

GOVERNMENT OF INDIA
MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE

RAJYA SABHA
UN-STARRED QUESTION NO. 2289
TO BE ANSWERED ON 09.12.2019

Effects of biofuels on pollution

2289. DR. AMAR PATNAIK:

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

- (a) the details of the steps undertaken by Government to reduce vehicular air pollution in urban areas;
- (b) whether Government has convened any study on the effect of biofuels on air pollution and if so, the details thereof;
- (c) whether Government has taken any steps to introduce the ethanol or alternative biofuels as a solution to the particulate emissions caused by conventional fuels; and
- (d) if so, the details thereof and if not, the reasons therefor?

ANSWER

MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE
(SHRI BABUL SUPRIYO):

- (a) To (d) The Central Government has taken several initiatives to reduce vehicular pollution. These inter alia include
 - BS-IV standards adopted from 1st April, 2017. Leapfrogging from BS-IV to BS-VI fuel standards since 1st April, 2018 in NCT of Delhi, in NCR since October 2019 and by 1st April, 2020 in the rest of the country for both fuel as well as vehicles. BS-VI fuel has 1/5 times less sulphur compared to BS-IV. For using heavy duty diesel vehicles, BS-VI has likely reduction of 72% for Hydrocarbons, 88.5% for NOx and 50% for Particulate Matter compared to BS-IV.
 - Notification of National Policy on Biofuels-2018 to provide higher degree of national energy security in an environmentally friendly and sustainable manner by supplementing conventional energy resources, reducing dependence on imported fossil fuels and meet the energy needs of India's urban and vast rural population.
 - Introduction of cleaner / alternate fuels like gaseous fuel (CNG, LPG etc.), ethanol blending in petrol.
 - To promote and encourage use of biofuels by blending ethanol in petrol through Ethanol Blended Petrol (EBP) Programme using ethanol derived from multiple feedstocks; development of Second Generation (2G) ethanol technologies and its commercialization; blending biodiesel in diesel through Biodiesel Blending Programme exploring multiple feedstocks including

straight vegetable oil in stationary, low RPM engines; focus on drop-in fuels produced from MSW, industrial wastes, biomass etc. and focus on advanced biofuels including bio-CNG, bio-methanol, DME, bio-hydrogen, bio-jet fuel etc.

- To promote alternative fuels, the Government has issued various notifications viz. G.S.R. 498(E) dated 16th June, 2015 specifying mass emission standards for Compressed Natural Gas, G.S.R. 412(E) dated 11th April, 2016 regarding mass emission standards for Biodiesel(B-100), G.S.R. 682(E) dated 12th July, 2016 regarding mass emission standard for flex-fuel (E 85) or (E 100) and ethanol (ED 95) and G.S.R. 643(E) dated 27th June, 2017 regarding mass emission standards for LNG, G.S.R 490(E) dated 24.05.2018 regarding Mass emission standards for flex-fuel Methanol M15 or M100 and Methanol MD 95 vehicles, G.S.R 1151(E) dated 29.11.2018 regarding dual fuel with Compressed Natural Gas or Bio-Compressed Natural Gas or Liquefied Natural Gas engines.
- To promote electric vehicles, Faster Adoption and Manufacturing of Electric Vehicles (FAME -2) scheme has been rolled out with an outlay of Rs 10000 crore for 3 years.
- Permit requirement for electric vehicles has been exempted.
- Promotion of public transport and improvements in roads and building of more bridges and bypasses to ease congestion on roads.
