



No.: CHT/ED/06/2323

02.03.2020

**Sub: Lok Sabha : Diary No: 5761 to be answered on 06.03.2020 regarding Pollution from Vehicles**

**Q (a) Whether the Government has taken note that vehicular pollution is increasing day by day and if so, the details thereof;**

Ans. (a) MoEFCC and MoRTH may reply.

**Q (b) Whether the Government has formulated any action plan to curb vehicular pollution and reduce carbon emission of vehicles and if so the details thereof:**

Ans.(b) Yes, Government has been continuously tightening vehicular emission norms and improving fuel quality. Govt. has decided to leapfrog directly from BS-IV to BS-VI by skipping BS-V emission norms, and from 1st April, 2020, BS-VI auto fuels having 10 ppm sulphur shall be introduced across the country.

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 Particulate Matter (PM) emission by more than 80% and selective catalyst reduction (SCR) systems for reduction in NOx emissions by about 70% in BS-VI Diesel vehicles.

The Proposed BS-VI regulation for Gasoline Sulphur to 10 ppm shall enable meeting BS-VI emission from BS-VI Gasoline vehicles i.e NOx reduction by about 25%.

Further, considering the recent rise in environmental pollution in Delhi & NCR, Government has started supply of BS-VI fuel from 1.4.2018 in NCT of Delhi, followed by major parts of NCR from 1st April, 2019. The 7 districts of Haryana in NCR has already been covered from 1st Oct, 2019 leaving 6 districts of Haryana in NCR, which would be covered along with nationwide supply of BS-VI quality fuels by 1st April, 2020.

**Q (c) Whether the Government has undertaken any study to substitute the hazardous aromatics in vehicles fuel;**

Ans.(c) India is following European Union Standards w.r.t. Vehicular Emission, which includes reduction of Sulphur and Aromatics in Auto Fuel. Accordingly, the limit of aromatic content of 42% max in Gasoline was introduced along with BS-III norms, which was subsequently reduced to 35% along with introduction of BS-IV. Further, Benzene limit of 5% max was introduced along with introduction BS-2000 norms, which has been gradually reduced to 1% max. along with BS-III norms.



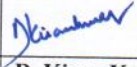
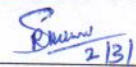
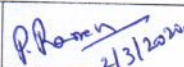
Similarly, Poly Aromatic Hydrocarbon (PAH) limit of 11% max in Diesel was introduced along with BS-III norms, which has been brought to 8% for BS-VI fuel.

**Q (d) Whether the Government proposes blending of Ethanol with fuel as one of the solutions for air pollution and if so the details thereof;**

**Q (e) The Steps taken/being taken by the Government in this regard ?**

Ans(d&e): Yes. To augment availability of ethanol, Govt. of India has launched National Policy on Bio-fuels in June, 2018, which aims to utilise, develop and promote domestic feedstock and its utilisation for production of Bio-fuels. Thrust is being given to Advanced Bio-fuels i.e. 2G Ethanol, which can be sourced from Wastes such as Crop Residue, Bio-mass, Industrial Waste etc. The policy aimed at accelerated promotion of Bio-fuels with indicative target of achieving 20% blending of Ethanol in Petrol by 2030.

Further, Pradhan Mantri JI-VAN Yojna was announced in March, 2019 for promotion of 2G Ethanol by providing financial support in the form of VGF to Integrated Bio-Ethanol Projects using Lignocellulosic biomass and other renewable feedstock for setting up of 12 Commercial unit (combined capacity of ~ 40 Crore litre per annum) and 10 demonstration units at semi-commercial level.

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