

**GOVERNMENT OF INDIA  
ENVIRONMENT AND FORESTS  
LOK SABHA**

STARRED QUESTION NO:322

ANSWERED ON:17.12.2012

BAN ON SALE OF DIESEL VEHICLES

Hazari Shri Maheshwar ;Vardhan Shri Harsh

**Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:**

- (a) whether the Government has made any assessment regarding the adverse impact of the increasing number of diesel vehicles on the air quality of various cities in the country;
- (b) if so, the details thereof and the outcome thereof;
- (c) whether the Environmental Pollution Control Authority or any other Expert Committee has suggested to discourage the sale of diesel vehicles;
- (d) if so, the details thereof and the reaction of the Government thereto; and
- (e) the action taken/proposed to be taken by the Government in this regard?

**Answer**

MINISTER OF STATE (INDEPENDENT CHARGE) FOR ENVIRONMENT AND FORESTS (SHRIMATI JAYANTHI NATARAJAN)

(a) to (e) A Statement is laid on the Table of the House.

STATEMENT REFERRED TO IN REPLY TO PARAS (a) to (e) OF THE LOK SABHA STARRED QUESTION NO. 322 FOR 17.12.2012 REGARDING BAN ON SALE OF DIESEL VEHICLES BY SHRI MAHESHWAR HAZARI AND SHRI HARSH VARDHAN

(a) to (d) The Central Pollution Control Board (CPCB) had carried out source apportionment studies in the year 2007 in six cities namely Bangalore, Chennai, Delhi, Kanpur, Mumbai and Pune. As per the studies, the ambient air quality data of these cities in respect of Particulate Matter (PM<sub>10</sub>) revealed that contribution due to all vehicles is ranging from 2% to 48% (Bangalore : 11-23%, Chennai : 35-48%, Delhi : 9-21%, Kanpur : 15-17%, Mumbai : 8-26%, and Pune : 2-10%).

The Environment Pollution (Prevention and Control) Authority (EPCA) for the National Capital Region (NCR) in the year 2007 filed a detailed report titled "Controlling Pollution from the Growing Number of Diesel Cars in Delhi" in the Supreme Court in Writ Petition (C) 13029/1985. In the report, EPCA has recommended to the Hon'ble Court that there is a need to ban the use of diesel in cars in Delhi. The EPCA in another report in 2012 has stated that the benefits of Compressed Natural Gas (CNG) transition are not visible due to growth in diesel vehicles, because diesel vehicles are known to emit higher smoke, particles and Nitrogen Oxides (NO<sub>x</sub>) than petrol fuelled cars. The EPCA has also observed that in Delhi the growing number of vehicles particularly the diesel vehicles is negating all efforts made to reduce air pollution by phasing out diesel buses and converting them to CNG mode.

(e) The Government has taken several steps to curb vehicular pollution which inter alia include:

- i. Bharat Stage IV emission standards have been implemented for all categories of new vehicles (except two and three wheelers) in 13 mega cities namely Delhi (NCR), Mumbai, Kolkata, Chennai, Bangalore, Hyderabad, Ahmedabad, Pune, Surat, Kanpur, Agra, Lucknow & Sholapur from the year 2010.
- ii. Sulphur content in diesel and petrol reduced further to 0.005 % (50 mg/kg) in the 13 mega cities by 01.04.2010. The amount of sulphur in diesel and petrol is 0.035% (350 mg/kg) and 0.015 % (150 mg/kg) respectively rest of the country.
- iii. The Bharat Stage III standards have been implemented for all categories of two and three wheelers all over the country.
- iv. Auto-Fuels compliant to B.S III (whole country) and B.S IV (for 13 cities) specifications are made available in the respective cities.
- v. Pollution Under Control (PUC) norms have been implemented for both gasoline and diesel vehicles.
- vi. Alternate clean fuels like CNG, Liquefied Petroleum Gas (LPG), Electric vehicles, bio-diesel etc have been promoted/encouraged and incentivised.
- vii. Bye-passes have been constructed to avoid unnecessary entry into the city of heavy duty vehicles and other vehicles carrying cargo for other destinations.

viii. Mass transport system has been strengthened to discourage use of private vehicles (including diesel cars).