GOVERNMENT OF INDIA
MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE

LOK SABHA
UNSTARRED QUESTION NO.2659
TO BE ANSWERED ON 02/08/2016

Vehicular Pollution

2659. SHRI M.K. RAGHAVAN:

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

(a) the pollution/emission level of vehicles recorded in New Delhi for the last 6 months;

(b) whether any change in level of vehicle pollution has been noticed after the odd-even formula adopted by the NCT of Delhi and if so, the details thereof;

(c) if not, the reasons therefor and the alternatives proposed to be taken in this regard; and

(d) the steps being taken to ensure that BS-IV or BS-VI fuels are available for pollution free vehicles in the country?

ANSWER

MINISTER OF STATE (INDEPENDENT CHARGE) FOR ENVIRONMENT, FOREST AND CLIMATE CHANGE

(SHRI ANIL MADHAV DAVE)

(a) Pollution due to vehicular emissions are not recorded separately in the ambient air. A source apportionment study can indicate the emission inventory from various sources. However, the ambient air quality data monitored in Delhi under National Air Monitoring Programme (NAMP) by the Central Pollution Control Board (CPCB) during last 6 months from December, 2015 to May, 2016 indicates that SO_2 ranges between 5 to 11 $\mu g/m^3$ (24 hourly standards 80 $\mu g/m^3$), NO_2 ranges between 56 to 90 $\mu g/m^3$ (24 hourly standards 80 $\mu g/m^3$), PM_{10} ranges between 225 to 372 $\mu g/m^3$ (24 hourly standards 100 $\mu g/m^3$) and $PM_{2.5}$ ranges between 87 to 196 $\mu g/m^3$ (24 hourly standards 60 $\mu g/m^3$). The parameters, except SO_2 are exceeding the stipulated air quality standards.

(b) & (c) The assessment of CPCB during Odd-Even phase-I has revealed no clear trend and wide fluctuations observed in the concentrations while assessment done during Odd-Even phase-II indicated the ambient air quality in Delhi during the Odd-Even implementation period is found to be more deteriorated than the one when the said restriction was not in force. It is evident that the meteorology and emissions from other polluting sources have been major factors impacting air quality of Delhi during the period. Higher wind speeds and mixing height in general result in better dispersion and lower pollution levels. Overall, it can be stated that while some change in level of air pollution is likely to happen due to odd-even scheme, a single factor or action cannot substantially account for air pollution levels in Delhi. Therefore, a comprehensive set of actions following an integrated approach is required to make substantial improvement in air quality. Action taken in this regard include Notification of Ambient Air Quality Standards; formulation of environmental regulations / statutes;

setting up of monitoring network for assessment of ambient air quality; introduction of cleaner / alternate fuels; promotion of cleaner production processes; launching of National Air Quality index; taxing polluting vehicles and incentivizing hybrid and electric vehicles; comprehensive amendments to various Waste Management Rules; ban on burning of leaves, biomass, municipal solid waste; promotion of public transport; revision of existing environmental standards and formulation of new standards; installation of on-line continuous (24x7) monitoring devices by major industries etc.

d) The Ministry of Road Transport & Highways (MoRTH) has issued draft notification GSR 405(E) dated May 19, 2015 regarding implementation of BS-IV emission norms for all categories of four wheelers and its commensurate improved fuel quality in the entire country by 1st April, 2017. Further it has also been decided to leapfrog directly from BS-IV to BS-VI fuel standards by 1st April, 2020.

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