

BEFORE THE NATIONAL GREEN TRIBUNAL SOUTHERN ZONE AT CHENNAI

O.A. No. 87 OF 2024

Mr. Krishnan CS

...Applicant

Versus

The State of Karnataka & Anr.

...Respondents

INDEX OF CONVENIENCE TYPESET FILED ON BEHALF OF THE APPLICANT –

VOLUME II

S. NO.	DATE	DESCRIPTION	PAGE
1.	16.05.2025	News Article titled “Karnataka Seeks 7,000 electric buses for Bengaluru under PM E-drive” published in money control.	1-2
2.	25.05.2025	News Article titled “BMTC fleet to touch 10,000 as Centre okays 4,500 e-buses” published in Deccan Herald.	3-4
3.	12.09.2025	News Article titled “Bengaluru slips in clean air ranking due to rising vehicular emissions & road dust” published in Times of India	5-6
4.	04.10.2025	News Article titled “Karnataka’s vehicle scrapping lags despite policy push” published in Bangalore Mirror.	7-8
5.	02.12.2025	News Article titled “What scrap: Karnataka not able to let go of end-of-life vehicles fast enough” published in Bangalore Mirror	9-10
6.	25.12.2025	Newspaper report noting 64% of PM 2.5 in Bengaluru comes from vehicles.	11-14
7.	10.07.2026	News Article titled “Bengaluru’s delay over 4,500 PM E-DRIVE e-buses opens door for six states seeking 4,220 more buses” published in money control.	15-18
8.	29.06.2026	News Article titled “Heavy vehicles bear outsized PM 2.5 footprint, says govt study”, noting the MoRTH study, published in Mint.	19-21

Dated at Chennai on this the 14th day of July, 2026.

DRAWN & FILED BY:



Ms. Anu Ganesan

Counsel for the Applicant

3rd Floor, Linghi Chetty Street, Parrys,
Chennai – 600 001. Mob: +91 99415 42415
Email: anuganesan@capitallawchambers.in

Karnataka seeks 7,000 electric buses for Bengaluru under PM E-Drive

 moneycontrol.com/news/india/karnataka-seeks-7-000-electric-buses-for-bengaluru-under-pm-e-drive-13029795.html

Moneycontrol News

Union Minister HD Kumaraswamy assures Karnataka of buses in upcoming phase



Karnataka Transport Minister Ramalinga Reddy met Union Minister of Heavy Industries and Steel HD Kumaraswamy in New Delhi on May 16.

Union Ministry of Heavy Industries on May 16 received a formal proposal from the Karnataka government seeking the allocation of electric buses under the centrally sponsored PM E-Drive initiative.

Karnataka transport minister Ramalinga Reddy submitted the request, highlighting the growing need to strengthen public transport systems in major urban centres.

Sources told *Moneycontrol* that the state has sought 7,000 electric buses for the Bengaluru Metropolitan Transport Corporation (BMTCL) in the meeting.

Union Minister for Heavy Industries and Steel HD Kumaraswamy held discussions with ministry officials and assured the Karnataka government of full support from the Centre. He

said that the allocation process is underway and buses will be provided in a phased manner.

“I will ensure that Karnataka receives all due support from the Government of India,” Kumaraswamy said in a statement. “We are transforming public mobility across the country. Karnataka will definitely benefit from the PM E-Drive scheme.”

The PM E-Drive aims to deploy 14,028 electric buses in nine major cities across India. Discussions between the Union and state governments have also focused on enabling infrastructure such as charging stations, depots, and maintenance facilities.

“We are not just distributing buses—we are building a cleaner, smarter, and more inclusive transport future,” Kumaraswamy added.

Launched in 2024, PM E-Drive has an outlay of Rs 10,900 crore and will run till March 2026. Meanwhile, Karnataka is planning to induct 14,750 electric buses by 2030 through a mix of central and state schemes, including PM eSewa, PM E-Drive, and the Karnataka Electric Bus Program (KEBP) supported by the World Bank.

BMTC fleet to touch 10,000 as Centre okays 4,500 e-buses

DH deccanherald.com/india/karnataka/bengaluru/bmtc-fleet-to-touch-10-000-as-centre-okays-4-500-e-buses-3555307

DHNS

May 23, 2025

The Ministry of Heavy Industries on Thursday announced the allocation of 10,900 electric buses to five cities under the PM Electric Drive Revolution in Innovative Vehicle Enhancement (PM E-DRIVE) scheme.



Image for representational purposes.

Bengaluru: With the Union government approving 4,500 buses for the city under a newly launched scheme, the Bengaluru Metropolitan Transport Corporation (BMTc) is expected to have nearly 10,000 vehicles in its fleet in the next two years.

The Ministry of Heavy Industries on Thursday announced the allocation of 10,900 electric buses to five cities under the PM Electric Drive Revolution in Innovative Vehicle Enhancement (PM E-DRIVE) scheme.

At 4,500, Bengaluru will get the lion's share of these buses. Delhi will get 2,800 e-buses, Hyderabad 2,000, Ahmedabad 1,000 and Surat 600.

Speaking to reporters in New Delhi on Friday, H D Kumaraswamy, Minister of Heavy Industries and Public Industries, said that the prime minister had the goal of reducing land transport pollution to zero by 2030. "We are striving to make his dream a reality by providing electric buses under this scheme," he added.

4

N V Prasad, Secretary of the Transport Department, confirmed that the ministry had agreed to provide 4,500 e-buses to Bengaluru.

"The scheme will run until March 2027. These buses will be leased under the Gross Cost Contract (GCC), with the government of India calling tenders. Any type of buses — AC, non-AC, low-floor or high-floor — can be leased under this scheme," he told DH.

Karnataka had originally sought 5,000 e-buses for Bengaluru, a requirement of 10,000-12,000 buses to meet the city's growing demand.

The scheme is expected to strengthen the Bengaluru Metropolitan Transport Corporation's (BMTC) efforts to expand its fleet, which currently stands at 6,903, including 1,421 e-buses.

On average, 400-500 overage buses are retired every year. By the implementation of this scheme, the BMTC is expected to have nearly 10,000 buses. Under PM E-DRIVE, the Centre will spend Rs 4,391 crore on subsidies to procure 14,028 e-buses in nine cities with a population of 40 lakh or more.

The subsidy will be Rs 35 lakh per standard bus (10-12 metres), Rs 25 lakh (midi bus, 8-10 metres) and Rs 20 lakh (minibus, 6-8 metres).

Only e-buses with an ex-factory price of less than Rs 2 crore will be incentivised.

The BMTC will deposit money into an escrow account to pay the bus manufacturer on a per-kilometre basis under GCC model, with a minimum daily assured distance. Except for conductor salaries, all operational costs will be borne by the bus manufacturer.

If the BMTC fails to pay the bus manufacturer, the state government will step in. If the state also fails to pay, the union government will debit the money from the Consolidated Fund of India, according to a senior government official.

Published 24 May 2025, 02:30 IST

7/14/26, 6:21 PM

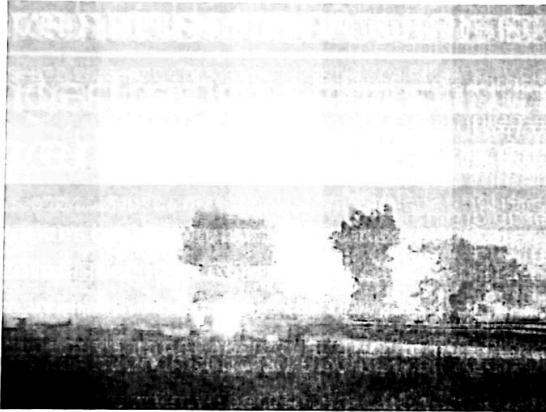
Bengaluru slips in clean air rankings due to rising vehicular emissions & road dust - Times of India

Printed from

THE TIMES OF INDIA

Bengaluru slips in clean air rankings due to rising vehicular emissions & road dust

Sep 12, 2025, 03:04 AM IST



Bengaluru: Already battling dust and vehicular emissions, the city's air quality has taken a further beating, slipping from 28th to 36th spot in the recently released Swachh Vayu Survekshan 2025. The rankings, published by the Union ministry of environment, forest and climate change (MoEFCC), evaluate the performance of cities in implementing the Centre's National Clean Air Programme (NCAP).

Unlike many other large cities that showed improvement under the category of urban centres with population above 10 lakh, Bengaluru fared poorly in controlling PM10 and PM2.5 pollutants. NCAP, launched in 2019, aims to cut particulate matter

concentrations by 20-30% by 2026 compared to the 2017-18 baseline levels. Officials from MoEFCC and the Central Pollution Control Board attribute Bengaluru's poor performance primarily to vehicular emissions and road dust. With more than 1.5 crore registered vehicles and thousands more entering from neighbouring districts each day, the city's congestion continues to fuel rising levels of nitrogen oxide and particulate matter.

A progress report by the Centre for Research on Energy and Clean Air in early 2025 estimated that vehicles account for 40% of emissions, followed by road and crustal dust at 25%, highlighting an urgent need for stronger vehicle management and better road infrastructure. In 2024, Bengaluru scored 170.6 points to secure the 28th

<https://timesofindia.indiatimes.com/city/bengaluru/bengaluru-slips-in-clean-air-rankings-due-to-rising-vehicular-emissions-road-dust/articleshowprint/123836635.cms>

6

7/14/26, 6:21 PM

Bengaluru slips in clean air rankings due to rising vehicular emissions & road dust - Times of India

rank. This year, the score dropped sharply to 145.1, reflecting the deteriorating air quality despite visible strides such as the growth of electric vehicle adoption and a govt crackdown on solid waste and biomass burning. According to experts, the real setback is the weak inter-departmental coordination — particularly between the civic authorities of Bengaluru and the Karnataka State Pollution Control Board — which hampered effective utilisation of NCAP funds.

Adding to the concern, a study by the Centre for Study of Science, Technology and Policy, released at the National Clean Air Summit 2025 in Bengaluru, revealed that Karnataka is India's largest contributor to PM2.5 vehicular emissions. The state emits 13.6 gigagrams annually, ahead of Uttar Pradesh (13.4 Gg) and Tamil Nadu (13 Gg), with heavy-duty trucks and goods carriers being the largest polluters.

Karnataka's vehicle scrapping lags despite policy push

bangaloremirror.indiatimes.com/bangalore/others/karnatakas-vehicle-scrapping-lags-despite-policy-push/articleshow/124297497.cms

Bangalore Mirror

October 4, 2025

Updated: Oct 4, 2025, 06:00 IST



Bengaluru leads with 34 lakh vehicles over 15 years old, but owners reluctant to scrap; activists say poor adoption highlights need for stronger enforcement and public awareness

Karnataka's ambitious vehicle scrapping policy, introduced in line with the Centre's directive to phase out vehicles older than 15 years, has found little acceptance among vehicle owners. Data shows that in the past two years, only 0.07 per cent of eligible vehicles in the state have been scrapped, reflecting widespread reluctance despite tax rebates and government incentives.

Bengaluru tops in old vehicles

According to the State Transport Department, Bengaluru alone has 34 lakh vehicles that are more than 15 years old. Among these are 21 lakh two-wheelers, 7 lakh cars, and nearly 6 lakh other vehicles. Statewide, there are 69 lakh old two-wheelers and 15 lakh cars. In total, 86 lakh private vehicles and 14 lakh government vehicles in Karnataka have crossed the 15-year threshold.

Private vehicles escape mandate

While scrapping has been made mandatory for government vehicles, private vehicle owners are free to decide whether to scrap their vehicles. This voluntary approach has resulted in poor compliance. In Bengaluru, scrapping facilities have been set up at Devanahalli and Koratagere (Tumakuru) as Registered Vehicle Scrapping Facilities (RVSFs). However, in two years, only around 1,000 private vehicles and 4,000 government vehicles have been scrapped at these centres. Owners are compensated based on the scrap weight of their vehicles, and a Certificate of Deposit (CoD) is issued after scrapping.

Tax rebates fail to attract owners

A Transport Department official said the government has introduced road tax exemptions for those purchasing new vehicles after discarding their old ones, to encourage vehicle scrapping. "Owners of non-transport vehicles are eligible for rebates of up to 25 per cent, while transport vehicles receive a 15 per cent rebate. In addition, buyers are offered direct monetary benefits ranging from Rs 1,000 to Rs 5,000 on new two-wheelers and between Rs 10,000 and Rs 40,000 on new four-wheelers, depending on the model," said the official. The official noted that even in cases where old tax payment records are unavailable, the rebate is calculated on the new vehicle's purchase price. "However, despite these incentives, the scrapping policy has failed to gain momentum among vehicle owners," added the official.

Environmental concerns unaddressed Experts warn that older vehicles contribute significantly to air pollution and road safety risks. With Bengaluru alone holding over 34 lakh ageing vehicles, the city's air quality is at stake. Activists said that the policy's poor adoption highlights the need for stronger enforcement mechanisms and greater public awareness about the environmental and safety hazards of retaining outdated vehicles.

9

What scrap: Karnataka not able to let go of end-of-life vehicles fast enough

bangaloremirror.indiatimes.com/bangalore/others/what-scrap-karnataka-not-able-to-let-go-of-end-of-life-vehicles-fast-enough/articleshow/125703472.cms

Sridhar Vivan

December 2, 2025



Environmentalists say outdated government vehicles worsen pollution, urging Karnataka to accelerate scrapping and lead by example through timely replacement of ageing diesel fleets

Despite central incentives, Karnataka lags behind leading states, with weak awareness, limited facilities and poor government fleet renewal slowing the scrappage push

Karnataka finds itself at a crossroads in the nation's ambitious push toward phasing out end-of-life vehicles under the Registered Vehicle Scrapping Facility (RVSF) policy. With only 3,816 private vehicles and 1,827 government vehicles scrapped so far, experts say the state must urgently ramp up its efforts to keep pace with India's clean mobility goals.

According to the Ministry of Road Transport and Highways, Karnataka has scrapped 3,816 private vehicles through RVSFs, placing it ahead of states such as Bihar, Odisha and Telangana. However, the state's performance remains modest when compared with national leaders like Uttar Pradesh (60,626), Haryana (17,590) and Gujarat (10,239). The contrast is particularly stark given Karnataka's high levels of urbanisation, vehicle ownership and a growing need for sustainable mobility. Even states with smaller urban

footprints, including Rajasthan and West Bengal, have surpassed Karnataka in scrapping old private vehicles.

Transport and urban policy experts say the numbers highlight gaps in awareness, accessibility and incentives. Many vehicle owners, they point out, are still unclear about the scrapping process, benefits and documentation involved. Officials argue that integrating RVSF services more closely with RTO operations and expanding the number of certified scrapping centres could help address this hesitation. Some also believe that the absence of a strong state-level campaign has contributed to the slow adoption of the policy.

The state's record in scrapping government vehicles reflects a similar trend. Karnataka has phased out only 1,827 government vehicles out of 1.32 lakh scrapped nationally, accounting for just 1.3 per cent of the total. This falls far behind states such as Uttar Pradesh, Haryana and Maharashtra, which have proactively retired ageing government fleets. Even Chandigarh, a union territory with a far smaller vehicular base, has scrapped 5,068 government vehicles—almost three times Karnataka's count.

Environmentalists argue that government departments should ideally lead the transition to cleaner fleets, especially as ageing diesel-run vehicles are significant contributors to urban pollution. They believe that timely replacement of outdated vehicles with cleaner alternatives would not only improve air quality but also set a visible example for private motorists.

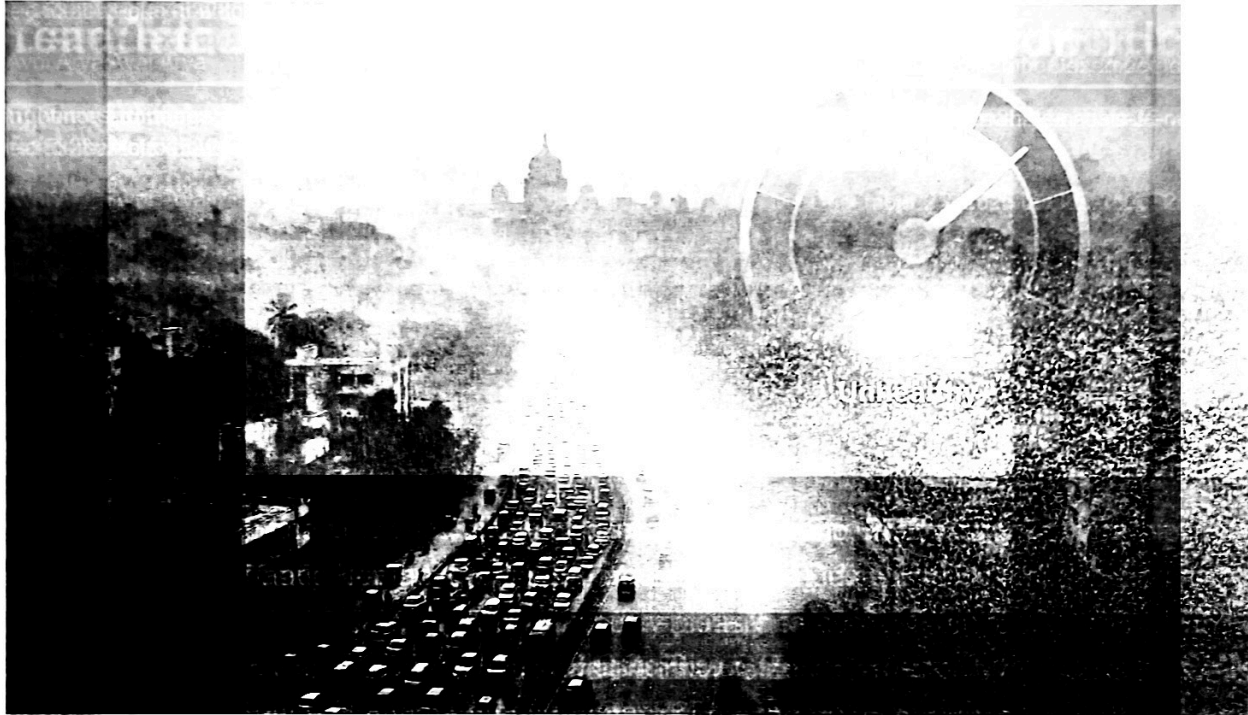
The Centre has announced several incentives to encourage scrapping, including a complete waiver of registration fees for new vehicles purchased using a Certificate of Deposit, up to 25 per cent concession in motor vehicle tax for non-transport vehicles, 15 per cent for transport vehicles and a rebate of up to 50 per cent for scrapping Bharat Stage I and II compliant vehicles. However, experts say that unless Karnataka strengthens implementation and outreach, these benefits may remain underutilised.

Bengaluru Is More Polluted Than We Think, Shows 35-Year Data Trend: What's Causing It and How To Fix It

TN timesnownews.com/bengaluru/bengaluru-is-more-polluted-than-we-think-shows-35-year-data-trend-whats-causing-it-and-how-to-fix-it-article-153280367

Avni Arya

December 25, 2025



Bengaluru Air Pollution Crisis: New Data Shows Rising PM2.5, Traffic Dust, and Health Risks — What's Behind It and How Govt Plans to Fix It (AI-generated image)

Bengaluru Air Pollution: Bengaluru's famously pleasant weather is no longer enough to mask a growing crisis in the air its residents breathe. After weeks of mounting public concern and reminders from environmental experts, the Karnataka government has finally stepped in, warning that the city could be heading down the same dangerous path as Delhi if immediate, structural interventions are not made.

From dust-choked roads to a rise in vehicular numbers, Bengaluru's worsening air pollution is now being recognised as both a health emergency and a governance challenge, one that needs urgent, coordinated action.

A City Getting More Polluted Than We Realise

For weeks, an independent analysis by content creator Unboxing Bengaluru has been circulating widely, revealing the scale of the crisis. "I've been studying Bengaluru's air for a month, and it's more polluted than we think," the presenter warns in the video, adding that the city's average PM2.5 levels remain around 40, which is officially classified as moderate, but far from healthy.

BENGALURU AIR POLLUTION SOURCES: THE REAL BREAKDOWN



- Bengaluru has 1.23 crore registered vehicles – the highest vehicle-to-population ratio in India.
- Most PM2.5 comes from slow-moving traffic and bad road conditions

Bengaluru Air Pollution Breakdown

"Moderate air pollution isn't acceptable. Studies show that prolonged exposure is making us stupid," he says, pointing out that while the WHO recommends PM2.5 under 5, Indian safety limits classify anything under 40 as acceptable. Bengaluru has touched 200 several times this year - a level that "in Europe or Japan... would be considered a severe health risk. They would declare an emergency and tell people not to go out."

The video also shows how polluted air varies dramatically even inside a home: "The air in your bedroom, living room and street right outside have a different composition of

pollutants."

35 Years of Data Show One Trend: It's Getting Worse

Bengaluru has 35 years of PM2.5 data, and the trend is worrying. "We can see how each year it has gotten a little worse," he says. The city may still be "better than Delhi," but is now "almost as bad as Beijing."

How Pollution in Bengaluru Has Risen

Beijing's infamous 2013 airpocalypse, when AQI frequently hit 500, pushed China into action. Through strict policies, shutting coal plants and banning polluting vehicles, Beijing cut pollution by nearly 60% over a decade. "It's not perfect, but the sky is blue again. And that's progress."

The Biggest Culprit: Bengaluru's Roads and Its Cars

The video's most startling revelation is about the source of the pollution,

A massive 64% of PM2.5 in the city comes from vehicles, the highest among major Indian cities. With 1.23 crore registered vehicles, including 84 lakh two-wheelers, and 2,563 new vehicles added daily, congestion is inevitable, and so is pollution.

Slow-moving traffic on broken roads, vehicles idling endlessly at signals, and trucks navigating narrow lanes are sending up clouds of emissions and dust. "A city built for walking, cycling and buses pollutes less," the presenter notes. "A city built for cars pollutes forever."

Construction Dust: The Second Major Problem

Research shows that 24% of the city's pollution comes from construction work and road dust. The video compares this with China, where dust is tackled aggressively: roads washed regularly, vehicles scrubbed before leaving construction sites, and domes built around demolition zones.

In contrast, "roads are cleaned a few times a year and not very well," he says. Most work is still done manually, with limited or rarely used machinery.

Health Impacts: 'It's Affecting the Heart, Muscles and Mind'

Doctors featured in the video warn that the harm is far deeper than a cough.

"When you breathe them in, you're sending chemicals into your lungs, blood and brain," one expert says. Once inside, these pollutants trigger inflammation that "affects the heart,

it's affecting your muscles, it's affecting your mind."

Air Pollution in Bengaluru: What's The Impact?

Allergies, asthma, wheezing and cardiovascular problems are on the rise, especially among children and older adults.

Air pollution is also a silent economic killer. It is estimated to cost India over \$30 billion a year, disproportionately affecting informal workers like construction labourers who lose wages when illness keeps them home.

Government Steps In: Expert Committee to Be Formed

Amid growing alarm, Deputy Chief Minister D K Shivakumar has directed the Chief Secretary to constitute an expert committee to recommend immediate interventions. The move follows a letter from MLC Dinesh Gooligowda, who warned that Bengaluru could soon "face a situation similar to Delhi" without urgent action.

His letter highlights the scale of the problem:

- 1.23 crore registered vehicles for a population of 1.47 crore
- 2,563 vehicles added daily
- AQI currently between 50 and 70 (moderate), with the potential to hit severe within a decade

Children and the elderly, he says, are already "reporting increased respiratory distress, allergies, asthma and cardiovascular ailments linked to pollution."

Gooligowda has called for a high-level panel of environmental scientists, public health specialists, traffic experts and key government departments to craft actionable strategies. The Deputy Chief Minister has instructed officials to initiate steps immediately.

What Bengaluru Needs to Do Now

Three steps, it says, are crucial:

1. Talk more about it — public awareness drives change.
2. Protect yourself — masks are now necessary in certain pockets of the city.
3. Fix governance — "To fix air pollution in Bengaluru, we need to fix our roads. And to fix our roads, we need to fix our government.", said so in the video.

As one expert puts it, "2025 is a dual year of great economy, lovely India, growing India. At the same time, polluted India, contaminated India. The time is now."

Bengaluru's delay over 4,500 PM E-DRIVE e-buses opens door for six states seeking 4,220 more buses

 moneycontrol.com/news/india/bengaluru-s-delay-over-4-500-pm-e-drive-e-buses-opens-door-for-six-states-seeking-4-220-more-buses-13970634.html

Christin Mathew Philip

The Centre has received fresh requests for 4,220 electric buses from six states/cities as Karnataka delays approval for Bengaluru's 4,500-bus allocation under PM E-DRIVE, putting up to Rs 1,505 crore in central subsidy at stake.



BMTC

- Bengaluru delays 4,500 e-bus work orders.
- Other states seek Bengaluru's e-bus allocation.
- Karnataka risks losing Rs 1,505 Cr subsidy.

Bengaluru's prolonged delay in issuing work orders for the induction of 4,500 electric buses under Centre's PM E-DRIVE scheme has prompted six states/cities to seek an additional allocation of 4,220 buses, raising the possibility that Karnataka could lose part of its sanctioned fleet if approvals continue to be delayed.

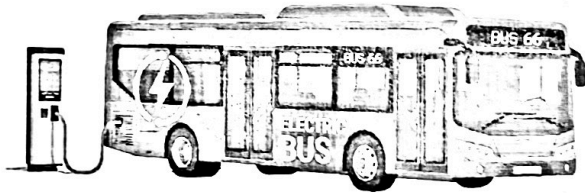
Sources told *Moneycontrol* that Centre has received fresh requests for 500 electric buses from Surat, 600 from Hyderabad, 2,000 from Andhra Pradesh, 900 from Rajasthan, 20 from Meghalaya and 200 from Jammu & Kashmir.

PM E-DRIVE SUBSIDY FOR BENGALURU

Bus Type	Quantity	Maximum Subsidy per Bus	Total Subsidy (₹ crore)
12-metre Low-Floor Non-AC	3,500	₹35 lakh	1,225
12-metre Low-Floor AC	300	₹35 lakh	105
9-metre Low-Floor Non-AC	600	₹25 lakh	150
9-metre Low-Floor AC	100	₹25 lakh	25
Total	4,500		1,505

GROSS COST CONTRACT (GCC) MODEL

Private operators procure, operate and maintain the buses, while BMTC pays them on a per-kilometre basis and deploys the conductors.



FRESH DEMAND UNDER PM E-DRIVE

Six states and cities have sought 4,220 additional electric buses under the PM E-DRIVE scheme: Andhra Pradesh (2,000), Rajasthan (900), Hyderabad (600), Surat (500), Jammu & Kashmir (200), and Meghalaya (20).



moneycontrol



It remains unclear whether Union Ministry of Heavy Industries will reallocate buses originally earmarked for Bengaluru. However, the fresh requests come at a time when the Karnataka Cabinet is yet to approve BMTC's proposal to issue work orders under the scheme, even though the Centre completed the tender process in December 2025.

Moneycontrol had reported on June 25 that while bids for Bengaluru's 4,500 buses were finalised in December 2025, Bengaluru Metropolitan Transport Corporation (BMTC) is still

awaiting Karnataka Cabinet approval before issuing the Letter of Award (LoA).

Other cities move ahead

While Bengaluru remains stalled, other cities have moved ahead with the procurement process. Under PM E-DRIVE Tender-I, successful bidders were communicated to participating cities on December 30, 2025. "Hyderabad issued Letter of Award (LoA) on February 18, Surat on March 9 and Ahmedabad on March 16. Delhi is expected to issue its LoA by mid-July, while Bengaluru's timeline is still awaited," a person aware of the developments told *Moneycontrol*.

"BMTC had also sought visits to manufacturers' facilities. Convergence Energy Services Ltd (CESL) facilitated inspections at the plants of Pinnacle Mobility, PMI Electro Mobility and Olectra during February and March 2026", he said.

Union Ministry of Heavy Industries has also written to Karnataka government, stating that BMTC is yet to issue LoA despite the four-week timeline from the date of receiving the Letter of Confirmation of Demand from CESL. "During the review of the implementation of the scheme, it has been observed that the Letter of Award for the buses allocated to BMTC is yet to be issued," the ministry said, urging the state government to issue the LoA and execute the concession agreements at the earliest.

Rs 1,505 crore subsidy at stake

Under PM E-DRIVE, Bengaluru has been sanctioned a maximum subsidy of Rs 1,505 crore for 4,500 electric buses. The package includes support for 3,500 non-AC 12-metre buses, 300 AC 12-metre buses, 600 non-AC 9-metre buses and 100 AC 9-metre buses.

The Centre has approved 14,028 electric buses under the scheme, with procurement completed for 13,800 buses-10,900 under Tender-I and 2,900 under Tender-II. "Pune has already issued the LoA for 1,000 buses under Tender-II, while Mumbai is expected to do so by the end of July", an official said.

Moneycontrol had earlier reported that Greencell Mobility, Chartered Speed and PMI Electro Mobility emerged as the lowest bidders. Under Gross Cost Contract (GCC) model, private operators procure, operate and maintain buses, while BMTC pays them on a per-kilometre basis.

Political tussle over lease model

The Centre floated tenders for 10,900 buses across five cities, with Bengaluru receiving the largest allocation of 4,500 buses, followed by Delhi (2,800), Hyderabad (2,000), Ahmedabad (1,000) and Surat (600).

However, the proposal has become the subject of a political debate in Karnataka. Bengaluru South MP Tejasvi Surya has backed GCC model, arguing that it allows the government to expand the fleet without incurring the upfront cost of purchasing buses while shifting maintenance responsibilities to private operators.

Transport Minister Byrathi Suresh has expressed reservations over the model. He has argued that while Centre provides only Rs 30-35 lakh per bus as subsidy, Karnataka would have to make per-kilometre payments to operators, resulting in an annual expenditure of Rs 2,850-3,000 crore over an eight-year contract period.

"The government has to examine both the pros and cons before taking a decision," Suresh said.

Following a collision involving two BMTC electric buses on July 4 that injured 18 people, the state government ordered a review of the operational performance of its existing electric bus fleet before taking a call on further induction.

Suresh said officials have been asked to assess both the operational experience and financial implications of inducting more buses under Centre-backed GCC model. "The next decision on inducting new electric buses will be taken only after examining the findings of this study," he said.

BMTC now operates 6,949 buses, including 1,760 electric buses, while transport experts estimate that Bengaluru requires nearly 14,000 buses to adequately serve the city's growing population. Delays in expanding the fleet, they say, could further widen the gap between demand and public transport capacity.

Heavy vehicles bear outsized PM2.5 footprint, says govt study

livemint.com/news/heavy-vehicles-bus-truck-pm2-5-emission-bs-vii-morth-11782730040105.html

Vijay C Roy

June 29, 2026

Studies have consistently shown that heavy-duty diesel vehicles are among the largest contributors to transport-related PM2.5 emissions, despite their relatively small share of the overall vehicle population.



Diesel-powered trucks and buses emit significantly higher levels of particulate matter than most passenger vehicles due to their larger engines, heavier loads and longer operating hours.(HT)

New Delhi: Heavy-duty trucks and buses comprise just 2.5-3% of vehicles on India's roads but account for about 35-36% of transport-related fine particulate matter (PM2.5) emissions, according to a study by the ministry of road transport and highways (MoRTH). The findings strengthen the case for tighter emission standards and faster fleet modernization, both being key to the government's proposed BS VII framework.

Transport emissions include pollutants such as carbon monoxide (CO), hydrocarbons (HC), nitrogen oxides (NOx) and particulate matter. But experts say it is fine particulate matter (PM2.5) that poses the greatest public health risk as it can penetrate deep into the lungs and bloodstream.

"According to our study, heavy-duty vehicles represent only around 2.5-3% of our vehicle strength. But when we look at the real concern among pollutants—PM2.5—the contribution

of trucks and buses is disproportionately high, which is almost beyond one-third, probably 35-36%," Mahmood Ahmed, additional secretary in MoRTH said at an event.

India has recorded sales of 7.36 million buses and trucks till date, the government's Vahan dashboard for vehicle registrations showed.

Diesel-powered trucks and buses emit significantly higher levels of particulate matter than most passenger vehicles due to their larger engines, heavier loads and longer operating hours. Studies have consistently shown that heavy-duty diesel vehicles are among the largest contributors to transport-related PM2.5 emissions, despite their relatively small share of the overall vehicle population.

The findings reinforce the need for targeted interventions, including faster fleet modernization, stricter emission standards, adoption of cleaner fuels, diesel particulate filters (DPFs), and accelerated electrification of commercial vehicles, said Ahmed.

He added that the government is working on various strategies, including BS VII framework, to reduce emissions. "We are evaluating individual vehicle categories and specific pollutants as part of the BS VII framework. The focus is not only on tightening emission limits but also on improving testing methodologies to ensure they better reflect real-world driving conditions," the official said.

The government is also pursuing a technology-neutral strategy to reduce transport emissions, backing electric vehicles (EVs), flex-fuel engines and green hydrogen while accelerating fleet modernization through voluntary incentives rather than blanket bans.

Holistic approach

The government is "not placing everything in a single basket," said the official, adding that consumers should ultimately determine which technology succeeds, while the ministry's role is only to create an enabling regulatory framework for all clean mobility options.

"We are aware of the fact that there are still few gaps left in this, so that's why we are starting working back again with the vehicle scrapping policy, the fleet modernization. We realize that the fleet itself needs to be modernized, and the way to go is not punitive measures, it's not dictating that from a certain day or date these vehicles will not run, or from a certain day fuel will be denied to a certain category of vehicles," Ahmed added.

The ministry is also tightening pollution control measures by overhauling the Pollution Under Control (PUC) regime. Proposed reforms include geo-tagging vehicles during testing, encrypting emissions data, eliminating manual data entry and redesigning testing equipment to curb fraudulent certification.

Evidence and solutions

As per a report by The Air Pollution Action Group (A-PAG) in collaboration with IIT Delhi and The Energy and Resources Institute (Teri), the transport sector contributes about 18-24% of PM_{2.5} concentrations in Delhi. Within this, freight vehicles—particularly heavy trucks—account for a disproportionate share of emissions due to their diesel fuel use, ageing fleet profiles and high operational intensity, said the report, *Towards Cleaner Freight in Delhi: Assessing Interstate Truck Emissions and Mitigation Strategies*.

Delhi's status as a major logistics hub, with substantial interstate truck traffic daily, further compounds this challenge. Despite multiple policy measures being introduced over the years, the absence of reliable, granular data has continued to constrain effective intervention.

"For the first time, we have a detailed, ground-truthed picture of Delhi's interstate truck movement. Importantly, the report goes beyond diagnosis and identifies where interventions can be most effective, which vehicles to prioritize, and the impact different measures could deliver. This provides a strong evidence base for targeted action at scale," said Kritika Choudhary, head of strategy at A-PAG.

The report finds that approximately 16,900 heavy-duty vehicles enter Delhi each day and characterizes their composition and operational patterns. Key findings include: HDVs (heavy duty vehicles) account for 23% of total daily transport emissions and their share increases significantly to 61% during early morning and nighttime hours. It also identifies four toll plazas—Kundli, Rajokri, Badarpur and Tikri—that could influence over 50% of all truck entries into the city.

The report puts up seven mitigation strategies, with timelines and quantified impact. For example, banning pre-BS-VI trucks by 2027 alone could cut PM_{2.5} emissions from interstate trucks by 51%. Recommended strategies include empty backhaul optimization and shift to electric trucks, among several others.

**BEFORE THE NATIONAL GREEN
TRIBUNAL, SOUTHERN ZONE AT
CHENNAI**

O.A. NO. 87 OF 2024

In the matter of:

Krishnan CS

...Applicant

-Vs-

The State of Karnataka, Through the
Department of Transport & Anr.

...Respondents

CONVENIENCE TYPED SET FILED BY
THE APPLICANT – VOLUME II

ANU GANESAN (MS 1881/2015)

VIGNESH VENKATACHALAM

(MS 3587/2012)

A.K. ABILASH (MS 3409/2023)

RAKSHITHA.M (MS 5392/2021)

COUNSEL FOR THE APPLICANT

Mobile: +91 99415 42415
anuganesan@capitallawchambers.in