

## **Controlling Air Pollution - Global Experience**

### **What is the issue?**

\n\n

Delhi government needs to look at the experience of global cities in cutting down their automobile usage and to improve air quality.

\n\n

### **What are the measures taken by the government?**

\n\n

\n

- The Delhi government recently flagged off a trial run for its first e-buses.
- The government's looking to add 1,000 electric and 3,000 CNG buses to Delhi Transport Corporation's fleet by end-2019.
- It also aims to build sleek, modern bus terminals to spur people to switch from private transport and taxis to buses.
- However, far more needs to be done to reduce pollution as the air quality index hits new high in the city.
- The air quality index has topped 600 in many parts of Delhi (the WHO mentions any reading over 25 harmful), making it the most polluted mega-city globally.
- Successive Delhi governments and the courts have attempted to devise solutions for Delhi's pollution, but their actions have been scattershot.
- The new BS-VI cleaner fuels are already selling in Delhi and very recently, the ageing Badarpur power station was closed.
- Also, new restrictions were placed on trucks entering Delhi and on construction.
- But the government constantly relies on short-term solutions, while lacking consistency in its implementation.

\n

- For example, though the court ordered ban on SUV registrations in Delhi, the Delhi government swiftly withdrawn the ruling.

\n

\n\n

## **What are the global experiences in this regard?**

\n\n

\n

- London was an early starter in discouraging car use and is world leader among big cities in putting up roadblocks to automobiles.

\n

- The congestion charges levied in the country slashed the number of vehicles using the central zone by 39% between 2002 and 2014.

\n

- From April, London will charge drivers of older petrol and diesel cars a Euro 12.50 fee on top of the existing Euro 11.50 congestion charge to drive into the central Ultra-Low-Emission-Zone.

\n

- Only Electric Vehicles will be exempt from this congestion charge.

\n

- In Germany, a German court ruled that cities can ban diesel vehicles to fight air pollution.

\n

- Spain recently imposed stringent new rules banning older petrol and diesel vehicles from a two-sq-mile zone in Central Madrid.

\n

- The city reports the ban has already cut the number of vehicles plying the roads by 20% and public transport speeds have risen by 14%.

\n

- China, on its part, is rolling out extensive EV infrastructure and offering automakers numerous incentives to produce clean cars.

\n

\n\n

## **What should be done?**

\n\n

\n

- Vehicular pollution account for one-third of overall pollution in Delhi.

\n

- The Delhi metro lacks last-mile connectivity and carries just 5-6% of total commuters.

\n

- Many pollution-checking centres were recently found to be not working and older vehicles are still plying Delhi streets while others are sold and exported to less strict smaller cities.

\n

- Hence, Delhi needs to promote public transport, taxi services like Uber and extensive bicycle routes to reduce vehicular pollution.

\n

- Also, like Netherlands, the government can give tax credits for cycling commuters to encourage bicycling.

\n

- Though congestion charges can be introduced, it is not a one-stop measure to control vehicular pollution in the city.

\n

- For example, since taxis were exempt from congestion charges in London, the number of taxi-rides into London's restricted zone increased by 29%.

\n

- Thus, the promotion of alternate mode of transport does not seem to drastically reduce the pollution levels in the city.

\n

- Also, though there are efforts to promote electric vehicles in Delhi, speeds in EVs are slower and in sprawling cities like Delhi, the distances the e-vehicles can go are often not enough.

\n

- The electric buses also cost significantly more than CNG buses, raising concerns on the affordability of the measure.

\n

\n\n

\n

- Though India declared a goal of 30% of vehicles to be electric by 2030, there's still no clear-cut policy framework for achieving even that target.

\n

- Hence, a clear policy framework has to be laid down for it, along with road safety for cyclists and better sidewalks to encourage walkers.

\n

\n\n

\n\n

**Source: Business Line**

\n



**SHANKAR**  
**IAS PARLIAMENT**  
*Information is Empowering*