

Report on scrapping of end of life vehicles

The Indian automotive industry is one of the fastest growing industries in the world and ranks sixth in the world with an average annual production of 24 million vehicles in 2016. India has the fifth largest passenger vehicle and commercial vehicle market. Considering the large number of vehicles in India, the environmentally sound management of older vehicles has become a major environmental concern.

End-of-life vehicles (ELVs) besides containing economically valuable materials are also known to contain hazardous substances including waste oil, lubricants, lead acid batteries, lamps, electronic components, air bags, etc. These materials are problematic in two ways: firstly, their recovery is often harmful to the health of the scrap workers; and secondly, they cause environmental contamination if improperly dismantled or disposed. Many challenges reduce the efficiency and sustainability of ELV recycling in India.

In the present scenario various components of the ELVs due to their low economic value are often dumped on the ground or along the roads or in landfills. While some of these substances are not hazardous in nature per se, if recycled in uncontrolled environments, they can cause damage to both the environment and human health. There is also no decontamination procedure followed in most units. As a result, the hazardous fluids from the ELVs are spilled and disposed on the ground while handling the ELVs. The whole area in such units is often contaminated with oil, coolants and other fluids from ELVs.

The following rules have been notified under the Environment (Protection) Act, 1986 which have relevant provisions for regulatory framework applicable for ELVs:

- a. *Hazardous and Other Wastes (Management and Transboundary Movement) Rules, 2016*: ELVs can be a significant source for hazardous wastes such as waste oils, transmission fluids, coolant fluids, brake fluids, power steering fluids, hydraulic fluids, gear oils, air filters, oil filters, brake shoes, asbestos in clutch discs, etc. In this regard, all the recycling activities of hazardous wastes recovered from ELVs shall be carried out only by the registered recyclers notified under these rules and the hazardous wastes generated from the ELVs shall also be disposed of in accordance with the requirements under these rules.
- b. *Ozone Depleting Substances (Regulation and Control) Rules, 2000*: These rules have been notified in compliance with the requirements of Montreal Protocol on Substances that Deplete the Ozone Layer (a protocol to the Vienna Convention for the Protection of the Ozone Layer). All refrigerants

- containing ozone depleting substances (ODS) recovered from ELVs should be disposed of in accordance with these rules.
- c. *E-waste (Management) Rules, 2016*: All electrical and electronic equipment and their components are to be treated and disposed of in accordance to these rules and must be channelized to carried out by registered dismantlers/recyclers.
 - d. *Solid Waste Management Rules, 2016*: The solid waste recovered from ELVs must be segregated and recycled in accordance to these Rules.
 - e. *Plastic Waste Management Rules, 2016*: The plastic waste recovered from ELVs must be segregated and recycled in accordance to these Rules.
- b. The Central Pollution Control Board has developed Guidelines for Environmentally Sound Management of End-of-Life Vehicles in January 2019. It provides guidance for proper handling of ELVs at every stage, for the setup of a ‘Shared Responsibility’ scheme and for the development of an enabling policy framework. The guidelines provide insight and guidance on the following subjects:
- a. ELV recycling activities: Environmentally sound de-pollution, dismantling, shredding, material recovery and disposal of ELVs
 - b. Environment Policy- sustainable development includes waste management
 - c. Rules under Environment (Protection) Act 1986 having relevant provisions for regulatory framework applicable for ELVs
 - d. Industry standard: Automotive Industry Standards (AIS: 129) on ELVs
 - e. Collection and handling of ELVs
 - f. ELV collection & dismantling centers
 - g. Handling, storage and transportation of ELVs
 - h. Environmentally sound de-pollution of ELVs
 - i. Environmentally sound dismantling and segregation
 - j. Environmentally sound Shredding and separation and processing of residues
 - k. Technologies for the ELV recycling process
 - l. Requirements for setting up of ELV recycling facility
 - m. Management of various wastes generated during de-pollution, dismantling and shredding of ELVs

The Hon’ble Tribunal directed that there is urgent need to evolve an appropriate mechanism to set up authorized recycling centers compliant with the environmental norms and prohibit unorganized unscientific and unauthorized scrapping activity. SOP need to be drawn up for the purpose as has been done for the authorized handlers of Hazardous waste. The MOEF&CC may look into this aspect in consultation with concerned stakeholders and furnish a report. The above directions had been complied with by issuing of the above guidelines for Environmentally Sound Management of End-of-Life Vehicles by CPCB. The guideline was prepared in consultation with stakeholders which included line ministries, automobile industry associations, GIZ, Industry, scrap dealers’ association, etc. The Guidelines clearly delineates the procedure and requirement for setting up of ELV recycling facility and operation requirements. The guidelines also provide details about the

technologies for the ELV recycling process. Further the Ministry of Road Transport and Highways is developing the policy to promote phasing out of older polluting vehicles by scrapping of older vehicles in authorized scrapping centers, using environment friendly processes. The Ministry of Steel has also finalized the Scrap Recycling Policy.

In light of above it is submitted that the directions have already been complied with and no further consultation to draw SOP for the authorized handlers is required as it is covered in the guidelines for Environmentally Sound Management of End-of-Life Vehicles issued by CPCB.