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CAFE-2 Regulations and BS-VI Stage II Norms

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Why in News

The **auto industry** has **requested the government to defer the implementation of Corporate Average Fuel Efficiency (CAFE-2) regulations and BS-VI stage II norms to April 2024**, given the **impact of the lockdown** measures.

As of now, the **CAFE-2 norms and BS-VI stage II norms** are set to come into effect in **2022** and **April 2023** respectively.

Key Points

- **Corporate Average Fuel Efficiency (CAFE-2) Regulations:**

- **About:**

- **CAFE or Corporate Average Fuel Efficiency/Economy** regulations are in force in many advanced as well as developing nations, including India.
 - They **aim at lowering fuel consumption** (or improving fuel efficiency) of vehicles by **lowering Carbon dioxide (CO₂) emissions**, thus serving the **twin purposes** of **reducing dependence on oil** for fuel and **controlling pollution**.
 - **Corporate Average** refers to **sales-volume** weighted average for every auto manufacturer. The idea of CAFÉ is to push manufacturers to achieve fuel efficiency targets by **producing and selling more fuel-efficient models**, including electric vehicles

- **Launch in India:**

- The CAFÉ standards **were first notified in 2017** by the Union **Ministry of Power (MoP)** under **Energy Conservation Act, 2001**.
The regulation is **in accordance with the fuel consumption standards of 2015** that aim to **increase fuel efficiency of vehicles road by 35% by 2030**.
 - The **Ministry of Road Transport and Highways (MoRTH)** is the **nodal agency** responsible for monitoring and reporting a summary of annual fuel consumption by automobile manufacturers at the end of each fiscal year.
 - The regulation was **introduced in two target phases: Carbon dioxide emission target of 130 gram/kilometre by 2022-23** and **113 g/km 2022-23 onwards**.

- **Applicability:**

- The norms are applicable for **petrol, diesel, Liquefied Petroleum Gas (LPG) and Compressed Natural Gas (CNG) passenger vehicles**.

- **BS-VI Stage II Norms:**

- Bharat Stage (BS) emission standards are laid down by the government to **regulate the output of air pollutants from internal combustion engine and spark-ignition engine equipment**, including motor vehicles.
- These standards are targeted at making **improvements in three areas** - emission control, fuel efficiency and engine design.
- The central government has **mandated** that vehicle makers must manufacture, sell and register **only BS-VI (BS6) vehicles from 1st April, 2020**.
BS-VI is **equivalent to Euro-VI norms** currently in place across countries in Europe.
- As per BS-VI emission norms, **petrol vehicles** will have to effect a **25% reduction in their NOx**, or nitrogen oxide emissions. **Diesel engines** will have to **reduce their HC+NOx** (hydro carbon + nitrogen oxides) **by 43%**, their **NOx levels by 68%** and **particulate matter levels by 82%**.
- **Sulphur content** in fuel is a **major cause for concern**. BS-VI fuel's sulphur content is much lower than BS-IV fuel. It is reduced to 10 mg/kg max in BS-VI from 50 mg/kg under BS-IV.
- Some of the **measures to be introduced from 2023 onwards** include deciding the **confirmatory factor for in-service compliance, market surveillance and independent verification testing** of in-use vehicles by regulatory authorities, adoption of **more stringent driving cycle for emissions testing, public disclosure of emissions data** by the manufacturers on publicly accessible websites, and **on-board fuel consumption meters** among others.

Source: IE