

GOVERNMENT OF INDIA
MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE

LOK SABHA
UNSTARRED QUESTION NO. 4366
TO BE ANSWERED ON 28.03.2017

Regulating Vehicular Emissions

4366. SHRIMATI MAUSAM NOOR:
SHRI PINAKI MISRA:
SHRI RAJESH RANJAN:
SHRI VINCENT H. PALA:

Will the Minister of ENVIRONMENT, FOREST AND CLIMATE CHANGE be pleased to state:

- (a) whether the Government is aware of study reports regarding emission of nitrogen oxides produced by diesel cars in comparison to the emission by trucks, if so, the details and the findings of such study;
- (b) whether the Government proposes to introduce strict emission standards for vehicles with corresponding fines for non-compliance like the T-charge in London and if so, the details thereof;
- (c) whether the Government proposes to promote CNG/Electric Vehicles in the country to check pollution from vehicles and if so, the details thereof along with the progress made in the use of CNG/Electric Vehicles in the cities;
- (d) whether the Government is considering something similar to London's 'National Dirty Diesel Scrappage Fund' as an incentive to financially compensate families for scrapping polluting vehicles and if so, the details thereof; and
- (e) the steps/measures taken by the Government to check vehicular pollution in the country including public consultation on the issue, camera based enforcement mechanism and online vehicular checks?

ANSWER

MINISTER OF STATE (INDEPENDENT CHARGE) FOR ENVIRONMENT, FOREST AND CLIMATE CHANGE
(SHRI ANIL MADHAV DAVE)

- (a) As per emission factors developed by Automotive Research Association of India (2007), NO_x emissions are in the range from 0.28g/km to 0.84 g/km for diesel cars manufactured in the year 1996 to 2005 and with engine capacity 1600 cc to 2400cc. However, for diesel trucks it ranges between 9.30 g/km for post 2000 trucks to 13.84 g/km for trucks manufactured during 1991 to 2000. Hence, higher NO_x emissions are generated from diesel trucks. IIT Kanpur. Study Report provides emission inventory including emission load of NO_x from vehicles according to which the share of trucks and passenger cars (includes diesel, gasoline & CNG cars) in NO_x emissions from vehicles are 21% and 17% respectively

(b) Universalization of Bharat Stage IV emission norms by 1st April, 2017 and Bharat Stage VI by 1st April, 2020 has been proposed by Government to mitigate pollution from vehicular emission.

(c) Government has introduced cleaner / alternate fuels like gaseous fuel (CNG, LPG etc.) through establishment of Auto LPG dispensing stations and promotion of Electric Vehicles through the scheme for Faster Adoption and Manufacturing of (Hybrid and) Electric Vehicles in India – FAME.

(d) Government has taken up steps for scrapping of old vehicles under Vehicle Fleet Modernisation Programme as there is no deregistration provision in the Motor Vehicles, Act.

(e) Government has taken several steps to check vehicular pollution which, *inter alia*, include introduction of cleaner / alternate fuels; universalization of BS-IV by 2017; leapfrogging from BS-IV to BS-VI fuel standards by 1st April, 2020; promotion of public transport and network of metro, e-rickshaws, promotion of car pooling, Pollution Under Control Certificate, lane discipline, vehicle maintenance, apart from issuance of comprehensive set of directions under Section 18(1)(b) of Air (Prevention and Control of Pollution) Act, 1981 and under Section 5 of Environment (Protection) Act, 1986 which also include control of vehicular pollution; etc.
