

## **Enforcement of BS-VI standards in India**

### **Why in news?**

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Supreme Court ordered a complete ban on the sale and registration of Bharat Stage IV (BS-IV) vehicles in the country from April 1, 2020.

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### **What was the ruling?**

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- The manufacturers were allowed to manufacture BS-IV vehicles till March 31, 2020

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- So the government proposed to give reasonable time till June 30, 2020, to sell those BS-IV vehicles.

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- However, the court ordered that only BS-VI vehicles will be allowed after the April 1, 2020, at the same time BS-VI grade petrol and diesel would also come into force across the country.

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- The court also said that the right to life (Article 21) includes the right of a citizen to live in a clean environment

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- The court said the need of the hour was to move towards usage of cleaner fuel along with developing an engine accommodative to the fuels.

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### **What are Bharat Stage emissions standards?**

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- The Bharat Stage emission standards are standards instituted by the government to regulate the output of air pollutants from the internal combustion engines.

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- It includes both emission standards for new vehicles as well as specifications for commercial petrol and diesel fuels.  
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- In April 1999 the Supreme Court of India ruled that all vehicles in India have to meet Euro I or India 2000 norms by 1 June.  
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- The Central Pollution Control Board sets timelines and standards which have to be followed by automakers.  
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\n Standard \n	\n Reference \n	\n Year \n	\n Region \n
\n India 2000 \n	\n Euro 1 \n	\n 2000 \n	\n Nationwide \n
\n BS-II \n	\n Euro 2 \n	\n 2001 \n	\n NCR, Mumbai, Kolkata, Chennai \n
		\n 2003 \n	\n NCR, 13 Cities \n
		\n 2005 \n	\n Nationwide \n
\n BS-III \n	\n Euro 3 \n	\n 2005 \n	\n NCR, 13 Cities \n
		\n 2010 \n	\n Nationwide \n
\n BS-IV \n	\n Euro 4 \n	\n 2010 \n	\n NCR, 13 Cities \n
		\n April, 2017 \n	\n Nationwide \n

\n BS-V \n	\n Euro 5 \n	\n (Skipped) \n	\n - \n
\n BS-VI \n	\n Euro 6 \n	\n April, 2018 \n	\n Delhi NCR ( <a href="#">BS VI Fuel only</a> ) \n
		\n January, 2019 \n	\n 13 Cities (BS VI Fuel only) \n
		\n April, 2020 \n	\n Nationwide (Both BS Fuel & Compliant vehicles) \n

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 • BS norms are based on European emission norms which are referred to in a similar manner of 'Euro 4' and 'Euro 6'.  
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- Implementation of the intermediate BS-V standard was originally scheduled for 2019.  
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- But the Centre had announced that the country would skip the BS-V norms altogether and adopt BS-VI norms by 2020.  
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## What is the difference between BS-IV and BS-VI standards?

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 • The main difference between the existing BS-IV and the upcoming BS-VI auto fuel norms is the **presence of sulphur**.  
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- The BS-VI fuel is estimated to bring around an 80% reduction of sulphur, from 50 parts per million to 10 ppm.  
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- The emission of NOx (**nitrogen oxides**) from diesel cars is also expected to come down by nearly 70% and 25% from cars with petrol engines.  
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- Also, BS VI will bring the cancer causing **particulate matter** in diesel cars by a phenomenal 80%.

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## **What are the concerns raised?**

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- The Supreme Court verdict may hit the automobile industry as it takes years for automakers to develop a new kind of an engine or to tweak around with the current ones used in their vehicles.

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- Then comes the task of setting up full scale production comes up.

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- All of this comes at a cost which eventually makes the vehicle more expensive.

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- This is a cause of concern for automakers given how price sensitive the Indian market is.

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- In the previous transition, automakers were supposed to make their models BS IV compliant by April 1, 2017.

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- While some automakers have met the targets and updated their products, there is a huge stock of vehicles left to be sold into the market that are BS-III compliant and as per the latest SC decision, they won't be able to do so.

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- Recently, Society of Indian Automobile Manufacturers (SIAM) had told the court that the companies were holding stock of around 8.24 lakh such vehicles.

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- Also, there is also the requirement of cleaner fuel to run these vehicles that comply with a stricter emission regulation as it is not feasible to make internal combustion engines pollute less while using poor quality of fuel.

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- Using the introduction of higher grade fuel will be beneficial only if it is done in tandem with the rollout of BS-IV compliant vehicles.

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- Using BS-VI fuel in the current BS-IV engines or, conversely, running BS-VI engines on the current-grade fuel, may be ineffective in curbing vehicular pollution.

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- The Centre argues that automakers have been given enough time for the transition and they have done their part to provide cleaner fuel.

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- However, automakers have a huge stock that does not comply with the soon-to-be-implemented BS VI emission norm and they risk facing huge losses.
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**Source: The Indian Express**

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