day



About 811 (34%) youth of Mumbai perceive that the last mile delivery partners travel about 50 kilometres per day followed by about 30 kilometres as perceived by 687 (28%). These lengths of roads travelled for the delivery of goods and services surely lead to emissions on the roads.



### Use of EVs By LMD Partners

About 1830 (76%) of the youth wish that last mile delivery partners should start using electric vehicles for the deliveries of goods and services.



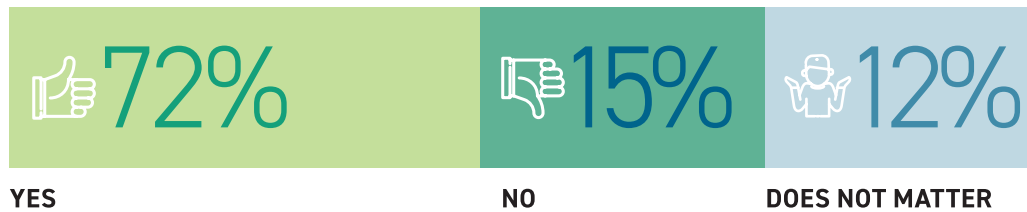
### Order Items Consciously

About 80% of the youth of Mumbai claim to consciously order goods so that they arrive on a single day, reducing the number of trips and ultimately the emissions.



### Option to Get Clubbed Deliveries

When multiple packages are delivered to the same address on the same day, it is more efficient to deliver them all at once. This can help to reduce the number of vehicles on the road and the amount of fuel that is burned. About 72% of the youth wish to have an option to get clubbed deliveries in a trip on a single day while ordering for multiple items.



### Option to Choose the Type of Vehicle Used by Delivery Partner

There are a number of benefits to giving customers the option of choosing the type of vehicle used for their delivery. This will allow customers to express their environmental values. It can also help to reduce the environmental impact of delivery vehicles and encourage delivery companies to use more sustainable vehicles. This would give customers the opportunity to choose a more sustainable option, such as an electric vehicle, if they are concerned about the environmental impact of delivery vehicles.



About 83% of the youth of Mumbai wish to get an option to select the type of vehicle delivery personnel use for their delivery.



## Understanding of Government EV Policies and EV Preferences for LMD

### Awareness of Maharashtra EV Policy 2025



The Government of Maharashtra, India, has released an electric vehicle (EV) policy for 2025. The policy aims to accelerate the adoption of EVs in the state and achieve a 10% share of EVs in new vehicle registrations by 2025.

The policy provides a number of incentives for the purchase and use of EVs, such as exemption from registration fees, exemption from road tax, reduced GST, subsidies for the purchase of EVs, faster approvals for EV projects, support for the development of EV charging infrastructure.

The policy also sets targets for the electrification of public transport and last-mile delivery vehicles. By 2025, the state aims to have 25% of its public transport fleet electrified and 25% of its last-mile delivery vehicles electrified. The Maharashtra EV policy is a significant step towards the state's goal of becoming a leader in the adoption of EVs. The policy is expected to boost the EV market in the state and create jobs in the EV manufacturing and related sectors. **About 71% of the youth of Mumbai are aware of the Maharashtra 2025 EV Policy.**





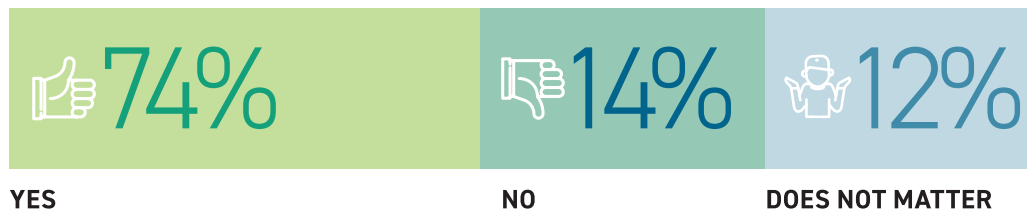
## Preference to Companies That Adhere to EV Policy

It is important for companies to take steps to reduce their environmental impact. By transitioning to electric vehicles, companies can help to reduce air pollution and greenhouse gas emissions. Also, with the rise in fuel cost, switching to electric vehicles, companies can help to save their customers money. **About 84% of the youth claim to prefer companies that adhere to the state government's EV policy of transitioning 25% of their fleet to electric vehicles by 2025.**



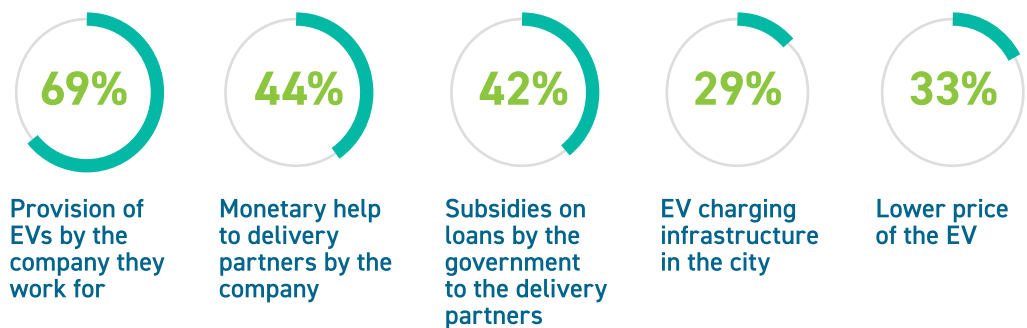
## Binding Targets and Polices by Government

The State Government has a responsibility to protect the environment and the health of its citizens. By introducing binding targets and policies, the State Government can help to ensure that companies are taking steps to reduce their environmental impact. **About 74% of the youth of Mumbai think that the State Government should introduce binding targets and policies so that the companies doing last mile deliveries change their fleet to EV at a faster pace.**



## Factors that Can Make Use of EVs Possible

About 69% of the youth think that provision of EVs by the company to the delivery partners that work for can make the use of EVs possible. 44% of them think that monetary help to the delivery partners by the company can make the use of EVs possible, while 42% think that subsidies by the government to the delivery partners can help them in making use of EVs for their deliveries.



Note: Multiple choice response, where pi chart percentage is not rational.

## Ownership of an Electric Vehicle

When the respondents were asked about their choice on the use of electric vehicles about 86% of the respondents wish to own an electric vehicle.



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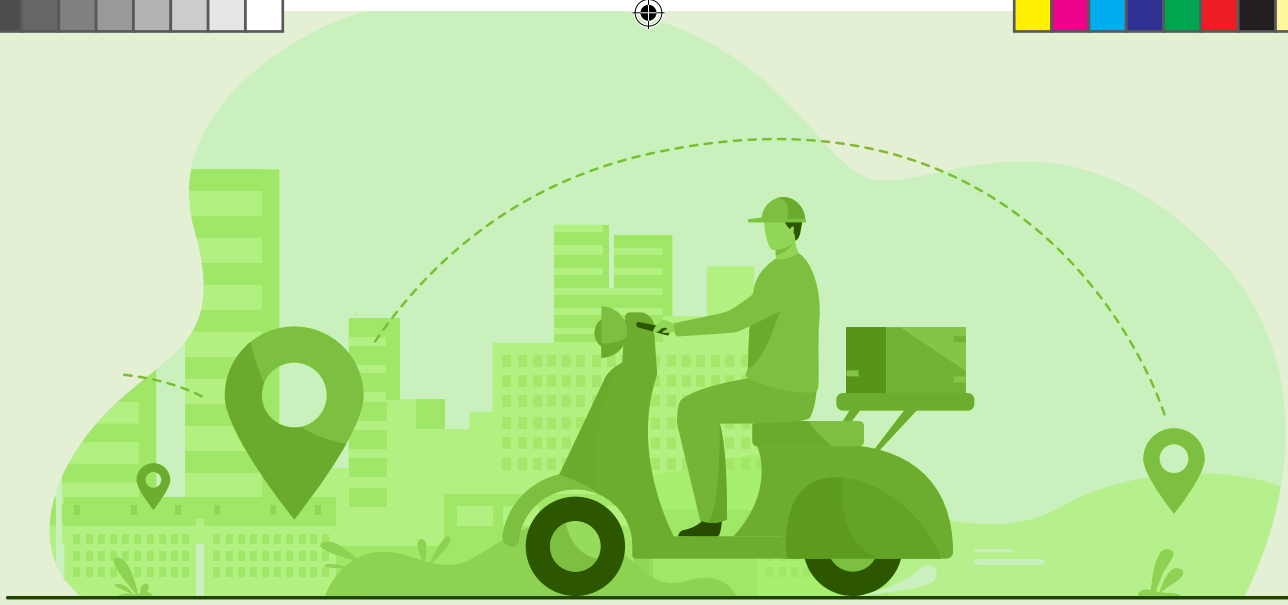
# Study Recommendations

Last mile delivery is the final leg of the delivery process, when a package or product is transported from a distribution centre or warehouse to the customer's door. It is a critical part of the e-commerce experience, but it can also be a major source of pollution. There are a number of ways that last mile delivery companies, government, and consumers can work together to reduce emissions. Some of these include:



## Using more efficient vehicles

Electric and hybrid vehicles can significantly reduce emissions, and they are becoming more and more affordable. This transition of vehicles should not be burdened on the drivers, instead companies should take responsibility and offer incentives or loans for the transition to the drivers.



## 2 Optimising delivery routes

Route optimisation software can help delivery companies to plan more efficient routes, which can save fuel and reduce emissions.



## 3 Encouraging consolidation of deliveries

When multiple packages are delivered to the same address on the same day, it is more efficient to deliver them all at once. This can help to reduce the number of vehicles on the road and the amount of fuel that is burned.

## 4 Offering incentives for sustainable delivery

Governments should offer incentives to delivery companies that promise timebound transition and individuals that adopt sustainable practices, such as using electric/hybrid vehicles or optimising delivery routes.





## EV Champion

By being a leader in the adoption of electric vehicles, companies can raise their profile and attract new customers.

## 6 Educating Consumers About the Environmental Impact of Delivery

Young consumers can make a difference by choosing to shop with companies that are committed to sustainability. They can also choose to have their packages delivered to a local pickup location, or to consolidate their orders so that they can be delivered all at once.



## 7 Own Research

Last mile delivery companies should perform research on how the transition of the fleet to EVs can help them economically with reduced operation costs and savings on fuel costs. These research studies by the companies can provide self motivation for transition of fleet to EVs and achieving long term sustainability goals.

By working together, last mile delivery companies, government, and consumers can make a significant impact on the environmental harm that each delivery causes.

# Annexures

Sl. N°	Indicators	Response in Value	Response in %
1.	<b>Gender</b>		
	Male	1,312	55%
	Female	1,085	45%
2.	<b>Age</b>		
	18-20	608	25%
	21-25	621	26%
	26-30	406	17%
	31-35	765	32%
3.	<b>Profession of respondents</b>		
	Business men	14	14%
	Employed	41	41%
	Students	38	38%
	Other	8	8%
4.	<b>Frequency of ordering from e-commerce apps/websites</b>		
	At least once in a week	728	30%
	At least once in a fortnight	430	18%
	At least once in a month	400	17%
	At least once in three months	408	17%
	Once after three months	434	18%
5.	<b>Preference of e-commerce apps/websites</b>		
	Amazon	1,892	79%
	Flipkart	1,732	72%
	Myntra	940	39%
	BigBasket	656	27%
	Nykaa	286	12%
	Jio Mart	287	12%
	D Mart Ready	224	9%
	Firstcry	79	3%
	1 MG	70	3%
	Netmeds	58	2%
6.	<b>Frequency of ordering from food delivery apps/websites</b>		
	More than once in a week	682	28%
	At least once in a week	258	11%
	At least once in a fortnight	436	18%
	At least once in a month	550	23%
	At least once in three months	474	20%



Sl. N°	Indicators	Response in Value	Response in %
7.	<b>Preference of food delivery apps/websites</b>		
	Swiggy	1,764	74%
	Zomato	1,775	74%
	Dominos	832	35%
	Pizza Hut	521	22%
	Box8	255	11%
	FreshMenu	205	9%
	Food Panda	182	8%
	Fasoos	84	4%
	Scootsy	80	3%
8.	<b>Frequency of using courier or parcel services</b>		
	More than once in a week	480	20%
	At least once in a week	225	9%
	At least once in a fortnight	382	16%
	At least once in a month	669	28%
	At least once in three months	644	27%
9.	<b>Preference of courier or parcel services</b>		
	DTDC	1,328	55%
	BlueDart	685	29%
	GATI	619	26%
	Indian Post Office	573	24%
	Professional Couriers	478	20%
	TPC	346	14%
	DHL	289	12%
	Ecom Express	279	12%
	Delhivery	253	11%
	TrackOn	223	9%
	Pickrr	104	4%
	pickmycourier.com	96	4%
	Shiprocket	63	3%
	Dunzo	63	3%
10.	<b>Type of vehicle used for last mile deliveries</b>		
	Cycle	1,302	54%
	Bike	2,108	88%
	Three wheeler	576	24%
	Car	258	11%
	Small goods carrier	346	14%
11.	<b>Kilometres travelled per day for last mile deliveries</b>		
	About 10 km	210	9%
	About 20 km	376	16%
	About 30 km	687	29%
	About 50 km	811	34%
	More than 50 km	316	13%



Sl. N°	Indicators	Response in Value	Response in %
12.	Respondents who think Last Mile Delivery Partners should use EVs for their deliveries	1,830	76%
13.	Respondents who claim to consciously order goods so that they arrive on a single day	1,924	80%
14.	Respondents who wish to have an option to get clubbed deliveries in a trip on a single day while ordering for multiple items	1,738	72%
15.	Respondents who wish to get an option to select the type of vehicle used by delivery personnel for their delivery	1,997	83%
16.	Respondents who are aware of the Maharashtra 2025 EV Policy	1,710	71%
17.	Respondents who claim to prefer companies that adhere to the state government's 2025 EV policy	2,005	84%
18.	Respondents who think that the State Government should introduce binding targets and policies for companies	1,774	74%
19.	<b>Factors that can make use of EVs possible</b>		
	Provision of EVs by the company they work for	1,648	69%
	Monetary help to delivery partners by the company	1,052	44%
	Subsidies on loans by the government to the delivery partners	1,017	42%
	EV charging infrastructure in the city	704	29%
	Low price of the EV	786	33%
20.	Respondents who wish to own an electric vehicle	2,054	86%







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**Waatavarán Foundation** is a not-for-profit social organisation registered under section 8 of Companies Act, 2013. It was founded in 2018 by environment nurturers with an aim to take tangible actions to protect the planet and its vulnerable communities. We believe in nurturing the symbiotic relationship that co-exists between humans and nature to create a climate just habitable environment for everyone. We are a Mumbai-based organisation which works hyper-locally to address climate change and its impact on the environment.

Write to [info@waatavarán.in](mailto:info@waatavarán.in) to connect with us. Log on to [www.waatavarán.in](http://www.waatavarán.in) to learn more about our work.



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