

GOVERNMENT OF INDIA
MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE

LOK SABHA
UNSTARRED QUESTION NO. 3
TO BE ANSWERED ON 03.02.2025

Compliance of End-of-Life Vehicles Rules, 2025

3. SHRI ARUN GOVIL:
SHRI VIJAY BAGHEL:
MS KANGNA RANAUT:
SHRI NABA CHARAN MAJHI:
SHRI MANISH JAISWAL:
DR. BHOLA SINGH:
SHRI MAHESH KASHYAP:
SHRI TEJASVI SURYA:
SHRI TAPIR GAO:
DR. RAJESH MISHRA:

Will the Minister of ENVIRONMENT, FOREST AND CLIMATE CHANGE be pleased to state:

- (a) the objectives of the rules notified for End-of-Life Vehicles (ELVs) and the manner in which the said rules have been designed to reduce waste and pollution associated with the disposal of these vehicles;
- (b) the number of authorized vehicle scrapping facilities currently operational in the country and their compliance with environmental safety norms;
- (c) whether the Government plans to provide incentives to encourage vehicle owners to responsibly scrap old vehicles and transition to eco-friendly alternatives;
- (d) the enforcement measures adopted to ensure strict adherence to the new rules among vehicle manufacturers, dealers and recycling units; and
- (e) whether any special arrangements are being made on priority basis to prevent pollution in Singrauli district as it is an industrial and heavily polluted area?

ANSWER

MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE
(SHRI KIRTI VARDHAN SINGH)

(a) & (d): The Ministry of Environment, Forest and Climate Change (MoEF&CC) notified the Environment Protection (End-of-Life Vehicles) Rules, 2025 vide S.O. 98(E) dated 06th January, 2025 for environmentally sound management of end-of-life vehicles. The rules are based on the principle of extended producer responsibility (EPR) where producers of vehicles are given mandatory EPR targets for scrapping of end-of-life vehicles. The rules cover all types of transport and non-transport vehicles, except agricultural tractor, agricultural trailer, combine harvester and power tiller.

Under the said rules, producers have been mandated to fulfil the obligation of Extended Producer Responsibility for the vehicles that the producer has introduced or introduces in the domestic market, including vehicles put to self-use to ensure the specified scrapping targets. Producers have been provided annual targets for scrapping of End-of-life vehicles starting from the year 2025-26 for the vehicles put in the market 15 years ago in case of transport vehicles and 20 years ago in case of non-transport vehicles.

Registered Vehicle Scrapping Facilities (RVSFs) have been mandated to receive unfit vehicles or End-of-Life vehicles for scrapping and must carry out treatment, depolluting, dismantling, segregation and scrapping activities. They are required to send all the recovered and segregated materials from End-of-Life vehicles to the registered recyclers or refurbishers, co-processors for recycling and reuse of components or materials, in case RVSF does have recycling or refurbishing facility. They are further required to send all non-recyclable or non-refurbishable materials and non-utilizable hazardous materials to Common Hazardous Waste Treatment, Storage and Disposal Facility authorised under Hazardous and Other Wastes (Management and Transboundary Movement) Rules, 2016.

Designated Collection Centres by producers are required to handle the End-of-Life Vehicles in an environmentally sound manner and send them to Registered Vehicle Scrapping Facility.

Registered owner of the vehicle or bulk consumer is required to deposit the End-of-Life vehicle at any of the producer's designated sales outlet or designated Collection Centre or Registered Vehicle Scrapping Facility within a period of one hundred and eighty days from the date the vehicle becomes the End-of-Life vehicle.

Under the rules, Central Pollution Control Board (CPCB) in case of producer and State Pollution Control Board (SPCB) in case of RVSF and bulk consumer may, after giving an opportunity of being heard, suspend or cancel their registration, in case of violation or non-compliance of any provisions of these rules.

Returns in respect of obligations provided under the rules are required to be filed by producer, bulk consumer and RVSF on centralised online portal.

CPCB has been mandated to undertake periodic inspection and audit of the producer to ensure that such facility is complying with the requirement under the provisions of these rules. CPCB may undertake or cause to be undertaken by an authorised agency the periodic inspection and audit of the Registered Vehicle Scrapping facility. CPCB may take necessary actions against violations or for non-fulfilment of obligations under these rules against a producer or Registered Vehicle Scrapping Facility or any other person.

Similarly, SPCB has been mandated to undertake periodic inspection and audit, or cause to be inspected by an authorised agency, of the RVSF to ensure compliance of the rules. SPCB is required to undertake periodic inspection and audit, or cause to be inspected by an authorised agency, of the Registered Vehicle Scrapping Facility to ensure the compliance of these rules and may take necessary actions against violations or for non-fulfilment of obligations under these rules against a Registered Vehicle Scrapping Facility or bulk consumer or any other person.

In case, producer or Registered Vehicle Scrapping Facility or bulk consumer fails to comply with the provisions relating to handling and scrapping of End-of-Life vehicles in environmentally sound manner under these rules, are liable to pay environmental compensation for causing loss, damage or injury to environment or public health.

(b): Ministry of Road Transport and Highways (MoRTH) has formulated the Vehicle Scrapping Policy for creation of an ecosystem to phase out older unfit and polluting vehicles. The policy targets scrapping of unfit and polluting vehicles strictly based on their fitness. Under this policy, a network of Registered Vehicle Scrapping Facilities (RVSFs) is envisaged across the country. As on January 2025, 84 RVSFs are operational in the country.

MoRTH notified the Motor Vehicles (Registration and Functions of Vehicle Scrapping Facility) Rules, 2021 prescribe for registration of Registered Vehicle Scrapping Facility (RVSF), criteria for scrapping vehicles, scrapping procedure, audit and certifications for functioning of RVSFs. In addition, RVSF is required to comply with the guidelines 'Environmentally Sound Management of End-of-Life Vehicles' issued by CPCB.

(c): Ministry of Road Transport and Highways (MoRTH) notified the Central Motor Vehicles (Twenty Third Amendment) Rules, 2021 vide GSR 714 (E) dated 04.10.2021, which provide that if a buyer of a new vehicle submits 'Certificate of Deposit' of an end-of-life vehicle then the Registration fee on the new vehicle will not be levied.

Further, MoRTH under the Central Motor Vehicles (Twenty fourth Amendment) Rules, 2021 vide GSR 720 (E) dated 05.10.2021 provides for concession in the motor vehicle tax upto twenty five percent in case of non-transport vehicles and fifteen percent in case of transport vehicles.

In addition, MoRTH has issued the following notifications or advisories to promote adoption of Electric Vehicles and eco-friendly alternatives:

- (a) Vide S.O. 5333 (E) dated 18.10.2018, granted the exemption to the Battery Operated Transport Vehicles and Transport Vehicles running on Ethanol and Methanol fuels from the requirements of permit.
- (b) Vide GSR 525 (E) dated 2.8.2021 exempted the Battery Operated Vehicles from the payment of fees for the purpose of issue or renewal of registration certificate and assignment of new registration mark.
- (c) Vide GSR 302 (E) dated 18.4.2023 to issue All India Tourist permit for Battery Operated Vehicles without payment of any permit fee.
- (d) Vide GSR 749 (E) dated 7.8.2018 to issue registration mark for the Battery Operated Vehicles to be in Yellow colour on Green background for the transport vehicles and for all other cases, in White in colour on Green background.

Further, Ministry of Heavy Industries launched 'PM Electric Drive Revolution in Innovative Vehicle Enhancement (PM E-DRIVE) Scheme' on 29th September, 2024 for promotion of electric mobility in the country with an outlay of Rs 10,900 crore over a period of two years. The scheme provides subsidies or demand incentives worth Rs.3,679 crore to e-2Ws, e-3Ws, e-ambulances, e-trucks and other emerging EVs. It will support 24.79 lakh e-2Ws, 3.16 lakh e-3Ws, and 14,028 e-buses.

(e): Since Singrauli and Sonebhadra fall under severely polluted areas having industrial activities, namely Thermal Power Plants, coal mines, stone crushers, and ash and material transportation, additional safeguards have been put into place.

Ministry of Environment, Forest and Climate Change constituted 'Fly Ash Management and Utilization Mission' on 09th March, 2022 for coordination and monitoring issues relating to handling and disposal of fly ash as well as other related issues regarding pollution due to Thermal Power Plants and other industries in Singrauli and Sonebhadra industrial regions.

Fly Ash Management and Utilization Mission in its meeting held on 23.12.2024 reviewed the implementation of action plans for abatement of pollution submitted by thermal power plants, mines, stone crushers, industries, railway sidings including the utilisation of ash by thermal power plants in Singrauli and Sonebhadra districts and provided directions to State Pollution Control Boards to monitor the implementation of these action plans.

Special environmental safeguards are also incorporated in the specific conditions of Environmental Clearance of various Projects falling within the purview of EIA Notification, 2006, as amended.
