



Vehicle Scrapping in India

 drishtias.com/printpdf/vehicle-scrapping-in-india

Why in News

Recently, the **Centre for Science and Environment (CSE)** has released a report titled **“What to do with old vehicles: Towards effective scrappage policy and infrastructure”**, which suggests **parameters of an effective vehicle scrapping policy** for India.

CSE is a **non-profit, public interest research and advocacy organisation** based in New Delhi. It researches into, lobbies for and communicates the **urgency of development that is both sustainable and equitable**.

Key Points

- **About the Policy:**
 - The **Ministry of Road Transport and Highways** has formulated a note for the Cabinet on the creation of an **ecosystem for voluntary and environment-friendly phasing out of unfit and old polluting vehicles**.
 - The proposed policy **awaits for Cabinet’s approval** and once approved, will be **applicable on all vehicles**.
- **Concerns on Vehicles:**

India will have **over two crore old vehicles nearing the end of their lives by 2025**. These, along with other unfit vehicles, will cause **huge pollution and environmental damage**.

- **Existing Initiatives:**

- **Bharat Stage VI (BS-VI) Emissions Standards:**

- It provides an opportunity to renew the fleet with significantly cleaner vehicles as BS-VI heavy-duty vehicles are **designed to emit 35 times lesser particulates** compared to BS-I vehicles.

- **Electric Vehicle (EV) Incentives:**

- In August 2020, Delhi government notified the **Electric Vehicles Policy 2020**, which lays the maximum emphasis on replacement of two-wheelers, public transport and shared vehicles and goods-carriers instead of private four-wheelers, with EVs.

- **National Clean Air Programme:**

- Under it, polluted cities have **included old vehicle phase-out** as part of their **clean air action**.

- **Suggestion by the Report:**

- **Safe disposal and material recovery** should be the **critical parameters** of an effective vehicle scrapping policy.

- The policy must **leverage the opportunities to maximise emissions gains** from the replacement of end-of-life vehicles and **recover material from the wasted clunkers** (dilapidated vehicle or machine) **for reuse and recycling**.

- There is a **need to link economic recovery and fiscal stimulus with the replacement of older heavy-duty vehicles with BS-VI vehicles**.

- The scrapping scheme should **incentivise replacement with EVs for personal cars and two-wheelers**.

- Vehicles **should not contain toxic metals like lead, mercury, cadmium or hexavalent chromium** other than specified conditions.

- There should be efforts to **include Extended Producer Responsibility (EPR) and making the rules legally binding**.

- **Environmentally sound vehicle scrapping infrastructure should be scaled up** country-wide for safe disposal of waste and for material recovery for recycling like steel, aluminium and plastics.

- India needs a well-designed scrapping policy to **lower emissions, reduce environmental damages and recover material from clunkers** as part of post-**Covid-19** efforts towards a green India.

WHAT IS VEHICLE SCRAPPAGE POLICY

After numerous delays, India may soon implement the policy for old vehicles

The What...

- Old and polluting cars to be sent to scrapyards.
- Owners of such vehicles to be compensated based on certain conditions.
- The compensation amount may be equal or more to resale value of such vehicles.

The Why...

- Taking old and polluting vehicles off roads can help the environment.
- Many parts from old vehicles can be recycled. Parts that cannot be recycled need to be disposed off in an environmentally-safe manner.
- Can create boost in demand for new vehicles.

...and The Concerns

- Who will bear the cost of compensation?
- Which vehicles would be eligible?

Source: DTE