Challenges with Ban of BS-IV Vehicles

What is the issue?

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- Supreme Court has ordered for complete ban of the sale and registration of Bharat Stage IV vehicles from April 1, 2020.
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- But due to various practical challenges the Supreme Court’s order has slipped under the public radar.
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What is the Supreme Court’s order on BS-IV vehicles?

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- One of the best measures to improve air quality that Delhi government took last year was to advance the introduction of BS VI (a version of Euro 6) standard fuel in Delhi from April 2018.
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- This is two years earlier than originally scheduled, while ensuring that the cleaner fuel doesn’t cost more for users.
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- By 2020, this cleaner BS-VI fuel is supposed to be available in the entire country, beginning with the Delhi suburbs of Haryana and UP from April 2019.
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- The Court order now mandates that, from 2020, even vehicle engines will comply with the better emission norms.
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What are the challenges with the rulings?

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- **Fuel and Engine mismatch -** Currently, the cleaner fuel, used by the same old cars with their non-BS-VI compatible engines, gives less than half of the benefits it is capable of.
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- **Less Manufacturing input -** The other challenge is pushback, likely from Indian automobile manufacturers, historically one of India's strongest commercial lobbies.
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- Many Indian vehicle manufacturers don't seem to be getting ready for upgraded engines, much of which is still using even dirtier BS III grade fuel.
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- **Pricing Factor -** New cars with BS-VI engines will clearly be more expensive.
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- At the same time, demand for cheaper cars is always higher, so the resale market for BS-IV and older cars will be more robust.
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What measures needs to be taken?

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- Air knows no geographic boundaries, and with pollution increasingly being recognized as a national as opposed to a Delhi-only problem, the only way to get optimal benefit is to have both the fuel and engine on the same stage emission norms all over the country.
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- Government and courts must make it clear to automakers that all new cars must have BS-VI compliant engines and that no extension of any deadlines will be entertained or permitted in this regard.
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- The legislature, judiciary and executive must work together to ensure the pricing of newer cars and the existing fleet, alike.
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- India should push for a law that mandates retrofitting modern particulate cleaning technology in existing vehicles to reduce tailpipe emissions at source.
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- A simple "carbon cutter," an indigenous solution, can be installed in tailpipes of all non-BS-VI vehicles.

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- Carbon cutter filter less technology thickens microscopic PM2.5 particles to a denser form and collects this matter, which can be upcycled as ink or paint.
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Source: Financial Express

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