IN THE NATIONAL GREEEN TRIBUNAL
PRINCIPAL BENCH, NEW DELHI
ORIGINAL APPLICATION NO. OA 638/2024

In the matter of :-
Tsunami on Roads [registered NGO]
Through Dr. Sanjay Kulshresthra MBBS, MS, MCh
Senior Consultant Pediatric Surgeon,
1/171, Delhi Gate, Gulab Rai Marg, AGRA -2 …… **Applicant in Person**
vs
Union of India & another

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[Dr Sanjay Kulshrestha]
Senior Consultant Pediatric Surgeon,
1/171, Delhi Gate, Gulab Rai Marg, AGRA -2
Applicant in Person

Filed on 08.09.2024

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ADDITIONAL DOCUMENT IN SUPPORT OF PRAYER AS PER THE ORDER OF HONBLE COURT DATED 30.05.2024

MOST RESPECTFULLY SHOWETH :

I, Dr Sanjay Kulshrestha, consultant Pediatric Surgeon, 1/171, Delhi Gate, Gulab Rai Marg, Agra-2 ,U.P. do hereby solemnly affirm and state as under:

[1]. Your Lordship, this original application [638/2024] has been filed with a prayer to pass an appropriate order to implement star rating system based on fuel efficiency & CO2 emission, to all passenger cars in India. This is about the vehicle emissions and energy economy labeling program where on the basis of vehicle's fuel consumption in liters of fuel per 100 kilometers (L/100km) and its emissions of carbon dioxide (CO2) in grams per kilometer (g/km), we decide on rating of a car. Such environmental friendly rating system for passenger cars already exists in almost all developed as well as in many Asian countries, despite the fact that severity of air pollution in those countries is less than India. Therefore it's time for additional measures in India also against vehicular pollution like star rating system from five stars to one on the basis of fuel efficiency of the vehicles.

[2] Honble tribunal in its order dated 30.05.2024 allowed the applicant to submit some additional information in support of prayer. The order was as follow:

1. Applicant present in person seeks time to re-examine the matter and file necessary material in support of his plea relating to the star rating of vehicles in India.

2. Though, a plea has been taken that other countries have adopted the system of star rating but no policy document of any of the country has been placed on record.

3. Similarly, during the course of argument, the Applicant submitted that the Government of India has also taken a decision for star rating but we do not find any such document on record. Hence, the prayer made by the Applicant is allowed.

[3] Therefore, applicant is submitting desired necessary information in compliance to that order. ***This information is being submitted under following headings***:

- PROPOSALS PENDING BEFORE GOVT REGARDING STAR RATING PROGRAM OF CARS IN INDIA: AS PER GAZETTE NOTIFICATIONS
- PROPOSALS PENDING BEFORE GOVT REGARDING STAR RATING PROGRAM: AS PER REPORTS IN PRINT MEDIA & GOVT OFFICIAL'S STATEMENTS
- PRESENT INTERNATIONAL STATUS OF STAR RATING IMPLEMENTATION AMONGST VARIOUS COUNTRIES
- ADVANTAGES OF STAR RATING SYSTEM
- REASONS FOR 'WHY WE NEED STAR RATING IN ADDITION TO BS OR BHARAT STAGING'
- SUMMARY OF FACTS & GROUNDS

[4] PROPOSALS PENDING BEFORE GOVT REGARDING STAR RATING PROGRAM OF CARS IN INDIA: AS PER GAZETTE NOTIFICATIONS

[4.a] as per gazette notification of ministry of road transport and highways, New Delhi, 7th January, 2016 [G.S.R. 17(E)] **[Annexure A/1, page 22-21],** the following draft of certain rules to amend the Central Motor Vehicles Rules, 1989, was released. According to this notification of 115F, Energy Consumption Standards: -

(1) every manufacturer or importer of motor vehicles which are type approved under rule 126, with at least four wheels, other than quadricycles, used for carriage of passengers and their luggage and comprising not more than nine seats including driver's seat, and of gross vehicle weight not exceeding 3,500kg, manufactured or

imported for sale in India, shall on and from April 1st, 2017 comply with energy consumption standards in terms of average fuel consumption standards, as specified in Notification of Government of India in Ministry of Power, number SO 1072(E) dated 23rd April, 2015 under the provision of energy Conservation Act, 2001.

(2) The procedure for ensuring compliance with sub-rule (1) shall be laid down in Document No. MoRTH/CMVR/TAP-115/116, as amended from time to time.

(3) every manufactured or importer of a vehicle specified in sub-rule (1), manufactured or imported on or after 1st April, 2016 shall fix on the vehicle a Fuel Economy Star Rating [FESR] label, and every dealer dealing in vehicle of aforesaid description shall prominently display at the point of sale, the star rating for the different fuel economy levels, calculated as specified in table below:

TABLE

Star Rating	**Fuel Economy Level (petrol equivalent liter/100 km**
One Star	FCi> 0.00330 x Wi + 3.0034
Two Star	0.00330 x Wi + 3.0034 > FCi> 0.00264 Wi + 3.0034
Three Star	0.00264 x Wi + 3.0034 > FCi> 0.00216 x Wi + 3.0034
Four Star	0.00216 Wi + 3.0034 > FCi> 0.00168 Wi + 3.0034
Five Star	FCi> 0.00168 x Wi + 3.0034

Where:- Wi = Unladen mass in kg of a model i in the respective fiscal year, and

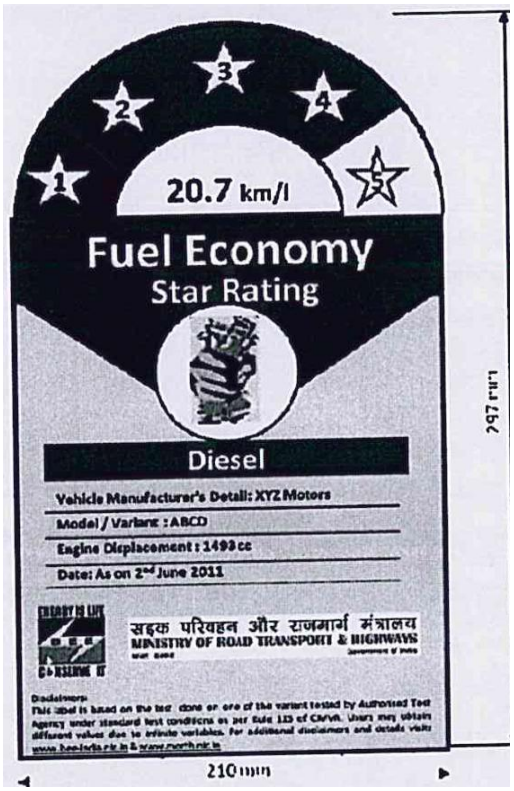
FCi = Petrol equivalent fuel consumption in liter per 100 kilometers of a model i

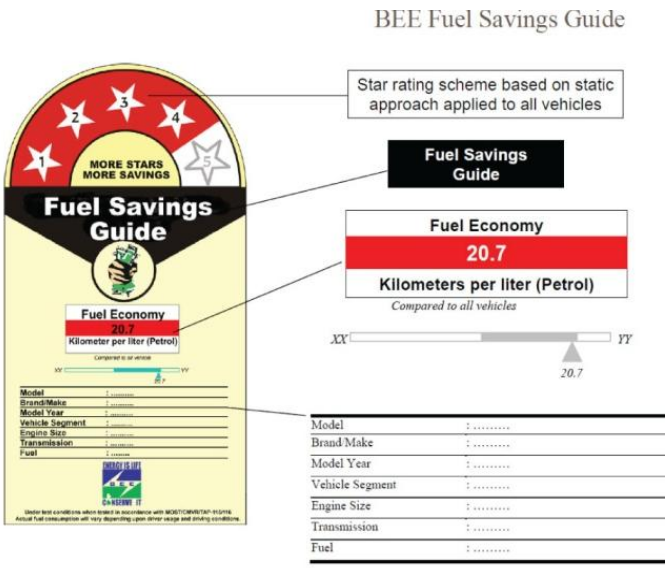
Provided that nothing in this rule shall prevent a manufacturer or importer of the vehicles specified in sub-rule (1) to voluntary display Fuel Economy Star Rating before the 1st April, 2016

.***As per this notification*:**

- Passenger vehicles not exceeding 3,500 kg manufactured after 1April 2016 must have the Fuel Economy Star Rating (FESR) label
- Labels must be displayed at the point of sale
- If vehicles are powered with more than one fuel, wherein one is CNG or LPG; the FESR label will be that of CNG or LPG, as applicable

(4) (a) The design of the Fuel Economy Star Rating shall be specified as below: (b) The color scheme and sizes of labels shall be specified in the Document No. MoRTH/CMVR/TAP-115/116, as amended from time to time.





[4.b] AS PER INFORMATION OF THE GAZETTE NOTIFICATION OF MINISTRY OF POWER, New Delhi on the 23rd April, 2015, S.O. 1072(E). [Annexure A/2, page 22-24] it stated as "In exercise of the powers conferred by clauses (a) and (b) of Section 14 read with Section 18 of the Energy Conservation Act, 2001 (52 of 2001), the Central Government in consultation with the Bureau of Energy Efficiency, and in supersession of the Notification of the Government of India in the Ministry of Power number S.O. 290(E), dated the 30th January, 2014, hereby specifies energy consumption standards for motor vehicles which are type approved under the Central Motor Vehicle Rules, 1989, with at least four wheels, other than quadricycles*". In fact this notification of S.O. 1072(E) 23rd April, 2015 by Bureau of Energy Efficiency, MINISTRY OF POWER was the basis of notification of Ministry of Road transport and Highways G.S.R. 17(E)] dated 7th January, 2016 [mentioned above in para 4.a]*

As per this, notification of S.O. 1072(E):

(1) Each manufacturer of said motor vehicles shall comply with energy consumption standard in terms of Average Fuel Consumption Standards as provided below:—

(i) The Average Fuel Consumption Standard = a x (W-b) + c,

where, a = Constant Multiplier

(ii) the constant multiplier and the fixed constants shall be determined from Table 1.1 and Table 1.2 as given in Annexure 2 [page], depending upon the year of manufacturing or import of the said motor vehicle in India,.

Regarding Compliance & enforcement.:-

(1) All the manufacturers or importers selling the said motor vehicles in India shall comply with the energy consumption standards specified in this notification.

(2) The Ministry of Road Transport and Highways shall enforce the same along with provisions related to testing and calculation methodologies, reporting, conformity of production, derogation, pooling and consequence of non-compliance;

As per this gazette notification (of 23 April 2015) with these standards, BEE estimates that these standards can lead to a reduction of 22.97 million tonnes in fuel consumption by 2025.

[4.c] AS PER INFORMATION ON HOMEPAGE OF BUREAU OF ENERGY EFFICIENCY, it is evident that government was concerned for energy efficiency program for vehicles. This BEE official website states “Keeping in view the growing demand of fossil fuel and rapidly growing motor vehicle fleet in India, Govt. of India set a target to reduce 10% reduction on import by 2022. BEE was working on the Development of fuel efficiency norms for vehicles that could moderate the rising demand of fuel.” The Government of India, Ministry of Power, issued average fuel consumption standards for cars on 23rd April 2015. This standard is applicable for the motor vehicle using petrol or diesel or liquefied petroleum gas or compressed natural gas. *The fuel consumption standards would be effective from 2017-18 onwards, and a second set of standards would come into force from 2022-23.* The standards relate the Corporate Average Fuel Consumption (in liters/100 km) to the Corporate Average Curb Weight of all the cars sold by a manufacturer in a fiscal year. According to the first standard, the average weight of all cars is expected to be 1037 kg in 2016-17, and the Average Fuel Consumption Standard would have to be less than 5.49 km/100 liters for this average weight. The second standard assumes car average weight of 1145 kg in 2022, and requires the average fuel consumption to be less than 4.77 l/100km at this average weight. However, value has been revised to 1082kgs notified vide S.O.5020(E) dated 06th December 2021, and corresponding average fuel consumption is 4.89 l/100 Kms*. It is expected these standards would lead to a reduction of 22.97 million tons of fuel consumption by 2025*.

[https://beeindia.gov.in/en/programmesenergy-efficiency-in-transport-sector/fuel-efficiency [as on 01.08.2023]

[5]. PROPOSALS PENDING BEFORE GOVT ON STAR RATING PROGRAM: AS PER PRINT MEDIA & GOVT OFFICIAL'S STATEMENTS

Besides, gazettes notifications of the concerned ministries on star rating implementation programs, there are many other news or official statements from time to time by various ministers regarding government's commitment for star rating. Some of such news or statements are as follows. These clearly shows that in order to control air pollution, CO2 emission, oil demands etc, the government was concerned for star rating of cars for a very long time.

[5.a] on Nov 26, 2009, minister for road transport and highways, Shri Kamal Nath told Hindustan Times that "Fuel-efficiency labeling as per international standards has been finalized," Taking its commitment to the environment a notch higher, the government has decided that by 2011 all vehicles will have to carry a star rating based on per kilometre fuel efficiency. It has prepared a star-rating system, like the one for refrigerators and television sets, for vehicles also based on weight and engine capacity. Under this, the car with the maximum fuel mileage in its category will get five stars. The automobile with a single star will be the least fuel-efficient. The more fuel efficient a vehicle, the less polluting it is. "They'll be notified after a final round of consultation with the stakeholders **[annexure A/3, page 25]**.

[5.b] on Dec 28, 2009, as per Economic Times, Govt set to rate cars for fuel efficiency. This plan has been more than two years in the pipeline but the ministry of power is now ready to rate cars for their fuel efficiency. So in the New Year, when you go hunting for a new set of wheels, a star label on the car's windshield could help you decide if you are getting your money's worth. To begin with, the labeling would be voluntary for manufacturers **[annexure A/4, page 26].** Even after the PMO pushed the fuel efficiency programme in April 2009, the process had got stuck with the road transport ministry intervening. The two key issues that kept propping up were under what law the regulations should be brought in for setting standards and implementing them and whether the measure should be the mileage per litre of fuel

consumed or carbon dioxide emissions. A road transport ministry committee carried on working in parallel to the Bureau of Energy Efficiency (BEE) and recommended that carbon dioxide-based standards should be used.

With the standards for rating being improved periodically, the government believes 10-15% of the current car models would either improve or be taken off by 2012, another 30% would get into the 5 star category, 15% would be in four star category and 30% in the 2 star category. So in the new year, when you go hunting for a new set of wheels, a star label on the car's windshield could help you decide if you are getting your money's worth.

[5.c] as per recently released consultation paper from the BUREAU OF ENERGY EFFICIENCY (BEE) **on 06 December 2011,** fuel efficiency star ratings for cars coming soon in India **[annexure A/5, page 27].** These standards will be somewhat similar to the energy efficiency star rating system currently used with the electronic goods. Such fuel efficiency labeling on cars is already available in the US market. As assumed by the Bureau of Energy Efficiency, the cars that consume up to 7 liters for covering a distance of 100 km fall in the category of 5-star fuel efficient cars. It added the average weight of the cars sold in the Indian market every year is going upwards and in last one decade the number of cars has surged 300 percent in the country. The revelation came at a time when the car buyers in the Indian market are already struggling with the continuously rising fuel expenses. As warned in the consultation paper release, "If the trend continues, in 2020, it would increase to over 5.5 million per year and the total stock in the country would exceed 45 million. The annual fuel requirement would then be in excess of 25 million tonnes of oil equivalent." The release further added that only 32 cars fell in the five-star fuel efficiency segment out of 330 car models available in India. The 4-star category includes about 52 car models in the country

[5.d] on Jan 17, 2013, Oil Minister Shri Veerappa Moily said, Govt plans to introduce fuel-efficiency ratings for cars as The government plans to introduce fuel-efficiency ratings for automobiles to encourage sale of cars that consume less petrol or diesel. He asked the Petroleum Conservation Research Association [PCRA] should draw a proposal for rating automobiles according to their fuel efficiency," The government will work on the proposal soon, which would be similar to star-ratings

given by the Bureau of Energy Efficiency to electrical appliances, officials in the oil ministry said. BEE, an arm of the power ministry, rates refrigerator, fans and air conditioners on the basis of energy they consume, thus, encouraging customers to purchase more energy efficient appliances. **[annexure A/6, page 28].**

Shri Moily also asked PCRA to start energy audit for conservation and optimum utilization of oil & gas in the country. This is an old proposal of the oil ministry to dissuade consumption of highly subsidized diesel, but auto lobby is against any such move," a senior government official said. Moily said the oil ministry would try to reduce energy import dependency from current 80% to 50% by 2020. "It can be further reduced by 75% in 2025 and we can achieve self sufficiency by 2030**.** I can tell you, we can do it," he said. India imports over 80% crude oil it processes. Energy conservation is a must for fast growing economies like India, Moily said.

[5.e] As per the news of Times of India dated Feb 2, 2016, Star-ratings for vehicle mileage was expected before end of the year 2016. In the next six to seven months you don't need to go by claims made by vehicle dealers about mileage of each model of car or people movers. Rather you can easily identify which vehicle gives you the maximum mileage while buying one since it will be mandatory for every manufacturer and importer to display tamper proof stickers mentioning star-ratings *just like the ones you see on refrigerators.* The vehicles will have one to five star ratings. *The road transport highways ministry has issued a draft notification specifying the design and shape of the star-rating stickers that will be placed on the windows of vehicles***.**

The government has worked out a formula for calculating the mileage according to the quantity of fuel consumed by a car over a distance of 100 km and it is also linked to the vehicle's weight. Sources said vehicles using up to seven litres to travel 100 km would get maximum five stars and vehicles consuming more that 12 litres to cover the same distance would get single star, which is the worst rating**.** The transport ministry has also set the deadline for implementation of the energy consumption standard, which was notified by the power ministry in April 2015. Under these norms, the automotive industry will need to ensure the mileage of such vehicles on Indian roads improves by 10% by 2021-22. The second phase will begin from 2022 and targets fuel efficiency improvement by 30% *Failure to comply with the norms will invite a penalty and as per the Energy Conservation Act automakers who fail to met carbon emission*

*norms will be fined Rs 10 lakh initially and will be made to pay Rs 10,000 penalty per day till their models meet the norms**. [annexure A/7, page 29].***

[6] PRESENT INTERNATIONAL STATUS OF STAR RATING IMPLEMENTATION AMONGST VARIOUS COUNTRIES

STAR RATING on the basis of Fuel Consumption is an internationally accepted method. All new light vehicles sold are supposed to display a Fuel Consumption Label on the front windscreen. The label indicates the vehicle's fuel consumption in liters of fuel per 100 km (L/100km) and its emissions of CO2 in grams per km (g/km). CO2 is the main greenhouse gas responsible for global warming.

[6.a] Vehicle fuel economy labels: Most developed countries have made It is a legal requirement to display the label on all light vehicles under 3.5 tons offered for sale [except for motorbikes] to provide this information is available. Usually such label required to display a Fuel Consumption Label on the front windscreen. This label is supposed to provide following information:

- Vehicle make and model
- Vehicle type: petrol, diesel, electric, hybrid
- Energy Economy star rating: up to 6 stars for the most efficient vehicles
- Carbon dioxide star rating: upto 6 stats for the lowest emission vehicles
- Fuel economy in litres per100km-for petrol and diesel vehicles
- Electricity economy in kwh/100km: for electric & plug in hybrid vehicle
- Estimated yearly running cost- based on stated energy price and driving 14,000 km includes road user charges for diesels

[6.b]. Vehicle fuel economy labels usually fall into one of three types, depending on how the information is provided:

- [i] direct information disclosure, by providing the value of the CO2 emissions or fuel economy, is the most common system and used in the US, South Africa, Australia, Singapore, Chile and India [proposed];
- [ii] graphical rating (e.g. from A to G) is used in the UK and New Zealand;
- [iii] Vehicle performance compared to fuel economy standard, used in Japan.

Each approach has advantages and disadvantages. Although the rating-style label may provide a very clear message to vehicle purchasers, the metrics used may be unclear and even controversial, depending on how the ratings are awarded. Simple information disclosure may be more transparent but may be difficult for consumers to relate to. For this reason, many fuel economy labels include not only the fuel economy measured in testing but also the annual fuel costs associated with operating the vehicle.

[6.c] Greenhouse Gas Rating: United Nation energy program [UNEP] has suggested Greenhouse Gas Rating where this rating reflects vehicle tailpipe emissions of carbon dioxide (CO_2), the most prevalent greenhouse gas (GHG). CO_2 emissions typically constitute 99% of the tailpipe emissions of greenhouse gases. Vehicles that score a 10 are the cleanest.

[7] EXAMPLES OF COUNTRIES FOLLOWING STAR RATING:

[7.a] AUSTRALIA: All new light vehicles sold in Australia are required to display a Fuel Consumption Label on the front windscreen. This includes all passenger cars, four wheel drives and light commercial vehicles up to 3.5 tons gross vehicle mass. The label indicates the vehicle's fuel consumption in liters of fuel per 100 kilometers (L/100km) and its emissions of carbon dioxide (CO2) in grams per kilometer (g/km). Since April 2009, a new fuel consumption label has been required on showroom vehicles. The new label displays three fuel consumption numbers – 'combined', 'urban' and 'extra-urban' - as well as the combined CO2 value. The new label highlights the higher fuel consumption of many vehicles operating in urban driving conditions (a factor that tends to be masked in the single 'combined' number displayed on the current label).

[7.b] UNITED KINGDOM: From July 2005, a new "Green Label" started to appear in car showrooms across the United Kingdom. The "Green Label" is intended to let the consumer know about the environmental impact that a particular car will have by detailing the amount of CO2 the car will produce per kilometer. These bands are consistent with the new road tax prices too, so consumers are able to estimate taxes.

[7.c] UNITED STATES: it has implemented fuel economy/consumption labeling programs as early as in eighties. This label shows both the city and highway mileage as well as a combined mileage. Some states have areas within the state that require emissions testing while other cities within the state do not require emission testing. ***The California in USA has stricter emission norms*:** Because air quality is more severe than the rest of the country. That may be due to diesel engines, ports, motor vehicles, while industries are main sources of air pollution in Los Angeles. In California, just about all vehicles are required to undergo emissions testing. Since 1978, California's Smog Index Label has helped consumers assess the relative smog emissions from new cars. Under federal law, the state of California is allowed to promulgate more stringent vehicle emissions standards and other states may choose to follow either the national or California standards. The most recent amendments to the program create a more user friendly scoring system for determining the Smog Score and add a Global Warming Score. Both scores are based on a scale of 1 -10 with 10 being the cleanest and 5 representing an average new car.

Los Angeles is the country's second-largest city, by population, and relies much more heavily on automobiles and has less favorable meteorological conditions than the largest and third-largest cities (New York and Chicago). The California ARB [Air Resources Board] standard for light vehicle emissions is a regulation of equipment first, with verification of emissions second. The property owner of the vehicle is not permitted to modify, improve, or innovate solutions in order to pass a true emissions-only standard set for their vehicle driven on public highways. Therefore, California's attempt at regulation of emissions is a regulation of equipment, not of air quality. Many other states that have adopted the California standards are: Colorado, Connecticut, Massachusetts, New Jersey, New Mexico, New York, Washington, etc.

[7.d] SOUTH AFRICA: from 1st July 2008, the South African Automotive Industry in conjunction with the Dept of Minerals and Energy introduced a standard fuel economy and CO2 emission testing and labeling system for new passenger cars at dealerships. The system, which is based on that used in Europe, allows comparison

of different models when tested under the same speed, acceleration, and braking cycles while carrying the same load and using the same fuel.

[7.e] SINGAPORE: Registered suppliers of motor vehicles must affix a Fuel Economy Label (FEL) on the units that they supply in Singapore. Information on the FEL is based on the Certificate of Registration (**COR**) issued for the model. Registered suppliers are only allowed to display models that have the label affixed on them.

[7.f] NEW ZEALAND: New Zealand does not have a domestic auto manufacturing industry and imports new and used passenger vehicles. In 2007 a regulation was adopted that required from 2008 that all new cars, and all cars manufactured since 2000 and imported after February 2005 into New Zealand, must display information about the vehicle's fuel economy when the vehicle is offered for sale. The regulation requires motor vehicle dealers to attach a fuel economy label to a vehicle when it is exposed for sale. New entrants to New Zealand's light vehicle fleet are around 50% new and 50% second hand imported vehicles. New vehicle fuel economy information is based on tests on the European Combined Drive Cycle, while imported used vehicles usually have been tested on the Japanese domestic drive cycle.

[7.g] CHILE: Chile is the first Latin American nation to put in place a national label, mandatory from February 2013. Every car in a show room must have a label in the wind shield showing the fuel economy in kilometers per liter tested in the New European Driven Cycle, including also CO2 emissions and local pollutant emission standards that the vehicle model meets

[7.h] VIETNAM: The Vietnamese government launched its fuel economy labeling program on 1 January 2015 for locally assembled and imported cars with up to 7 seats. The car manufacturers or importers are allowed to publish their fuel economy data for car models tested in Vietnam or in foreign reputable laboratories. The label includes: (a) name, address, telephone, fax of manufacturer or importer (b) trade name, mark, model, origin, technical specifications and (c) certified fuel consumption includes urban, extra urban and combined cases in L/100 km.

[7.i] THAILAND: From 1 October 2015, Thailand requires all manufacturers and importers of light-duty vehicles to display the Eco-Sticker on windshields to inform buyers of the emissions, safety, and fuel economy rating of new cars. The Eco-Sticker will include CO2 ratings, fuel economy, and as well as vehicle emission standards. Other information on safety and vehicle manufacturer information will also be provided. Various agencies have been involved in the development and implementation of these fuel economy policies. These policies are also complementary to the Eco Car Phase II program of the government to encourage vehicle manufacturers to produce more efficient cars in Thailand.
https://www.globalfueleconomy.org/transport/gfei/autotool/approaches/information/labeling.asp

[8] ADVANTAGES OF STAR RATING SYSTEM:

[8.a] ***To encourage Consumers for environment friendly car****:* Proper information to buyers about environment friendliness of cars or Vehicle Emissions and Energy Economy Labels allow buyers to compare the carbon dioxide and energy economy of one vehicle against another. This would not only help consumer to decide choosing the most energy-efficient and lowest carbon dioxide emitting car that meets their needs but also factors in running costs as well as purchase price.
[8.b] ***To help Government to make Tax policy on cars*****:** bigger polluter needs to pay bigger Tax: Today govt needs to make a policy to tax [GST & registration or road tax in proportion of CO2 emission or pollution caused by cars! CO2 is the main greenhouse gas that is responsible for global warming.
Ground for higher tax for fuel inefficient cars**:** Its being observed that our citizens are not contributing significantly to control vehicular pollution. It has been assumed that it is the job of govt. to control vehicular pollution and we, the citizens, have no significant role to play. Often we are busy in blaming that concerned authorities are not taking serious actions. It is true that citizens are suffering from pollution but they are also one of the cause like we are responsible for a very high number personal vehicles [90-95%]. But when it comes to follow PUC norms or to buy a vehicle causing less pollution or to buy a vehicle only when it is genuinely needed, we are not coming forward. When we go to purchase a vehicle practically none of us ask the dealer for pollution friendliness of a car or how much pollution it has in

exhaust/tailpipe. If we are one of the causes of a problem then we are also the part of its solution! So it seems that awareness and education alone is not working in this direction and we need some stiffer actions in this direction. That's why we need to impose more taxes on such less fuel efficient cars. This would make the govt wealthy and environment healthy.

[8.c] To form national policy for heavily polluted cities: *like stringent law in such cities***:** 'Polluter should pay more' is an acceptable principle while deciding the policies to curb air pollution. However, this guiding principle cannot be an answer for every situation like we may not allow less fuel efficient cars in heavily polluted cities even after paying more taxes. In other words after paying more tax people gets legal right to pollute the city more. The person who buys such low ranking cars after paying some more tax will say that I have legal right to pollute city more as I have paid for it! This is nothing but would be criminal use of fuel in a legal way against the society. Considering a rapid economic growth in India it is possible that a large number of people get such 'legal rights' to pollute after paying more for less fuel efficient Cars causing serious threat to health of the others. Therefore govt needs to form stricter norms for heavily polluted cities by either not allowing cars having lower star category or imposing extra tax on that star category that levied at national level.

[8.d] To help to Estimate yearly running cost: based on stated energy/fuel price and driving distance, road & environment taxes, etc, consumer would be able to estimate yearly running cost over the lifetime of the vehicle. The provision of information on vehicle fuel economy is a crucial part of the auto fuel economy policy package. Information on the fuel economy of vehicles is essential if consumers are to understand the choices available to them.

[9] REASONS 'WHY WE NEED STAR RATING IN ADDITION TO BS or BHARAT STAGING'

There could be an argument that when we are already having Bharat Staging system with best category of BS-6 in existence to curb pollution, therefore we do not need such star rating. Fact is that star rating and BS staging are not synonyms and we still need star rating system that would be clear with following points.

[9.a] In order to control severe air pollution**,** Govt has already implemented the most advanced BS VI category of Bharat Staging system in 2020. This better purified fuel and proportionally improved engine technology is supposed to regulate emissions of

toxic pollutants only or emission of different pollutants is supposed to decrease now, however, there remains a question about how much total energy or quantity of a particular fuel that car is using as compared to other cars of same BS-6 category for the similar distance. In other words if a car is consuming relatively very high quantity of petrol/diesel, the emission of pollutants plus CO2 emission would also be increased in those terms. Thus the betterment of air quality that we desire by BS VI technology would partially be nullified due to quantitatively high use of fuel by less efficient cars. This quantity of fuel in turn would depend on the mileage, engine efficiency or fuel efficiency, weight of vehicle, road life of vehicle, extra luxury or other features, etc. Thus we need to promote more fuel efficient cars.

Therefore despite improvement in the fuel quality, fuel efficiency improvement remains the next priority to tame energy guzzling and that requires star rating implementation program in India. Even though India has taken steps to substantially improve its mass emissions standards for vehicles through BS-6, carbon footprints of vehicles would remain weak till we implement star rating. This is a matter of serious concern as vehicle numbers and freight transport are growing rapidly, leading to an exponential rise in fuel consumption.

[9.b] Although cleaner or BS VI fuel is available all over India now, however, as per expert, Indian Oil director, cleaner BS6 fuel will reduce particulate matter in vehicular emission effectively only if used in its compatible engine i.e. by BS-6 cars. Since at present most cars belongs to BS 6 or lower category so as per road life of 10-15 years [depending up on petrol or diesel cars], it would take 10-12 years for all in-use such cars to be replaced by BS 6 engine cars. Only then we would get full benefit of BS 6 implementation. Therefore, at present with BS 4 or BS 3 cars, cleaner BS-6 fuel will reduce particulate matter in vehicular emission, which has been identified as a major air pollutant, by 10-20% only. [annexure in OA as P/4, page 36]

[9.c] ‘Polluter should pay more’ is an acceptable principle while deciding the policies to curb air pollution and protect non vehicle users or less polluters by discouraging less fuel efficient cars either by imposing more taxes on such cars or banning fuel guzzlers cars in worst polluted areas. Since all cars are now BS-6 using same BS 6 fuel, therefore star rating is the important way to control diesel or petrol guzzlers!

It is true that citizens have their basic right to purchase any number of vehicles of their choice or any other item for their personal use and no other people or government should show concern for it. However, this is also correct to say that when this item or vehicle is causing any inconvenience or posing any health hazards to a very large section of society or rather at country level to the extent that 11 lakhs of people are dying every year and even fetuses and newborns are suffering its ill effects, then it also a basic or fundamental right of others in the society/country to show their concern for it. Fundamental rights should always get priority over democratic right and govt is bound to give preference to fundamental rights. Therefore, the importance of star rating is extremely necessary.

[10] SUMMARY OF FACTS & GROUNDS

A. Though India has taken steps to substantially improve its mass emission standards for vehicles to Bharat Stage VI, however, these standards are supposed to regulate emissions of toxic pollutants only. Yet fuel efficiency regulations for vehicles, the key regulatory instrument to control energy guzzling in vehicles have remained mostly still lacking. For example a big luxury SUV as compared to a small car, might be consuming much more fuel as compared to smaller car for the same distance, despite being the fact both belong to latest BS-VI. Thus Fuel efficiency improvement is most essential part today to tame energy guzzling.

B. Its time we need to develop a better understanding in the field of fuel emission to achieve multiple objectives like reducing oil demand and emissions of heat-trapping gases, to promote better fuel economy, protecting consumers from rising oil prices, to reduce import bill on oil, strengthening energy security, driving technological innovation, and to define tax policies according to energy consumption by vehicles. Fuel efficiency regulation is, therefore, a crucial measure for India to meet its commitment to reduce energy emissions intensity by 33–35 per cent by 2030. As per International Energy Agency's (IEA) India Energy Outlook 2021, energy demand for road transport is projected to more than double over the next two decades, based on today's policy settings. The IEA report also states that a total of 300 million vehicles of all types will be added to India's fleet between now and 2040.

Oil demand is expected to increase by almost four million barrels per day (MBD) to reach 8.7 MBD in 2040: the largest increase for any country.

C. Since this air pollution is going from bad to worse despite the present sincere efforts, therefore we need to enforce some more emission restrictions on vehicular pollution like star rating system from five stars to one on the basis of fuel efficiency of the vehicles.

D. star rating on the basis of Fuel Consumption *is an internationally accepted* method. Such environmental friendly rating system for passenger cars already exists in almost all developed as well as in many Asian countries, despite the fact that severity of air pollution in those countries is less than India. In some countries the concept of fuel efficiency was implemented as early as in 1980s.

E. As far as Indian government vision for star rating is concerned, at present no such star rating system exists in India though such proposal for star rating in India was prepared as early as 2009. Initially it was supposed to be a voluntary fuel efficiency labeling system for new vehicles and after 2011, the label was supposed to became mandatory for all new vehicles. There were gazettes notifications also from time to time [gazette notification of ministry of road transport and highways, new delhi, the 7th january, 2016 [g.s.r. 17(e)] & the gazette notification of ministry of power, new delhi on the 23rd april, 2015, s.o. 1072(e)], however, a proper program has still not been finalized. These standards are crafted by the Bureau of Energy Efficiency (BEE) under the Energy Conservation Act, 2001 that is administered by the Ministry of Power.

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F. The main advantages of star ratings are: [a] *to encourage Consumers for environment friendly car by giving p*roper information to buyers about environment friendliness of cars. [b] *To help Government to make Tax policy on cars e.g.* bigger polluter needs to pay bigger Tax. Its being observed that our citizens are not contributing significantly to control vehicular pollution. It has been assumed that it is the job of govt. to control vehicular pollution and we, the citizens, have no significant role to play. It is true that citizens are suffering from pollution but they are also one of the causes like we are responsible for very high number personal vehicles [90-95%].

But when it comes to buy a vehicle causing less pollution or to buy a vehicle only when it is genuinely needed, we are not coming forward. If we are one of the causes of a problem then we are also the part of its solution! That's why we need to impose more taxes on such less fuel efficient cars. This would make the govt wealthy and environment healthy.

G. It's the time to form national policy for heavily polluted cities: *like stringent law in such cities like Delhi, Agra, etc*: 'Polluter should pay more' is an acceptable principle while deciding the policies to curb air pollution. However, this guiding principle cannot be an answer for every situation like we may consider not allowing less fuel efficient cars in heavily polluted cities even after paying more taxes. Therefore govt needs to form stricter norms for heavily polluted cities by either not allowing cars having lower star category or imposing extra tax on that star category that levied at national level.

PRAYER

It is, therefore, most respectfully prayed that Hon'ble court may kindly be pleased to:-

[1] in order to control severe vehicular pollution kindly Pass direction to respondents to pass an appropriate order by exercising their powers conferred by clauses (a) &(b) of section 14 of the Energy Conservation Act, 2001 (52 of 2001) to kindly implement star rating system of cars from five star to one star on the basis of fuel efficiency [like that of refrigerators & air conditioners]

[2] Pass such other order or orders as this Hon'ble Court may deem fit and proper in the facts and circumstances of the present case.

And for this act of kindness the applicant shall ever pray and duty-bound

Deponent

[Dr Sanjay Kulshrestha]

Applicant in Person

MBBS, MS, MCh, FIAPS

Senior Consultant Pediatric Surgeon

Annexure A/1

Ministry of Road transport and Highways
Notification
New Delhi, the 7th January, 2016

G.S.R. 17(E)- the following draft of certain rules further to amend the Central Motor Vehicles Rules, 1989, which the central government proposes to make in exercise of the powers conferred by section 110 of Motor Vehicles Act, 1988 [59 of 1988],is hereby publishes as required by subsection (1) of section 212 of the said Act for information of all persons likely to be affected thereby, and notice is hereby given that the said draft rules will be taken into consideration after the expiry of thirty days from the date on which the copies of this notification as published in the gazette of India, are made available in public.

Objections and suggestions to these drafts rules, if any, may be sent to the joint secretary [transport]. Ministry of Road transport and Highways, transport Bhawan, Parliament Street, New Delhi-1100001

The Objections and suggestions which may be received from any person with respect to the said draft rules before the expiry of the period aforesaid will be considered by the Central Government.

DRAFT RULES

1. (1) these rules may be called the Central Motor Vehicles (…..Amendment) Rules, 2015:
(2) they shall come in to force on the date of the publication in the official gazette

2. in the Central Motor Vehicles Rules 1989 (hereinafter referred to as the principal rules), after rule 115E, the following new rules shall be inserted, namely:-

(1) 115F. Energy Consumption Standards- (1) every manufacturer or importer of motor vehicles which are type approved under rule 126, with atleast four wheels, other than quadricycles, used for carriage of passengers and their luggage and comprising not more than nine seats including driver's seat, and of gross vehicle weight not exceeding 3,500kg, manufactured or imported for sale in India, shall on and from April 1st, 2017 comply with energy consumption standards in terms of average fuel consumption standards, **as specified in Notification of Government of India in Ministry of Power, number SO 1072(E) dated 23rd April, 2015 under the provision of energy Conservation Act, 2001.**

(2) The procedure for ensuring compliance with sub-rule (1) shall be laid down in Document No. MoRTH/CMVR/TAP-115/116, as amended from time to time.

(3) every manufactured or importer of a vehicle specified in sub-rule (1), manufactured or imported on or after 1st April, 2016 shalla fix on the vehicle a Fuel Economy Star Rating [FESR] label,and every dealer dealing in vehicle of aforesaid description shall prominently display at the point of sale, the star rating for the different fuel economy levels, calculated as specified in table below:

TABLE

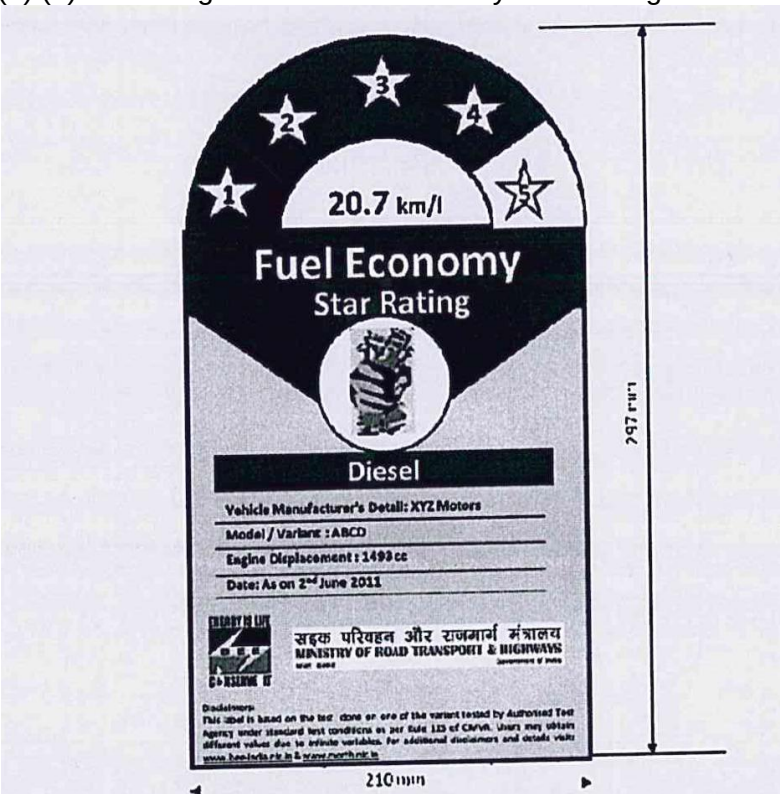
Star Rating	**Fuel Economy Level (petrol equivalent liter/100 km**
One Star	FCi> 0.00330 x Wi + 3.0034
Two Star	0.00330 x Wi + 3.0034 > FCi> 0.00264 Wi + 3.0034
Three Star	0.00264 x Wi + 3.0034 > FCi> 0.00216 x Wi + 3.0034
Four Star	0.00216 Wi + 3.0034 > FCi> 0.00168 Wi + 3.0034
Five Star	FCi> 0.00168 x Wi + 3.0034

Annexure: A/1 [cont..]

Where:-
Wi = Unladen mass in kg of a model i in the respective fiscal year, and
FCi = Petrol equivalent fuel consumption in liter per 100 kilometers of a model i

Provided that nothing in this rule shall prevent a manufacturer or importer of the vehicles specified in sub-rule (1) to voluntary display Fuel Economy Star Rating before the 1st April, 2016

(4) (a) The design of the Fuel Economy Star Rating shall be specified as below:



(b) The color scheme and sizes of labels shall be specified in the Document No. MoRTH/CMVR/TAP-115/116, as amended from time to time.

Note: 1. In case of vehicles which are powered with more than one fuel, where on of the fuel is liquefied petroleum gas or compressed natural gas mode, as applicable.

2. International Centre for Automotice Technology, Manesar, Haryana shall authorize the usage of labels and numbers thereof, baased on request of manufacturer for each vehicle model and its variant and shall charge fee for each label authorized for usage as specified in the document specified in clause (b)

[No. RT – 11011/04/2007-MVL]
ABHAY DAMLE, Jt. Secy.

Note:- The principal rules were published in the Gazzette of india, Extraordinay, Pasrt II, Section 3, subsection (i) vide notification G.S.R(E), dated 2nd June, 1989, and last amended vide notification number ……. (E) dated

TRUE COPY [link is given below]

https://morth.nic.in/sites/default/files/notifications_document/Notification_No_GSR_17_E_dated_7_1_2016_regarding_Fuel_Efficiency_Norms_0.pdf

Annexure: A/2

THE GAZETTE OF INDIA : EXTRAORDINARY [PART II—SEC. 3(ii)]
MINISTRY OF POWER NOTIFICATION
New Delhi, the 23rd April, 2015

S.O. 1072(E).— In exercise of the powers conferred by clauses (a) and (b) of Section 14 read with Section 18 of the Energy Conservation Act, 2001 (52 of 2001), the Central Government in consultation with the Bureau of Energy Efficiency, and in supersession of the Notification of the Government of India in the Ministry of Power number S.O. 290(E), dated the 30th January, 2014, hereby specifies energy consumption standards for motor vehicles which are type approved under the Central Motor Vehicle Rules, 1989, with at least four wheels, other than quadricycles, used for the carriage of passengers and their luggage and comprising not more than nine seats including driver's seat, and of Gross Vehicle Weight not exceeding three thousand and five hundred kilograms (hereinafter referred to as the said motor vehicle) for the purpose of manufacturing or importing for sale of the said category of motor vehicles in the following manner, namely:—

2. (1) Each manufacturer of the said motor vehicles shall comply with energy consumption standard in terms of Average Fuel Consumption Standards as provided below:—

(i) The Average Fuel Consumption Standard = a x (W-b) + c,
where, a = Constant Multiplier
Average Fuel Consumption Standard = Average Fuel Consumption Standard of manufacturer in petrol equivalent liter per 100 kilometer;
b = Fixed Constant; c = Fixed Constant;
W = Weighted average of unladen mass in kilogram (kg) of all new said motor vehicle, manufactured or imported for sale by the manufacturer;

(ii) the constant multiplier and the fixed constants shall be determined from Table 1.1 and Table 1.2 as given below depending upon the year of manufacturing or import of the said motor vehicle in
India, namely:—

Table 1.1
(for fiscal years 2017-18 to 2021-22)

a	0.0024
b	1037
c	5.4922
Average Fuel Consumption Standard for Manufacturer	= 0.0024 x (W – 1037) + 5.4922

Table 1.2
(fiscal year 2022-23 onwards)

a	0.002
b	1145
c	4.7694
Average Fuel Consumption Standard for Manufacturer	= 0.002 x (W – 1145) + 4.7694;

(iii) where weighted average Unladen Mass (W) for a manufacturer is calculated as per the following formula:—
W = _Ni Wi / _ Ni,

Annexure: A/2 [cont..]

where, Ni = Number of the said motor manufactured or imported for sale in India of a model i in the respective fiscal year;
Wi = Unladen mass in kilogram of a model i in the respective fiscal year.

(2) The Central Government may, by notification, in consultation with the Bureau of Energy Efficiency, revise the value of 'b' as specified in Table 1.2 provided the average unladen mass of all the vehicles manufactured or imported during the calendar year 1st January, 2016 to 31st December, 2016 is less than one thousand one hundred and forty five kilograms, in which case the average unladen mass of all the vehicles in the said period will be the value of 'b'.

(3) The Average of Actual Fuel Consumption shall be determined as per the following procedure:—

(i) Average of Actual Fuel Consumption in petrol equivalent liter per one hundred kilometer for a manufacturer is the weighted average fuel consumption of all the said motor vehicles, manufactured or imported in a fiscal year and shall be determined as per the following formula:—
Average of Actual Fuel Consumption = _KiNiFCi / _Ni
where,
Ni = Number of vehicles manufactured or imported for sale of a model i,
FCi = Petrol equivalent fuel consumption in liter per 100 kilometer of a model i;
Ki = Equivalent vehicle credits for electric vehicles;

(ii) the Fuel Consumption (FC) in liter per one hundred kilometer of every model shall be determined as per the following formula derived from the procedure for Details of Standards for Tailpipe Emissions from Petrol, Diesel, Liquefied Petroleum Gas (LPG) and Compressed Natural Gas (CNG) Engine Vehicles and Test Procedure as specified under the Central Motor Vehicle Rules, 1989;

(a) the actual fuel consumption of every model in terms of the liter per one hundred kilometer (in the case of petrol, LPG or diesel) and in kilogram per one hundred kilometer in the case of CNG shall be calculated by the following formulae:
FCpetrol = 0.04217 x CO2
FCdiesel = 0.03776 x CO2
FCLPG = 0.06150 x CO2
FCCNG = 0.03647 x CO2,
where, CO2 = the measured emission of carbon dioxide in gram per kilometer as per type approval;

(b) the actual fuel consumption of every electricity driven model shall be measured in terms of kWh per one hundred kilometer as per type approval;

(c) the actual fuel consumption in petrol equivalent for diesel, LPG, CNG and electricity driven motor vehicles shall be obtained by multiplying the actual fuel consumption referred to in (a) and (b) above with the conversion factors specified below:—

Fuel Type	Conversion Factor to Petrol equivalent
Diesel	1.1168
LPG	0.6857
CNG	1.1563
Electricity	0.1028

Annexure: A/2 [cont…]

3. In any fiscal year commencing from the 1st day of April, 2017 onwards, the Average of Actual Fuel Consumption as specified in sub-paragraph (2) of paragraph 2 shall be less than or equal to Average Fuel Consumption Standard as specified in sub-paragraph (1) of paragraph 2 of the respective fiscal year.

4. Compliance and enforcement.-

(1) All the manufacturers or importers selling the said motor vehicles in India shall comply with the energy consumption standards specified in this notification.

(2) The Ministry of Road Transport and Highways shall enforce the same along with provisions related to testing and calculation methodologies, reporting, conformity of production, derogation, pooling and consequence of non-compliance; and equivalent vehicle credits for electricity driven motor vehicle under the Central Motor Vehicle Rules, 1989, in consultation with Ministries concerned.

[No. 10/7/2008-EC]
SATISH KUMAR, Jt. Secy.

TRUE COPY [Web link below:]

https://beeindia.gov.in/sites/default/files/SO%201072%20(E)%20Passenger%20Cars%20Notification.pdf

Annexure: A/3

Vehicles to be rated for fuel efficiency

Hindustan Times | By Chetan Chauhan, New Delhi

Nov 26, 2009

https://www.hindustantimes.com/india/vehicles-to-be-rated-for-fuel-efficiency/story-qsX1sySLC9uibaZ9sLVYjL.html

“Fuel-efficiency labelling as per international standards has been finalised,” Kamal Nath, minister for road transport and highways, told HT. “They’ll be notified after a final round of consultation with the stakeholders.

Taking its commitment to the environment a notch higher, the government has decided that by 2011 all vehicles will have to carry a star rating based on per kilometre fuel efficiency. It has prepared a star-rating system — like the one for refrigerators and television sets — for vehicles based on weight and engine capacity. Under this, the car with the maximum fuel mileage in its category will get five stars. The automobile with a single star will be the least fuel-efficient.

The more fuel efficient a vehicle, the less polluting it is.

This year, 72 lakh two-wheelers and 15 lakh cars have been sold in India (till October-end).

Under the efficiency norms, vehicles have been divided into 16 categories — such as small cars, big cars, SUVs, tempos, trucks and buses. There will be standards and a star-rating system for each category, which the industry will have to follow.

Taking its commitment to the environment a notch higher, the government has decided that by 2011 all vehicles will have to carry a star rating based on per kilometre fuel efficiency.

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Annexure: A/4

Govt set to rate cars for fuel efficiency

ECONOMIC TIMES, By Nitin Sethi Dec 28, 2009,

https://economictimes.indiatimes.com/news/economy/policy/govt-set-to-rate-cars-for-fuel-efficiency/articleshow/5386115.cms?from=mdr

Synopsis :So in the new year, when you go hunting for a new set of wheels, a star label on the car's windshield could help you decide if you are getting your money's worth.

NEW DELHI: It's been more than two years in the pipeline but the ministry of power is now ready to rate cars for their fuel efficiency. So in the new year, when you go hunting for a new set of wheels, a star label on the car's windshield could help you decide if you are getting your money's worth.

To begin with, the labelling would be voluntary for manufacturers. But it would still be easy for consumers to make out why some manufacturers don't want their products labelled. In a year's time, labelling will become mandatory under a strict grading system.

The proposed label will not only suggest the new car's ideal mileage but also tell the buyer how the car performs compared to other models in the same category. The categories would be created on the basis of the vehicle's weight. The best performer would be given 5 stars and the others would get fewer stars depending on their mileage. At the moment, sources in the government suggest not many cars are able to hit the top category.

Even after the PMO pushed the fuel efficiency programme in April 2009, the process had got stuck with the road transport ministry intervening. The auto industry too raised issues that stalled the labelling process.

The proposal to label cars with star according to their fuel efficiency had raised too many questions among the auto manufacturers. Several rounds with the road transport ministry, headed by Kamal Nath, did not help resolve what had by then become a bitter turf battle.

The two key issues that kept propping up were under what law the regulations should be brought in for setting standards and implementing them and whether the measure should be the mileage per litre of fuel consumed or carbon dioxide emissions. A road transport ministry committee carried on working in parallel to the Bureau of Energy Efficiency (BEE) and recommended that carbon dioxide-based standards should be used.

he BEE and the power ministry, later backed by the PMO, kept insisting that a simple and consumer friendly measure had to be in kilometres per litre and that it also aided the government's objective of regulating the demand for costly oil imports. With more than 2 million cars being added to Indian roads every year, this had been identified as a key component of demand-side management of oil prices. But a committee set up by the road transport ministry recommended carbon dioxide-based standards. Later, studies found that the standards suggested were so lax that cars sold in 2017 could have continued to run at worse standards than those prevalent in the country in 2007.

Finally, the power ministry and BEE moved to put the debates behind them writing off the last of their letters to other stakeholders to respond. Not getting any response, the ministry has now decided to launch its programme.

With the standards for rating being improved periodically, the government believes 10-15% of the current car models would either improve or be taken off by 2012, another 30% would get into the 5 star category, 15% would be in four star category and 30% in the 2 star category. The move by the government would not only benefit the consumer directly but also bring substantial advantage in terms of foreign exchange savings used to import oil. Vehicles on road are expected to rise from 49 million in 2005 to 373 million in 2035.

Annexure: A/5

Fuel efficiency star ratings for cars coming soon in India

Vikas Yogi, Tuesday 06 December 2011

https://www.cartrade.com/news/fuel-efficiency-star-ratings-for-cars-coming-soon-in-india-115249.html

As per the recently revealed parliamentary estimates, only 9 to 16 percent car models in the Indian market are energy efficient. The revelation came at a time when the car buyers in the Indian market are already struggling with the continuously rising fuel expenses.

As per the recently released consultation paper from the Bureau of Energy Efficiency (BEE), the average weight of the cars sold in the Indian market every year is going upwards. It added, in last one decade the number of cars has surged 300 percent in the country. The consultation paper was released to set the energy efficiency standards for the car models. These standards will be somewhat similar to the energy efficiency star rating system currently used with the electronic goods. Such fuel efficiency labeling on cars is already available in the US market.

As warned in the consultation paper release, "If the trend continues, in 2020, it would increase to over 5.5 million per year and the total stock in the country would exceed 45 million. The annual fuel requirement would then be in excess of 25 million tonnes of oil equivalent."

The release further added that only 32 cars fell in the five-star fuel efficiency segment out of 330 car models available in India. The 4-star category includes about 52 car models in the country. As assumed by the Bureau of Energy Efficiency, the cars that consume up to 7 liters for covering a distance of 100 km fall in the category of 5-star fuel efficient cars.

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Annexure: A/6

Govt plans to introduce fuel-efficiency ratings for cars

Govt plans to introduce fuel-efficiency ratings for cars

ECONOMIC TIMES : Jan 17, 2013

https://economictimes.indiatimes.com/govt-plans-to-introduce-fuel-efficiency-ratings-for-cars/articleshow/18055845.cms?from=mdr

Synopsis : Govt plans to introduce fuel-efficiency ratings for automobiles to encourage sale of cars that consume less petrol or diesel, Veerappa Moily said.

NEW DELHI: The government plans to introduce fuel-efficiency ratings for automobiles to encourage sale of cars that consume less petrol or diesel, Oil Minister Veerappa Moily said.

The Petroleum Conservation Research Association should draw a proposal for rating automobiles according to their fuel efficiency," he said while inaugurating Petroleum Conservation Fortnight-2013 on Wednesday. Petroleum secretary chairs PCRA, an arm of the oil ministry for efficient energy utilization and environment protection.

The government will work on the proposal soon, which would be similar to star-ratings given by the Bureau of Energy Efficiency to electrical appliances, officials in the oil ministry said. "Fuel efficiency ratings of vehicles is possible after consulting all stakeholders. BEE, an arm of the power ministry, rates refrigerator, fans and air conditioners on the basis of energy they consume, encouraging customers to purchase the more energy-efficient appliances.

Moily also asked PCRA to start energy audit for conservation and optimum utilization of oil & gas in the country. "We should submit energy audit report on various sectors to the people every year. There should be proper energy budgeting by everyone utilizing energy," he said. The Minister said, he would soon review the issues of energy audit and ratings of vehicles.

Oil ministry has also approached the finance ministry to impose additional tax on diesel vehicles as sale of big fuel guzzlers are on rise because diesel is cheap in India. "This is an old proposal of the oil ministry to dissuade consumption of highly subsidized diesel, but auto lobby is against any such move," a senior government official said.

Moily said the oil ministry would try to reduce energy import dependency from current 80% to 50% by 2020. "It can be further reduced by 75% in 2025 and we can achieve self sufficiency by 2030. I can tell you, we can do it," he said. India imports over 80% crude oil it processes. Energy conservation is a must for fast growing economies like India, Moily said.

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Annexure: A/7

Star-ratings for vehicle mileage before end of the year

Dipak K Dash / TNN / Updated: Feb 2, 2016

https://timesofindia.indiatimes.com/auto/miscellaneous/star-ratings-for-vehicle-mileage-before-end-of-the-year/articleshow/50814384.cms

NEW DELHI: In the next six to seven months you don't need to go by claims made by vehicle dealers about mileage of each model of car or people movers. Rather you can easily identify which vehicle gives you the maximum mileage while buying one since it will be mandatory for every manufacturer and importer to display tamper proof stickers mentioning star-ratings just like the ones you see on refrigerators. The vehicles will have one to five star ratings. The road transport highways ministry has issued a draft has issued a draft notification specifying the design and shape of the star-rating stickers that will be placed on the windows of vehicles. Sources said these will be put up by manufacturers to end any confusion and to prevent any scope of dealers claiming that they have no better fuel efficient vehicles available with them. The draft notification also specifies star-rating norms for vehicles that are powered with more than one fuel such as LPG/CNG ..

though the draft notification mentions that every manufactured or imported vehicle carrying less than nine persons including driver shall affix the fuel economy star rating (FESR), it will roll out by September or October. We are resolving some minor issues with all the stakeholders," said a road transport ministry official.

The government has worked out a formula for calculating the mileage according to the quantity of fuel consumed by a a car over a distance of 100 kilometres and it is also linked to the vehicle's weight. Sources said vehicles using up to seven litres to travel 100 kilometres would get maximum five stars and vehicles consuming more that 12 litres to cover the same distance would get single star, which is the worst rating. The transport ministry has also set the deadline for implementation of the energy consumption standard, which was notified by the power ministry in April 2015. Under these norms, the automotive industry will need to ensure the mileage of such vehicles on Indian roads improves by 10% by 2021-22. The second phase will begin from 2022 and targets fuel efficiency improvement by 30% Failure to comply with the norms will invite a penalty and as per the Energy Conservation Act automakers who fail to met carbon emission norms will be fined Rs 10 lakh initially and will be made to pay Rs 10,000 penalty per day till their models meet the norms.

TRUE COPY