



No.: CHT/ED/06 / 2342

12.03.2020

**Sub:** Lok Sabha : Diary No: 10950 dated 9.3.2020 to be answered on 23.03.2020 regarding BS-VI Fuel

**Q (a)** The date from which the Government is making BS-VI mandatory for vehicles;

**Ans (a):** Govt. has decided BS-VI grade fuel mandatory for vehicles across the country from 1<sup>st</sup> April, 2020.

**Q (b)** Whether the Oil companies have decided to increase price of petrol and diesel from April this year to meet the additional expenses due to BS-VI;

**Ans (b):** Reply may be obtained from PPAC/OMCs.

**Q (c)** Despite the fact that crude prices are at comfort zone, the reasons to increase the price of petrol and diesel and whether the Ministry has given any direction restraining oil companies from resorting to such move; and

**Ans (c):** Reply may be obtained from PPAC/OMCs.

**Q (d)** if not, the reasons thereof or will the Ministry reduce tax on petrol and diesel to help oil companies and if not, the reasons thereof?

**Ans (d):** Reply may be obtained from PPAC/OMCs.

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**Note for Supplementary to Parliament Question 10950 dated 9.3.2020 to be answered on 23.03.2020 regarding BS-VI Fuel**

India has large population that is rapidly motorising. This has been resulting in the increase in pollutant level like PM 2.5 and NOx in environment. These have adverse impact on the health of people, particularly the ones who are exposed to the vehicular pollution. Therefore reducing vehicular emissions and increasing fuel efficiency became essential direction for India to take with sense of responsibility and urgency.


The Govt. of India has taken several policy measures like improvement in quality of fuels and vehicular technology to bring down the emissions from the tail pipe. Liquid fuels MS and HSD are the most common automobile fuels in India as everywhere. MoP&NG has progressively upgraded the quality of these two major fuels in short span to keep pace with the technology and also quality levels in the advanced countries. This also enabled advances in the vehicle technology.

The proposed BS-VI regulation will reduce diesel Sulphur content to a maximum of 10 ppm, enabling the introduction of advanced emission control technologies, including diesel particulate filters (DPF) to reduce PM and selective catalyst reduction (SCR) systems for reduction in NOx emissions in diesel passenger cars. The Proposed BS-VI regulation for Gasoline Sulphur to 10 ppm shall enable meeting BS-VI emission from Gasoline passenger cars.

Capital Investment of more than Rs 30,000 crore is anticipated for improving fuel quality to BS-VI for both Petrol and Diesel by PSU refineries.

Each refinery after exhaustive study identified technological interventions in terms of setting up of new units as well as revamp of existing units. New units like diesel hydro-treating, hydrocrackers etc, have been envisaged for reduction of sulphur in Diesel. For reduction of sulphur in gasoline, new units like PrimeG, Isomerisation, reformers were identified. These units are to be commissioned with a very tight implementation schedule.

Marketing Companies have worked out detailed plan for smooth roll over to BS-VI on PAN India basis.

  
12/3/2020