



KAMARAJ IAS ACADEMY
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Bharat Stage Emission norms

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Why is in news? Delhi govt lifts ban from BS-III petrol & BS-IV diesel vehicles

It was introduced in the year 2000.

They are set by the **Central Pollution Control Board** under the Ministry of Environment and Climate Change.

Objective: To **keep air pollutants emitted by the internal combustion engine of vehicles under control.**

They are based on **European (EURO) emission standards.**

Bharat Stage (BS) emission norms were first brought into effect in 2000 under the head "India 2000". This was followed by BS2 in 2001 and BS3 in 2005.

However, the emission norms were made more stringent only with the enforcement of Bharat Stage IV (BS4). Thereafter, the Government of India **skipped the implementation of BS5 in 2016 and decided to introduce Bharat Stage VI (BS6) in 2020** instead.

Difference between BS-IV and BS-VI standards:

The main difference between the existing BS-IV and the upcoming BS-VI auto fuel norms is the presence of sulphur.

The BS-VI fuel is estimated to bring around an 80% reduction of sulphur, from 50 parts per million to 10 ppm.

The emission of NO_x (nitrogen oxides) from diesel cars is also expected to come down by nearly 70% and 25% from cars with petrol engines.

Also, BS VI will bring the cancer causing particulate matter in diesel cars by a phenomenal 80%.

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EFFORTS TO CONTROL EMISSIONS

India embarked on a formal emission control regime in 1991. Here is a brief history of the country's efforts to cut vehicle emission.

1991-92: The first stage of mass emission norms came into force for petrol vehicles in 1991 and in 1992 for diesel vehicles.

1995: From April 1995, the government made fitment of catalytic converters compulsory in new petrol-fuelled passenger cars sold in the four metros of Delhi, Calcutta, Mumbai and Chennai, along with the supply of Unleaded Petrol (ULP). Availability of ULP was extended to 42 major cities and now it is available across the country.

2000-01: In 2000, passenger cars and commercial vehicles met Euro I equivalent India 2000 norms. Euro II equivalent Bharat Stage-II (BS-II) norms were in force from 2001 in four metros—Delhi, Mumbai, Chennai and Kolkata.

2002: The first auto fuel policy was announced in

August 2002. It laid down the emission and fuel roadmap up to 2010. As per the policy, four-wheelers in 13 metro cities moved to BS-III emission norms from April 2005 and the rest of the country to BS-II.

2010: BS-IV for 13 metro cities was implemented from April 2010 and the rest of the country moved to BS-III. It has now been extended to more than 50 cities.

2014: The second version of the fuel policy—Auto Fuel Policy 2025—was submitted to the oil and gas ministry. It lays down the emission and fuel roadmap up to 2025 and envisages BS-IV roll out across the country by 2017 in a phased manner, with BS-V emissions in 2021 and BS-VI from 2024. The proposal is yet to be accepted by the government and notified.