GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS
RAJYA SABHA
UNSTARRED QUESTION NO - 2018
ANSWERED ON - 05/08/2026

REGISTERED VEHICLE SCRAPPING FACILITIES AND AUTOMATED TESTING STATIONS

2018. SHRI RAJESH PARMANAND SHUKLA:
SMT. REKHA SHARMA:
SHRI BRIJ LAL:
SHRI RAJIB BHATTACHARJEE:

Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the current status of nationwide establishment of Registered Vehicle Scrapping Facilities and Automated Testing Stations;

(b) the fiscal and non-fiscal incentives extended to encourage the voluntary decommissioning of obsolete and unfit vehicles by owners;

(c) whether the mandatory retirement of end-of-life Government-owned vehicles has been effectively operationalised;

(d) if so, the details thereof; and

(e) the strategic framework through which the vehicle scrappage policy seeks to mitigate ecological degradation, enhance public safety and foster a robust circular economy?

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

(a) As on 31.07.2026, 153 Registered Vehicle Scrapping Facilities (RVSFs) are operational in 23 States/UTs and 280 Automated Testing Stations (ATSs) are operational in 20 States/UTs.

(b) In order to encourage voluntary decommissioning of obsolete and unfit vehicles by vehicle owners through Registered Vehicle Scrapping Facilities (RVSFs), the following incentives are provided:

(i) GSR 714 (E) dated 04.10.2021 provides that, in case the vehicle is registered on submission of 'Certificate of Deposit', the fee for issue of certificate of registration shall not be levied.

(ii) GSR 720 (E) dated 05.10.2021 provides for concession in the motor vehicle tax (upto twenty-five per cent., in case of non-transport vehicles and upto fifteen per cent, in case of transport vehicles) for the vehicle registered against submission of "Certificate of deposit". Provided that this concession shall be available up to eight years, in case of transport vehicles, and upto fifteen years, in case of non-transport vehicles.

(iii) GSR 200 (E) dated 26.03.2025 provides for concession in the motor vehicle tax of up to fifty percent against such certificate for all transport and non-transport vehicles which are manufactured as per Mass Emission Standards Bharat Stage I (BS-I) norms and earlier Mass Emission Standard norms and all medium and heavy goods motor vehicles and all medium and heavy passenger motor vehicles which are manufactured as per Mass Emission Standards Bharat Stage II (BS-II) norms.

Implementation of above notifications falls within the jurisdiction of State/UT Government(s). Further, the Government has also undertaken the following regulatory measures to promote formal scrapping of vehicles through RVSFs:

(iv) The Government in Ministry of Environment, Forest and Climate Change (MoEF&CC) notified the Environment Protection (End-of-Life Vehicles) Rules, 2025 vide S.O. 98(E) dated 06th January, 2025 for environmentally sound management of end-of-life vehicles. Under the said rules, producers have been mandated to fulfil the obligation of Extended Producer Responsibility (EPR) for the vehicles that the producer has introduced or introduces in the domestic market, including vehicles put to self-use to ensure the specified end-of-life vehicle scrapping targets.

Producers are required to fulfil the EPR obligations by floating schemes such as buy back scheme, deposit refund scheme etc, or designate any other entity to fulfil the same. Every producer shall organise awareness campaigns and encourage customers by offering incentives to safe deposit End-of-Life vehicles at the RVSF or the designated Collection Centre.

(v) To further facilitate de-registration of vehicles scrapped by RVSFs, the Government has issued notification GSR 490(E) dated 17.06.2026, inviting objections and suggestions, which, provides that the Registering Authority referred to under sub-section (1) of Section 55 of the Motor Vehicles Act, 1988, shall not accept any report for cancellation of registration of a motor vehicle on the ground of being destroyed, unless such report is accompanied by a Certificate of Vehicle Scrapping issued by a RVSF and duly verified electronically through the VAHAN database.

(c) and (d) Vide G.S.R. 29(E) dated 16th January 2023, it has been mandated that Certificate of registration for vehicles owned by Central, States and UT Governments and their Departments, Local Government (Municipal Corporations or Municipalities or Panchayats), State Transport Undertakings, PSUs and other Autonomous bodies with the Central Government and State Governments, shall not be renewed after the lapse of fifteen years. Such vehicles are to be scrapped at Registered Vehicle Scrapping Facilities (RVSFs).

As on 24.07.2026, a total of 2,01,686 Government owned vehicles have been scrapped at RVSFs which includes 61,630 priority category vehicles (Police vehicles - 30,208, Buses – 26,312, Fire services – 587 and Ambulances – 4,523), 35,149 Two-wheeler, 47,643 four-wheeler, 32,102 Trucks and 25,162 other category of vehicles.

(e) The policy supports mitigation of ecological degradation, enhance public safety and foster a robust circular economy, through large scale vehicle recycling and scrapping, in following ways:

(i) Scrapping of unfit/old vehicles is done in an environment friendly manner by RVSFs in compliance with guidelines issued by the government.

(ii) Promotion of circular economy as scrapping of vehicles boosts availability of low-cost raw materials (such as steel, copper, aluminium, rubber, etc.) for automotive, steel and electronics industry.

(iii) Scrapping of vehicles encourages replacement of old vehicles with new fuel-efficient and cleaner alternatives including EVs and hybrid models. New vehicles also comply with better emission norms (BS-VI) and are thus less polluting than those complying with older emission norms.

(iv) For improving road safety, fitness testing of vehicles has been mandated through Automated Testing Stations (ATS) established in accordance with the Central Motor Vehicle Rules, 1989. The ATSs provides for technology-driven fitness testing of vehicles, by reducing human discretion in ascertaining the road worthiness of vehicles.

*****