Pollution Control Implementation Division - III

Environment Pollution (Prevention and Control) Authority For the National Capital Region

The EPCA monitored implementation of action points enlisted in the "White Paper on Pollution with an Action Plan", priority measures for vehicular pollution control and implementation of P.K. Kaul Committee recommendations as directed by the Hon'ble Supreme Court vide order dated November 16, 1998. The EPCA also prepared special reports as desired by the Hon'ble Supreme Court. Since its inception, EPCA held 199 meetings for monitoring implementation of the action points and priority measures. EPCA also visited several sites to check compliance by various agencies. Concerned Departments/Ministries of the Central Government and State Governments, and other agencies were persuaded for implementation.

The issues taken up by the EPCA included fuel quality, pre-mixed oil dispensers, adulteration of fuels, fuel testing laboratory, vehicle technology, emission warranty for vehicles, setting up of CNG outlets, conversion of public transport fleet to CNG mode, traffic management, construction of ISBT's, Setting up of inspections and certification centres, sewage treatment and common effluent treatment plants. In addition, the EPCA had examined interlocutory applications, and other matters referred by the Hon’ble Supreme Court and appropriate action was taken. A project on traffic management at Chandini Chowk was commissioned during year 2000-01. With a view to get feedback and suggestions to reduce pollution problems, an interaction meet with NGOs was organised in September 2000. Besides it, EPCA has undertaken mass awareness programmes on several occasions.

Since its inception in 1998, the EPCA is pursuing the various agencies to implement plan of action of white paper, priority measures for air pollution control and various orders by Hon'ble Supreme Court. The issues where significant progress has been achieved areas below:

1. Fuel Quality

In 1997, the sulphur content in diesel was 0.25 %, which has been brought down to 0.05 % with effect from 1.4.2000 and made available at selected outlets in NCT of Delhi. Supply of this diesel was extended to the entire NCT of Delhi from 1.3.2001 and the NCR from 1.7.2001. Petrol quality has since been improved in respect of benzene and sulphur and lead content. Unleaded petrol was introduced in April 1995 for new four-wheeled vehicle in Delhi. Leaded petrol was completely phased out from NCR w.e.f 1.9.1998 and throughout country w.e.f. 1.1.2000. Petrol supply with 0.05% sulphur content from 1.4.2000 and 1 % benzene content from 1.10.2000 was made available in NCT of Delhi. Supply of 1 % benzene content petrol was increased to the entire NCR from 1.4.2001. In 1997, these parameters were 0.1 % and 5.0 % respectively.

2. Premixed Oil Dispensers

To ensure use of 2% 2T Oil by for two/three wheelers, supply of only pre-mixed fuel (2T oil & petrol) from all petrol pumps was directed by EPCA. The MoP&NG has provided pre-mix dispensers at all petrol pumps in NCT of Delhi.

3. Measures to Prevent Adulteration of Fuels

Adulteration of fuels is one of major causes for excess emission of pollutants from vehicles. To check adulteration, EPCA proposed setting up of two independent Fuel Testing Laboratories after consultation
with the Ministry of Petroleum and Natural Gas and the Society for Indian Automobile Manufacturers. The Hon'ble Supreme Court approved the proposal of the Authority vide its order, dated 28.7.98.

Accordingly, one independent fuel-testing laboratory an NOIDA has been commissioned since November 2000 with testing capacity of 200 samples per month. The laboratory is maintained by Society for Petroleum Laboratory with members from Indian Oil, Oil Coordination Committee, Central Pollution Control Board, Indian Institute of Petroleum, Delhi Govt., Bharat Peroleum, Hindustan Petroleum, IBP, SIAM and Tata Energy Research Institute. Other laboratory is to be established at Gurgaon, which has been kept in abeyance as the funding pattern for operation and maintenance, is yet to be resolved.

The EPCA had also asked MoP&NG to take measures to prevent fuel adulteration. The MoP&NG has taken preventive measures, which include issuance of the Solvent, Raffinate and Slop (acquisition, sale, storage and prevention of use in automobiles) order, 2000; and the Naphtha (acquisition, sale, storage and prevention of use in automobiles) order, 2000. While the Naptha order is in various stages of implementation, the order on solvents remains dormant.

4. Improvement in Vehicle Technology

Suspended Particulate Matter is one of the main pollutants in ambient air of Delhi, which is higher than the national ambient air quality standards and thus require special approach to tackle air pollution. EPCA, therefore, recommended ban on registration of new passenger vehicles on diesel in NCT Delhi. However, the Hon'ble Supreme Court has directed registration of Bharat Stage I (Euro I) compliant light vehicles from 1.6.1999 and Bharat Stage II (Euro II) compliant light vehicles from 1.4.2000. Thus, there is significant improvement in vehicle technology as EURO I compliant vehicle was earlier proposed from 1.4.2000 and EURO II by 2005.

5. Emission Warranty

EPCA took up the issue of emission warranty with Society of Indian Automobile Association (SIAM). The SIAM has now agreed to give emission warranty for all the categories of vehicles including passenger cars, multiutility vehicles (MUV), commercial vehicles and 2/3-wheelers. The warranty will be valid for all new passenger cars, multiutility vehicles and 2/3-wheelers sold after July 1, 2001, and for commercial vehicles from the date of implementation of Bharat Stage II emission norms. To begin with, the warranty will be valid in Delhi, Mumbai, Kolkata and Chennai where Bharat Stage II emission norms are implemented. The warranty period of each vehicle category will be as follows:

- 2 wheeler : 30,000 km or 3 years whichever occurs earlier
- 3 wheeler : 30,000 km or 1 year whichever occurs earlier
- Passenger cars : 80,000 km or 3 years whichever occurs earlier
- MUVs : 80,000 km or 3 years whichever occurs earlier
- Commercial Vehicles : 80,000 Km or 1 year whichever occurs earlier

EPCA is of the view that the warranty period should be for longer and more mileage for different categories of vehicles should be provided.