

BS IV Deadline

What is the issue?

\n\n

\n

- As a response to precipitous decline in air quality, the government had initiated the Bharat Stage IV (BS-IV) that were supposed to come into effect across the country from April 2017.

\n

- But most players in the automobile sector are now asking the government to relax the deadline.

\n

\n\n

What are BS norms?

\n\n

\n

- BS emission standards, introduced in 2000, have been set up to **regulate the output of air pollutants from internal combustion engine equipment**, including motor vehicles.

\n

- The different norms are brought into force in accordance with the timeline and standards set up by the Central Pollution Control Board.

\n

- The BS norms are based on European regulations.

\n

- In 13 major cities, Bharat Stage IV emission standards were put in place in April 2010.

\n

- Typically, the higher the stage, the more stringent the norms. The current norms in India are BS IV in 33 cities and BS III in the remaining country.

\n

- Implementation of the BS V standard that was earlier scheduled for 2019 has now been skipped.

\n

- BS VI, originally proposed to come in by 2024 has been now advanced to 2020, instead.

\n

\n\n

Why is the shift to BSIV necessary?

\n\n

- \n
- The studies suggest that vehicular pollution is one of the key contributors to the high levels of pollution in Indian cities.
- \n
- A recent study on Delhi's pollution showed that **28% of the pollution is due to vehicular emissions.**
- \n
- The shift to BS IV will require cleaner fuel quality and improvements in engines and exhausts like fitting the vehicles with diesel particulate filter (DPF), selective catalytic reduction (SCR) etc.
- \n
- Hence this will reduce the vehicular pollution thereby increasing the air quality.
- \n

\n\n

Why the industry's demand is flawed?

\n\n

- \n
- Currently the automobile sector wants a relaxation of the deadline again.
- \n
- This reflects poorly on the industry's commitment to improving air quality.
- \n

\n\n

- \n
- The overall demand for private vehicles is quite rigid in India and, therefore, any increase in cost that affects all producers equally will not significantly impact industry-level sales in the long run.
- \n
- The vehicular pollution, significantly worsens the health of all Indians therefore cannot be taken lightly on the cost of economic development.
- \n
- Also, being at the frontline of global standards, will improve the ability of Indian automobile sector to compete globally.
- \n

\n\n

What is the way forward?

\n\n

\n

- The government should remain firm on auto emission norms deadline
- Given the alarming rise in pollution levels, the government might even consider advancing the BS VI deadline from 2020 to an earlier date.
- Europe has achieved the result only after facing stiffer timelines.
- Also, the industry's tendency to lobby for delays can be checked if deadlines are staggered.
- If the environmental norms are applied in one go , the deadline of BS-IV norms applied to sales of older technology vehicles will make it worthless.
- But a staggered deadline will allow companies to gradually shift production to better engines and avoid a situation where producers are stuck with unsold inventory.

\n

\n\n

\n\n

Source: Business Standard

\n

