

**BEFORE THE HON'BLE NATIONAL GREEN TRIBUNAL,
PRINCIPAL BENCH, NEW DELHI
ORIGINAL APPLICATION NO. 1361/2024**

IN THE MATTER OF:

Jitendra Mahajan

...Applicant

Vs

Govt. of NCT of Delhi & Ors.

...Respondents

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NEW DELHI

DATED: 02.07.2025


(JYOTI MENDIRATTA)

Advocate for the GNCT of Delhi

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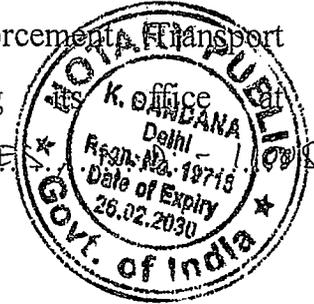
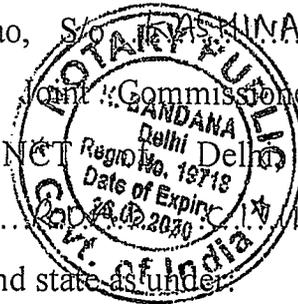
Govt. of NCT of Delhi & Ors.

...Respondents

REPLY AFFIDAVIT ON BEHALF OF RESPONDENT NO. 1 & 2

MOST RESPECTFULLY SHOWETH:-

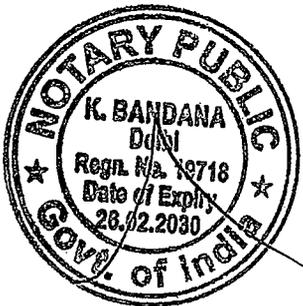
I, Aom Dhole Kashinathrao, S/o KASHINATH RAO..... age
39 years, working as Joint Commissioner, Enforcement, Transport
Department, Govt. of NCT of Delhi having
Office No. 5/9, Under Hill Road, Delhi - 110054
hereby solemnly affirm and state as under:



1. That in the present proceedings, this Hon'ble Tribunal is considering the issue regarding several diesel and petrol Government vehicles plying on the roads despite having exceeded their permissible age limit of 10/15 years as also issuance and regulation of PUC Certificates.
2. The answering respondent begs to submit as under regarding the vehicular compliance and enforcement mechanisms:

A. MONITORING AND REGULATION OF PUC CENTRES-

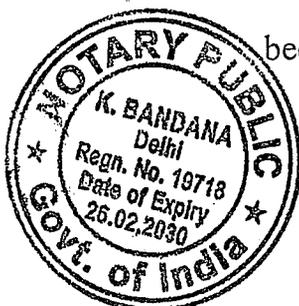
PUC Centres are governed under Rule 99(3) of the Delhi Motor Vehicle Rules, 1993. There are two sets of terms and conditions for the functioning of PUC Centres i.e one for Diesel driven vehicles and another for Petrol/CNG/LPG driven vehicles. These terms and



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conditions are publicly accessible on the website of the Department. Copies are being annexed hereto as **Annexure R-1** for ready reference.

- i. There are approximately **950 PUC Centres** operating across Delhi. These are primarily located at:
 - Petrol Pumps
 - IGL Gas Stations
 - Authorized Automobile Workshops
- ii. Two types of centres exist:
 - For Petrol/CNG/LPG vehicles (using gas analyzers)
 - For Diesel vehicles (using smoke meters)
- iii. **Compliance and Authorization Mechanisms of PUC Centre in Delhi:**
 - A PUC Centre is authorized to operate as an authorized PUC Centre only if it uses equipment (Gas Analyzer or Smoke Meter) of a make and model approved by the agency listed under Rule 126 of CMVR, 1989.
 - A PUC Centre can work only if it has a valid calibration certificate for their equipment issued by manufacturer/ authorized dealer. The PUC Centre has to upload a valid calibration certificate on the portal and date of issuance and date of expiry is also to be entered on the portal. The software blocks working of a PUC Centre if the calibration of the Gas Analyzer/ Smoke Meter is not valid. This PUC application has been developed by the NIC and is on PAN India basis.



A handwritten signature in black ink, appearing to be "AOM Dhole".

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iv. **Regulatory Audit/ Inspections of PUC Centres:**

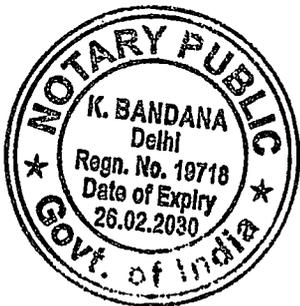
- The Transport Department regularly inspects PUC Centres to ensure adherence to testing norms and regulatory standards.
- From May 2023 to May 2025, a total of 2,050 inspections were conducted and following actions are taken:-
 - Advisories Issued: 274
 - Show Cause Notices: 76
 - Warnings Issued: 146
 - Operations Suspended/Stopped: 17

B. INTERSTATE PUCCERTIFICATE VALIDITY-

As per Rule 115(7) of the Central Motor Vehicles Rules, 1989, read with MoRTH Guidelines, a valid PUCC issued in any State is valid throughout India, including the NCT of Delhi. As such, a registered motor vehicle may obtain a PUCC from any authorized PUC Centre across India. The PUCC issued in one State is valid in other States and the same position holds good for Delhi as well.

C. IDENTIFICATION OF VEHICLES WITHOUT VALID PUCCs AND ENFORCEMENT MECHANISM -

- i. The Government has installed Automatic Number Plate Recognition (ANPR) cameras at 498 strategic locations across Delhi that include fuel stations and ISBTs.
- ii. These cameras are integrated with the VAHAN portal to detect vehicles having no valid PUCCs.



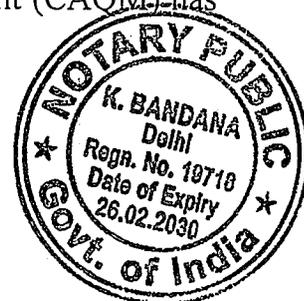
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- iii. Challans are auto-generated for vehicles found in violation for not having a valid PUC, under Section 115(7) of the Central Motor Vehicles Rules, 1989. As soon as the vehicles with expired PUC reach the Fuel Station for fuelling, ANPR system catches the details of vehicles and generates challan against the vehicles.
- iv. The violations are also logged simultaneously and shared with enforcement agencies for further action, which includes on-the-spot impounding and subsequent scrapping.
- v. If the vehicles with expired PUC found plying on the road the Enforcement teams available in the fields, issue challan against the vehicles.
- vi. The software does not distinguish between Government and private vehicles for the purpose of PUC-related challans, and therefore Government vehicles are also issued challans like private vehicles when found to be non-compliant.
- vii. The PUC software system used for issuance of PUC has a built-in lock preventing the issuance of certificates for such EoL vehicles. [End-of-Life (EoL) vehicles i.e., diesel vehicles older than 10 years or petrol vehicles older than 15 years]. This Rule is equally applicable to both private and Government vehicles, with no distinction.
- viii. **Denial of Fuel to EoL Vehicles-**
- The Commission for Air Quality Management (CAQM) has issued Direction No. 89 stating that:



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All EoL vehicles identified through ANPR cameras or equivalent mechanisms shall be denied fuelling in the NCT of Delhi.

- In compliance to the above CAQM direction, the Transport Department has been conducting a public awareness campaign through advertisements in leading national newspapers. Copies of the said Direction No. 89 and advertisements are annexed hereto and marked as **Annexure R-2** and **Annexure R-3** respectively.

D. AUTOMATIC DEREGISTRATION OF EOL VEHICLES AND ITS DISPOSAL-

- i. That in the case of *Vardhaman Kaushik V/s Union of India & Ors.* this Hon'ble Tribunal, vide order dt. 26.11.2014, directed that all vehicles, diesel or petrol, which are more than 15 years old shall not be permitted to ply on the roads. Copy of the said order dated 26.11.2014 is annexed hereto and marked as **Annexure R-4**.
- ii. That vide order dated 20.07.2016 in *Vardhaman Kaushik (Supra)*, this Hon'ble Tribunal further passed the following directions:
 - The deregistration of the diesel vehicles, more than 10 years old shall be complied with effectively and without default. However, the deregistration authorities are directed to start deregistration with reference to the oldest of the vehicles, in other words at the first step the vehicles which are more than



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15 years old would be deregistered and then gradually other vehicles would be deregistered from 15 years to 10 years respectively.

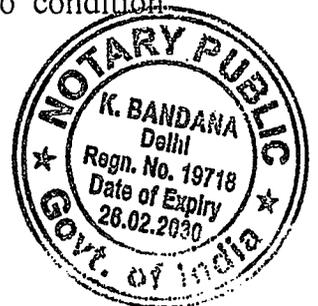
- All the vehicles which are deregistered in Delhi/NCR would not be permitted to ply in Delhi/NCR. However, the authorities will issue NOC for such vehicles to be registered outside the Delhi/NCR.

Copy of the said order dated 20.07.2016 is annexed hereto and marked as **Annexure R-5**.

- iii. That the vehicle's status automatically becomes "De-registered", when it completes 10 years or 15 years, depending on its fuel type from the date of initial registration for diesel and petrol vehicles, respectively, on the VAHAN Website.
- iv. In addition to above, order dated 25.02.2022 was issued by the Transport Department, Govt. of NCT of Delhi as per the above Order dated 20.07.2016 passed by this Hon'ble Tribunal whereby it was provided that
 - a. the No Objection Certificate (NOC) shall not be issued if the diesel vehicle has completed 15 years from the date of its first registration;
 - b. NOC for Diesel Vehicles up to 10 years and Petrol / CNG vehicles less than 15 years old can be issued for any place / District in the country.
 - c. NOC for de-registered 10 to 15 years old Diesel Vehicles and above 15 years old Petrol /CNG Vehicles will be issued for other states (outside Delhi-NCR) subject to condition



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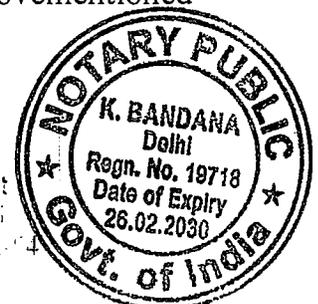


that such NOC will not be issued for the places identified by the respective States as restricted areas in terms of the order of this Hon'ble Tribunal dated 20.07.2016, i.e. the areas where the dispersion of air is higher and vehicular density is least.

Copy of the said order dated 25.02.2022 is annexed hereto and marked as **Annexure R-6**.

- v. Furthermore, as regards the process of scrapping of Government vehicles, the Ministry of Road Transport & Highways (MoRTH) has issued certain guidelines i.e. OM no. RT-23013/8/2022-T, dated 08.07.2024, read with OM no. RT-23013/8/2022-T, dated 20.12.2024, copies whereof annexed hereto and marked as **Annexure R-7** and **Annexure R-8** respectively.
- vi. That the Government e-Marketplace (GeM) portal is a platform/site for the disposal and scrapping of Government vehicles that streamlines the procedure and also ensures that there is compliance with the above guidelines, while providing transparency and ensuring accountability in the process.
- vii. That the Special Commissioner (Scrapping), Transport Department, GNCTD with prior approval from Chief Secretary of Delhi, has also circulated a letter to Additional Chief Secretary, General Administration Department, Govt. of NCT of Delhi dated 7.03.2025 in respect to the abovementioned

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aspect. Copy of letter dated 7.03.2025 is annexed hereto and marked as **Annexure R-9**.

E. STATUS OF COMPLIANCE BY THE GOVERNMENT VEHICLES-

i. As regards the chart attached with the OA at Annexure A-2, it is stated that, of the said vehicles mentioned therein, there are 102 nos. of Govt. Vehicles and 4 nos. of Private Vehicles and their status as verified by the Department is as follows:

• Vehicles with valid PUC	-30
• Vehicles without valid PUC & Challed	-60
• Condemned Vehicles	-04
• Vehicles under process of Condemnation	-02
• Non-Plying Vehicles	-03
• End of Life Vehicles (Notice issued U/S 133)	-05
• Vehicles Scraped	-02

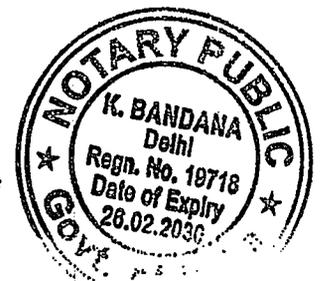
The detailed status with respect to the above-said vehicles is annexed hereto as **Annexure-R-10**.

ii. Furthermore, the IT branch has provided a list of 30995 active RC Govt. Vehicles Diesel/Petrol/CNG (Excluding EVs) upto 19.06.2025, the details of which are under:

• Valid PUC of Vehicles as on 19.06.2025	-14569
• Expired PUC of Vehicles as on 19.06.2025	-12399
• PUC data of Vehicles not available as on 19.06.2025	-4027

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- PUC Expired Vehicles (caught by ANPR -1360 system at fuel stations)challaned by Nawgati as on 24.06.2025

3. It is humbly submitted that the Answering Respondents have the highest respect and regard for the orders and majesty of this Hon'ble Tribunal. The present status report is being placed before this Hon'ble Tribunal for its consideration. That, all information as above has been deposed from the material available on record and nothing material has been concealed therefrom.

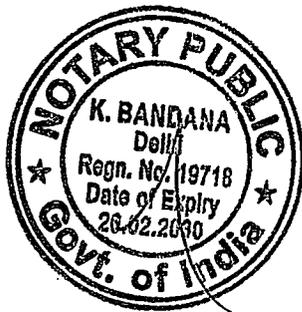


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Jt. Commissioner
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Govt. of NCT of Delhi
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VERIFICATION :

IDENTIFIED

Verified at New Delhi on this 22nd day of September, 2025 that the contents made in the abovementioned affidavit are true and correct to the best of my knowledge and from information received by me which I believe to be true and correct and are also nothing material has been suppressed or concealed therein.



22 SEP 2025
ATTESTED
NOTARY PUBLIC DELHI
Govt. of India



DEPONENT
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Jt. Commissioner
Transport Department
Govt. of NCT of Delhi
5/9, Under Hill Road, Delhi-54

ANNEXURE R-1

TERMS & CONDITIONS FOR AUTHORISED POLLUTION CHECKING CENTRE (DIESEL)

I _____ S/o _____ R/o _____ do hereby solemnly affirm and declare that I am the Proprietor/Partner of M/s _____ and that the said firm shall conform to the following terms and conditions for performing pollution checks of diesel driven vehicles. The specific purpose for which, the Centre is being authorized by the Transport Department, Govt. of NCT of Delhi.

1. The authorized pollution checking Centre (herein after referred as Centre) shall display banners /display boards/hoardings prominently for public views as per specimen given by the department.
2. The Centre shall set up cabin (of minimum size of 2.5-meter-long, 2-meter-wide and 2-meter-high) for placing the analyser and computer hardware etc. and would be used exclusively for PUC activities. There shall be sufficient space for the operator to move inside the cabin. The cabin shall be appropriately designed to protect the system from heat, direct sunlight and rain and should be properly ventilated. The exterior of the cabin shall be painted in yellow and Green colour scheme. Further useful information as per directions of Transport Department from time to time viz Emission standards, steps for pollution checking, PUC checking fees, Helpline nos., Timings, Contact nos. of Manager/owner etc. would be painted in specific colour scheme.
3. The Centre shall deploy the authorized operator for pollution checking trained by instrument manufacturer/Supplier/Dealer at the time of initial appointment and subsequent training as directed by Pollution Control Division of Transport Department. The authorized pollution checking operator shall have minimum qualification of ITI in Motor Mechanic/Auto Mechanic/ Scooter Mechanic/Diesel Mechanic or its equivalent and should be in regular employment of the concerned Centre.
4. The Centre shall take prior approval of the Transport Department in respect of pollution checking operator to check and issue Pollution Under Control Certificate (herein after referred to as PUCC). They shall also submit to the Pollution Control Division exact signatures of proposed authorized operator duly attested in prescribed Performa. The functions of pollution checking levels and issue of PUCC shall be performed only by the authorized operator.
5. The Centre shall have all the requisite licenses and permissions from local and other authorities.

6. The Centre shall procure and use only that make of Smoke Meter (fitted with a RS232 port), which is approved as per rule 116 (3) of Central Motor Vehicles Rules, 1989. The Centre shall also procure and use Computer, Web Camera, Inkjet Printer and other accessories. The Centre shall subject the same for inspection/approval by the Transport Department to ensure proper functioning.
7. The Centre shall scrupulously follow the code of practice as prescribed by Automotive Research Associate of India (ARAI) Pune.
8. The Centre shall have an Annual Maintenance Contract (AMC) for smoke meter and other equipment like Computer, Printer, Web camera etc. with their manufacturer or its authorized dealer to ensure the pollution checking equipment is regularly serviced and calibrated. The valid calibration certificate in prescribed Performa of ARAI calibration issued by equipment manufactures shall be displayed in cabin used for pollution checking.
9. The Centre shall procure a dedicated internet connection either through a "Broadband" or "Data Card" having continuous connectivity with the central server with a minimum speed of 1 mbps, from a company of repute duly authorized by the Telecom Regulatory Authority of India (TRAI). It shall not to be used for any other purpose.
10. The Centre shall scrupulously observe testing procedure for pollution checking as prescribed under rule, 115 of Central Motor Vehides Rules, 1989 and in accordance with equipment operation manual and guidelines issued by Transport Department.
11. The Centre shall charge Rs. 100/- (Rs. hundred only) for pollution checking and issue of Pucc.
12. The Centre shall perform pollution checking of only those types of vehides for which it has been authorized. The Pucc shall be issued only for those vehicles, which confirm to the standard prescribed under rule 115(2) of CMV Rules, 1989.
13. The Centre shall issue the Pucc strictly as per the sample and manner given by the Transport Department along with photograph number plate of vehicle captured by web camera. None of the entries in the Pucc would be made manually except the signature of authorized operator.

14. The Centre shall maintain the counterfoils of PUCC for a minimum period of one year and detailed pollution checking record (Daily Report) for minimum period of five years.
15. The Centre shall periodically submit 'daily checking record, monthly report and other information relating to pollution checking to the Transport Department in the format, manner and periodicity as prescribed by it.
16. At any stage, if, it is found that the Centre is violating the terms and condition as prescribed by the Transport Department or indulging in any unlawful activity or the smoke meter or other equipments are not functioning properly, the inspecting staff of Transport Department may suspend the pollution checking activities of the Centre.
17. The Centre shall always remain open to permit inspection by the inspecting staff of Transport Department so as to ensure proper facilities to the customers/motorists.
18. The Centre shall render prescribed fee to the Transport Department for grant/renewal of authorization by the prescribed date. It shall also render prescribed penalty in cases of late payment.
19. The authority for grant, renewal and cancellation of authorization to function as Pollution Checking Centres shall solely vest with the Transport Department, Govt., of Delhi.
20. The Centre shall abide all the rules/ law of the land and shall not cause inconvenience to general public.
21. The Centre shall upgrade/replace its pollution checking equipment, If so directed by the Transport Department or State Govt. or Central Govt. so as to comply with the revised tail pipe emission norms and/ or procedure of their measurement.
22. Once the authorization of the Pollution Checking Centre is cancelled, the some would be barred for a period of one year from the date of cancellation from applying for reauthorization as Pollution Checking Centre.
23. The owner(S) of the cancelled Centre is (are) not given authorization before the expiry of the barred period, even if he/they applies/apply for such authorization at some other location/place which is also owned by him/them or rented, leased etc.

24. Such cancelled centre is /are not given authorization before the expiry of the barred period, at the same place, if application is made in some other applicant name(S).

25. Pollution Checking Centre cancelled for issuance of fake/ fraudulent Pollution Under Control Certificate(s) shall be considered for re-authorization only if it deposits a performance security of Rs. 50,000/- (Rs. Fifty Thousand only) in favor of "Commissioner (Transport), Transport Department Govt. of NCT of Delhi". The re-authorization shall be initially granted temporarily for the period of one year and shall be further renewed only if the performance of the PCC is found to be satisfactory.

26. Pollution Checking Centre after its re-authorization is again found to be involved in a fraudulent activity {such as issue of Pollution Under Control Certificate (PUCC), record of which is not available in the central server of the department etc.}, its authorization shall be cancelled and its Performance Security Deposit shall be forfeited and it would not be re-authorized.

27. The authorized operator who is found to be involved in a fraudulent activity shall not be engaged as authorized operator by the PCC.

28. The Centre would meet all the conditions of eligibility criteria and shall continue to fulfil said conditions during the period of authorization by Transport Department.

29. The Centre shall deposit advance payment @ Rs.2/- (Rs Two) per PUC Certificate to M/s Delhi Transport Infrastructure Development Corporation Limited (DTIDC), ISBT, Kashmere Gate, Delhi towards the operation & maintenance expenses of networking facility and issuance of distinctive holograms to be affixed on every PUC Certificate issued by the authorized PCC. The Centre shall obtain holograms as per its requirement for a period of at least THREE months.

30. The Centre shall perform the PUC Certificate issuance ONLY "ON-LINE MODE" using the software as per Transport Department, GNCT of Delhi guidelines.

31. The Centre shall compulsory install air conditioner in the cabins/rooms housing the PUC facility.

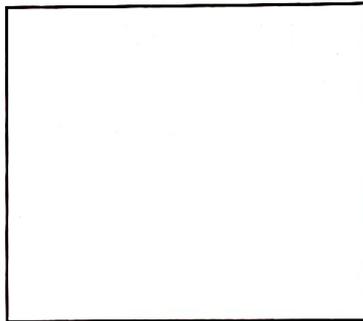
32. The Centre shall prominently display the prevalent rates for pollution checking as prescribed by the department from time to time, prevalent emission norms/ standards, steps for pollution checking, code No/Nos. and name of pollution checking Centre.

33. The owner of the PUC Centres would neither sublet nor subcontract nor would give the PUC Centres on rent to any third party and would run it through his own employee under his own supervision.

34. The Centre shall agree to indemnify the Transport Department, GNCTD against any claims, damage or loss whatsoever by reason of any breach of Centre's obligation.

"I _____ S/o/W/o/D/o Sh. _____ aged _____ R/o _____
_____ Delhi, verify that the above contents are correct to the best of my knowledge and belief and nothing has been concealed therein. I am aware that in case the information furnished above is found to be incorrect, I shall be liable for prosecution under section 177 and 191 of the Indian Penal Code, which stipulates imprisonment and fine."

Signature with stamp of the Applicant



Photograph of the applicant shall be pasted with half signature of the applicant on the photograph and half on the paper.

TERMS & CONDITIONS FOR AUTHORISED POLLUTION CHECKING CENTRE (PETROL, CNG&LPG)

I _____ S/o _____ R/o _____ do hereby solemnly affirm and declare that I am the Proprietor/Partner of M/s _____ and that the said firm shall conform to the following terms and conditions for performing pollution checks of Petrol, CNG, & LPG vehicles. The specific purpose for which, the Centre is being authorized by the Transport Department, Govt. of NCT of Delhi.

1. The authorized pollution checking Centre (herein after referred as Centre) shall display banners /display boards/hoardings prominently for public views as per specimen given by the department.
2. The Centre shall set up cabin (of minimum size of 2.5-meter-long, 2-meter-wide and 2-meter-high) for placing the analyser and computer hardware etc. and would be used exclusively for PUC activities. There shall be sufficient space for the operator to move inside the cabin. The cabin shall be appropriately designed to protect the system from heat, direct sunlight and rain and should be properly ventilated. The exterior of the cabin shall be painted in yellow and Green colour scheme. Further useful information as per directions of Transport Department from time to time viz Emission standards, steps for pollution checking, PUC checking fees, Helpline nos., Timings, Contact nos. of Manager/owner etc. would be painted in specific colour scheme.
3. The Centre shall deploy the authorized operator for pollution checking trained by instrument manufacturer/Supplier/Dealer at the time of initial appointment and subsequent training as directed by Pollution Control Division of Transport Department. The authorized pollution checking operator shall have minimum qualification of ITI in Motor Mechanic/Auto Mechanic/ Scooter Mechanic/Diesel Mechanic or its equivalent and should be in regular employment of the concerned Centre.
4. The Centre shall take prior approval of the Transport Department in respect of pollution checking operator to check and issue Pollution Under Control Certificate (herein after referred to as PUCC). They shall also submit to the Pollution Control Division exact signatures of proposed authorized operator duly attested in prescribed Performa. The functions of pollution checking levels, and issue of PUCC shall be performed only by the authorized operator.
5. The Centre shall have all the requisite licenses and permissions from local and other authorities.

6. The Centre shall procure and use only that make of Exhaust Gas Analyzer (fitted with a RS232 port), which is approved as per rule 116 (3) of Central Motor Vehicles Rules, 1989. The Centre shall also procure and use Computer, Web Camera, Inkjet Printer and other accessories. The Centre shall subject the same for inspection/approval by the Transport Department to ensure proper functioning.

7. The Centre shall scrupulously follow the code of practice as prescribed by Automotive Research Assodate of India (ARAI) Pune.
8. The Centre shall have an Annual Maintenance Contract (AMC) for Analyzer and other equipment like Computer, Printer, Web camera etc with their manufacturer or its authorized dealer to ensure the pollution checking equipment is regularly serviced and calibrated. The valid calibration certificate in prescribed Performa of ARAI calibration issued by equipment manufactures shall be displayed in cabin used for pollution checking.
9. The Centre shall carry the span calibration of the analyzer using gas bottle at least once in four months and whenever analyzer is moved to a different place (as per the guidelines issued by ARAI). The total record of calibration should be maintained and in cases of shift of calibration beyond accuracy (3%of full scale), calibration period shall be suitably reduced.
10. The Centre shall procure a dedicated internet connection either through a "Broadband" or "Data Card" having continuous connectivity with the central server with a minimum speed of 1 mbps, from a company of repute duly authorized by the Telecom Regulatory Authority of India (TRAI). It shall not to be used for any other purpose.
11. The Centre shall scrupulously observe testing procedure for pollution checking as prescribed under rule, 115 of Central Motor Vehides Rules, 1989 and in accordance with equipment operation manual and guidelines issued by Transport Department.
12. The Centre shall charge Rs. 60/- (Rs. Sixty only) for two & three wheelers and Rs.80/- (Rs. Eighty only) for four wheelers (inclusive of minor adjustment if any) for pollution checking and issue of Pucc.
13. The Centre shall perform pollution checking of only those types of vehicles for which it has been authorized. The Pucc shall be issued only for those vehicles, which confirm to the standard prescribed under rule 115(2) of CMV Rules, 1989.
14. The Centre shall issue the Pucc strictly as per the sample and manner given by the Transport Department along with photograph number plate of vehicle captured by web camera. None of the entries in the Pucc would be made manually except the signature of authorized operator.
15. The Centre shall maintain the counterfoils of Pucc for a minimum period of one year and detailed pollution checking record (Daily Report) for minimum period of five years.

16. The Centre shall periodically submit 'daily checking record, monthly report and other information relating to pollution checking to the Transport Department in the format, manner and periodicity as prescribed by it.

17. At any stage, if, it is found that the Centre is violating the terms and condition as prescribed by the Transport Department or indulging in any unlawful activity or the analyzer or other equipments are not functioning properly, the inspecting staff of Transport Department may suspend the pollution checking activities of the Centre.

18. The Centre shall always remain open to permit inspection by the inspecting staff of Transport Department so as to ensure proper facilities to the customers/motorists.

19. The Centre shall render prescribed fee to the Transport Department for grant/renewal of authorization by the prescribed date. It shall also render prescribed penalty in cases of late payment.

20. The authority for grant, renewal and cancellation of authorization to function as Pollution Checking Centres shall solely vest with the Transport Department, Govt., of Delhi.

21. The Centre shall abide all the rules/ law of the land and shall not cause inconvenience to general public.

22. The Centre shall upgrade/replace its pollution checking equipment, If so directed by the Transport Department or State Govt. or Central Govt. so as to comply with the revised tail pipe emission norms and/ or procedure of their measurement.

23. Once the authorization of the Pollution Checking Centre is cancelled, the same would be barred for a period of one year from the date of cancellation from applying for reauthorization as Pollution Checking Centre.

24. The owner(S) of the cancelled Centre is (are) not given authorization before the expiry of the barred period, even if he/they applies/apply for such authorization at some other location/place which is also owned by him/them or rented, leased etc.

25. Such cancelled centre is /are not given authorization before the expiry of the barred period, at the same place, if application is made in some other applicant name(S).

26. Pollution Checking Centre cancelled for issuance of fake/ fraudulent Pollution Under Control Certificate(s) shall be considered for re-authorization only if it deposits a performance security of Rs. 50,000/- (Rs. Fifty Thousand only) in favor of " Commissioner (Transport), Transport Department Govt. of NCT of Delhi". The re-authorization shall be initially granted temporarily for the period of one year and shall be further renewed only if the performance of the PCC is found to be satisfactory.

27. Pollution Checking Centre after its re-authorization is again found to be involved in a fraudulent activity {such as issue of Pollution Under Control Certificate (PUCC), record of which is not available in the central server of the department etc.}, its authorization shall be cancelled and its Performance Security Deposit shall be forfeited and it would not be re-authorized.

28. The authorized operator who is found to be involved in a fraudulent activity shall not be engaged as authorized operator by the PCC.

29. The Centre would meet all the conditions of eligibility criteria and shall continue to fulfil said conditions during the period of authorization by Transport Department.

30. The Centre shall deposit advance payment @ Rs.2/- (Rs Two) per PUC Certificate to M/s Delhi Transport Infrastructure Development Corporation Limited (DTIDC), ISBT, Kashmere Gate, Delhi towards the operation & maintenance expenses of networking facility and issuance of distinctive holograms to be affixed on every PUC Certificate issued by the authorized PCC. The Centre shall obtain holograms as per its requirement for a period of at least THREE months.

31. The Centre shall perform the PUC Certificate issuance ONLY "ON-LINE MODE" using the software as per Transport Department, GNCT of Delhi guidelines.

32. The Centre shall compulsory install air conditioner in the cabins/rooms housing the PUC facility.

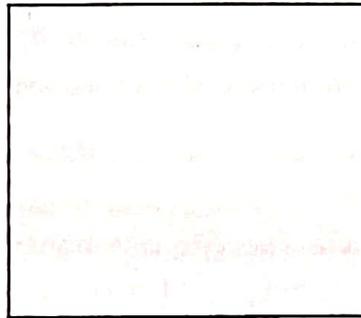
33. The Centre shall prominently display the prevalent rates for pollution checking as prescribed by the department from time to time, prevalent emission norms/ standards, steps for pollution checking, code No/Nos. and name of pollution checking Centre.

34. The owner of the PUC Centres would neither sublet nor subcontract nor would give the PUC Centres on rent to any third party and would run it through his own employee under his own supervision.

35. The Centre shall agree to indemnify the Transport Department, GNCTD against any claims, damage or loss whatsoever by reason of any breach of Centre's obligation.

"I _____ S/o/W/o/D/o Sh. _____ aged _____ R/o _____
_____ Delhi, verify that the above contents are correct to the best of my knowledge and belief and nothing has been concealed therein. I am aware that in case the information furnished above is found to be incorrect, I shall be liable for prosecution under section 177 and 191 of the Indian Penal Code, which stipulates imprisonment and fine."

Signature with stamp of the Applicant



Photograph of the applicant shall be pasted with half signature of the applicant on the photograph and half on the paper.

**COMMISSION FOR AIR QUALITY MANAGEMENT IN
NATIONAL CAPITAL REGION AND ADJOINING AREAS
17th Floor, Jawahar Vyapar Bhawan (STC Building)
Tolstoy Marg, New Delhi- 110001**

F. No. A-11011/07/2021/CAQM-VP. Vol. IV /286DT

Dated: 23.04.2025

Subject: Directions under Section 12 of Commission for Air Quality Management in NCR and Adjoining Areas Act, 2021 for liquidation of large fleet of End-of-Life vehicles from Delhi-NCR - reg.

WHEREAS, Ministry of Environment, Forest and Climate Change, Government of India, in exercise of the powers conferred under Section 3 of the Commission for Air Quality Management in National Capital Region and Adjoining Areas Act 2021, has constituted the Commission for Air Quality Management in National Capital Region and Adjoining Areas (hereinafter referred to as the Commission);

WHEREAS, under Section 12 (l) of the Act, the Commission is vested with powers to take all such measures, issue directions, etc., as it deems necessary or expedient for the purpose of protecting and improving the quality of the air in the National Capital Region and Adjoining Areas;

WHEREAS, Section 12 (2) (ix) of the Act empowers the Commission to issue directions in writing to any person, officer, or any authority and such person, officer or authority shall be bound to comply with such directions;

WHEREAS, Section 12(2) (v) of the Act also empowers the Commission to impose restrictions and regulate operations or processes that have implications on air quality in the region;

WHEREAS, it needs no emphasis that contribution from the transport sector to the overall air pollution load in the entire NCR is significantly high and as a part of the air pollution control efforts concerning this sector, liquidation of a large fleet of End-of-Life (EOL) vehicles, which belong to the

2025

Direction No. 89

vintage of highly polluting vehicles to BS-III/ BS-II standards, would need to be prioritized;

WHEREAS, the Hon'ble National Green Tribunal, taking note of the adverse contribution to the air quality in NCR from this sector, in its order dated 07.04.2015, *inter alia*, directed that diesel vehicles above 10 years old and petrol vehicles above 15 years old shall not be permitted to ply in the NCR. The Hon'ble Supreme Court while ratifying the order passed by Hon'ble NGT also directed vide its order dated 29.10.2018 that such EoL vehicles shall not ply in NCR;

WHEREAS, the concerns regarding running of such EoL vehicles in NCR have been repeatedly expressed by the Ministry of Environment, Forest and Climate Change, Government of India in review meetings held on 23.01.2023, 26.04.2023, 25.05.2023 and 28.06.2023. The Committee of Secretaries, chaired by the Cabinet Secretary, in its meeting held on 17.01.2024 also expressed concern on very slow progress in this context. The concern on high number of EoL vehicles still running in Delhi-NCR has also been expressed continually in the meetings of the High-Level Task Force for management of air pollution in Delhi and NCR held on 13.10.2023 and the recent meetings held on 23.09.2024 and 10.10.2024 respectively;

WHEREAS, quarterly reports are being called for from the GNCT of Delhi and the NCR States, *inter alia*, on the status of liquidation of EoL vehicles, impounding of such vehicles found to be plying on the roads in clear violation of the statutes and subsequent disposal of such vehicles as per extant guidelines, including scrapping at the RVSF centers. This important subject regularly features in the review meetings held from time to time in the Commission with the Transport, Traffic and other Departments concerned in the NCR States and GNCTD;

WHEREAS, despite the above noted orders, directions and guidelines on the subject, there has been limited progress, thereby leaving a lot to be

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Direction No. 89

desired from the concerned authorities in the GNCTD and NCR States, as is also evident from the following tabulation:

Region in NCR	Delhi	Haryana	UP	Rajasthan
Estimated population of overaged vehicles (as in March, 2025)	61,14,728	27,50,152	12,69,598	6,20,962
Overaged vehicles impounded in 2023	22,397	220	3,058	389
Overaged vehicles impounded in 2024	39,273	4,021	1,934	1,107

WHEREAS, while much more intensified “on-road” drives should be taken up to guard against such overaged vehicles plying on roads or parked in public spaces, suitable technological interventions and intelligent solutions also need to be employed towards identification / detection of such EoL vehicles still plying in the NCR. The GNCT of Delhi have piloted one such innovative and effective solution envisaging Automated Number Plate Recognition (ANPR) camera systems, which are in the process of being installed at all 520 fueling stations in the entire city. These cameras, besides capturing and displaying the registration details of all the vehicles that enter the premises of the fueling station, also have a provision of integration with VAHAN database and thus the status of “EoL” vehicles or vehicles without valid Pollution Under Control Certificate “PUCC” can be readily captured by the system. The system further has a provision for an audio message which is relayed in respect of such non-compliant vehicles entering the premises of the fueling station.

WHEREAS, in this light, considering the predominant contribution of the transport sector to the overall air pollution load in Delhi-NCR particularly in the winter months, an Advisory dated 11.11.2024 was issued to ensure:

- (i) All such EOL vehicles identified through the ANPR cameras at the fuel stations should be denied fuelling and more importantly, immediate legal

2024

Direction No. 89

(ii) action should be taken in respect of such vehicles, including impounding and further disposal in accordance with RVSF Rules, 2021 and other extant policies of the respective State Governments and the GNCTD.

(ii) NCR States / GNCT of Delhi need to launch / intensify drives against such vehicles and

(iii) NCR States to study and adopt the technological systems like the one developed by the NCT of Delhi viz., installation of ANPR Camera systems at fuelling stations. Further, traffic surveillance cameras installed on major roads which facilitate the traffic police to challan vehicles for traffic violations, may also be used for supplementing action against EOL vehicles found plying on roads. The Integrated Command Control Centres for traffic management in some cities could also help identification of EOL vehicles, using camera feeds from strategic traffic points/ intersections.

NOW THEREFORE, towards ensuring effective implementation of the orders of Hon'ble National Green Tribunal and the Hon'ble Supreme Court and with a view to abate air pollution caused by such EoL vehicles plying in Delhi-NCR, the Commission hereby directs that:

(i) The authorities concerned in the NCT of Delhi and in the NCR States shall ensure adoption of appropriate technology-based solutions like installation of ANPR Camera systems at all fueling stations in their respective territories latest by 30.06.2025 for the NCT of Delhi, latest by 31.10.2025 in all fuel stations in 5 high vehicle density (HVD) districts in NCR contiguous to Delhi viz. Gurugram, Faridabad, Ghaziabad, Gautam Budh Nagar and Sonipat and latest by 31.03.2026 for all fueling stations in the rest of NCR.

(ii) **All EoL vehicles identified through the ANPR cameras or other such systems installed at the fuel pump stations shall be denied fueling w.e.f. 01.07.2025 in the NCT of Delhi, w.e.f. 01.11.2025 in 5 HVD districts of Gurugram, Faridabad, Ghaziabad, Gautam Budh Nagar and Sonipat and w.e.f. 01.04.2026 in the rest of NCR.** Immediate legal action should be taken in respect of such EoL vehicles, including impounding and

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Direction No. 89

further disposal in accordance with RVSF Rules, 2021 and other extant policies of the respective State Governments and the GNCTD.

(iii) Traffic surveillance cameras installed on major roads which facilitate the traffic police to challan vehicles for traffic violations and the Integrated Command Control Centers for traffic management in NCR cities/districts shall also be used for supplementing action against EoL vehicles found plying on roads, using camera feeds from strategic traffic points/ intersections.

(iv) The above directions shall not apply to such vehicles which are exempted through specific Court directives or by law etc.

Transport Department of GNCTD and the NCR States may accordingly widely disseminate this direction amongst all stakeholders including fuel stations and ensure its strict compliance through effective implementation / enforcement measures.

Concerted actions initiated by all the concerned agencies towards liquidation of the large fleet of End-of-Life vehicles shall be reported to the Commission on a monthly basis.


(Arvind Nautiyal)
Member Secretary

1. The Chief Secretary, Government of Haryana, 4th Floor, Civil Secretariat, Sector - I, Chandigarh.
2. The Chief Secretary, Government of Uttar Pradesh, 101, Lok Bhawan, U. P. Civil Secretariat, Vidhan Sabha Marg, Lucknow -226001.
3. The Chief Secretary, Government of Rajasthan, Government Secretariat, Jaipur- 302 005.
4. Chief Secretary, NCT of Delhi, Sectt, I.P. Estate, New Delhi-110002
5. The Director General of Police, Government of Uttar Pradesh/Haryana/Rajasthan.
6. The Commissioner of Police, Delhi.

Direction No. 89

Copy to:

1. Secretary, MoRTH
2. Secretary, MoPNG
3. The ACS / Pr. Secretary, Transport Department, Government of Uttar Pradesh/Haryana/ Rajasthan/ NCT of Delhi.
4. The concerned Commissioner/ Jt. Commissioner of Traffic Police, Government of Uttar Pradesh/Haryana/ Rajasthan/ NCT of Delhi.
5. CMDs/MDs of Oil Companies owning/operating fuel pump stations in the NCT of Delhi and NCR States.
6. CMDs/ MDs of Gas Companies owning/operating CNG fuelling stations in NCT of Delhi and NCR States.

Copy also to:

1. The Chairperson, CAQM
2. All Members, CAQM

rand
(Aryind Nautiyal)
Member Secretary

Approval ID: IN-16876 Approved On: 30/05/2025 Expiry Date: 30/05/2027

Disclaimer: This article is for general awareness of the people and should not be construed as treatment advice. Please consult your doctor in case you have any symptoms. For other information/clarification, please contact the concerned authorities.

Issued in public interest by AstraZeneca Pharma India Limited.

ALERT: OWNERS/ DRIVERS OF END-OF-LIFE VEHICLES

No Fuel to End-of-Life (EoL) Vehicles



w.e.f. 1st July 2025



Direction: Commission for Air Quality Management (CAQM), vide Direction No. 89, dated 23.04.2025, has inter-alia directed that all EoL vehicles identified through ANPR cameras or other such devices installed at fuel pump stations shall be denied fuel w.e.f. 01.07.2025, in the NCT of Delhi.

Violating vehicles identified through ANPR cameras installed at fuel stations across Delhi or through any other monitoring mechanism, shall be DENIED fuel, besides other legal actions under the Motor Vehicles Act, 1989.

What is an End-of-Life (EoL) Vehicle:

- No longer validly registered vehicles, whether running on Petrol, CNG or Diesel fuel.
- Petrol vehicles more than 15 years old and Diesel vehicles more than 10 years old.

**ISSUED IN PUBLIC
INTEREST**

**Transport Department
Government of National Capital Territory of
Delhi**

DIP/Shabdarth/Classified/0072/25-26

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आर्ट:

शेखर की मुखा पर चले
बस्य चके जैयेंक छेन विपनशु अरुणाम में ले जाक गया।
मनलहर की शाय करीब गले चले
हरदोल और की अरुणाम में चले

चेतावनी : जीवन-अंत की ओर अग्रसर वाहनों के मालिक/चालक जीवन-अंत (ईओएल) वाहनों को ईंधन नहीं



1 जुलाई 2025 से प्रभावी



निर्देश : वायु गुणवत्ता प्रबंधन आयोग (सीएक्यूएम) ने निर्देश संख्या 89, दिनांक 23.04.2025 के माध्यम से निर्देश दिया है कि ईंधन पंप स्टेशनों पर स्थापित एएनपीआर कैमरों/अन्य ऐसे उपकरणों के माध्यम से पहचाने जाने वाले सभी ईओएल वाहनों को राष्ट्रीय राजधानी क्षेत्र दिल्ली में 01.07.2025 से ईंधन देने से मना कर दिया जाएगा। इसके अलावा, ऐसे ईओएल वाहनों के खिलाफ तत्काल कानूनी कार्रवाई की जानी चाहिए, जिसमें आरवीएसएफ नियम 2021/सरकार की अन्य मौजूदा नीतियों के अनुसार उन्हें जब्त करना और उनका निपटान करना शामिल है।

दिल्ली भर में ईंधन स्टेशनों/यातायात जंक्शनों पर स्थापित एएनपीआर कैमरों/अन्य निगरानी तंत्रों के माध्यम से पहचाने गए उल्लंघनकारी वाहनों को ईंधन देने से मना कर दिया जाएगा, साथ ही मोटर वाहन अधिनियम, 1989 के तहत अन्य कानूनी कार्रवाई भी की जाएगी।

पेट्रोल/डीजल/सीएनजी पंप मालिकों को ईओएल वाहनों को ईंधन की आपूर्ति करते हुए पाए जाने पर मोटर वाहन अधिनियम, 1989 की धारा 192 के तहत जुर्माना/कारावास का सामना करना पड़ सकता है।

जीवन-अंत (ईओएल) वाहन क्या है?

- अब पंजीकृत वाहन केव नहीं रहेंगे, वाहे वे पेट्रोल, सीएनजी या डीजल ईंधन से चल रहे हों।
- पेट्रोल वाहन 15 वर्ष से अधिक पुराने और डीजल वाहन 10 वर्ष से अधिक पुराने।

सलाह : 30 जून, 2025 तक की छूट अवधि का उपयोग करके ईओएल वाहनों को एनसीआर से बाहर ले जाने के लिए परिवहन विभाग से अनापति प्रमाण पत्र प्राप्त करें या ऐसे वाहनों को स्ट्रेप करवाएं।

जनहित में जारी

परिवहन विभाग

राष्ट्रीय राजधानी क्षेत्र दिल्ली सरकार



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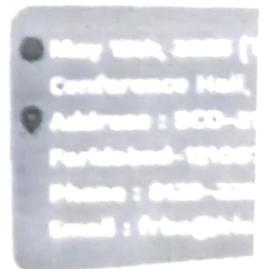
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BEFORE THE NATIONAL GREEN TRIBUNAL,
PRINCIPAL BENCH, NEW DELHI

Original Application No.21 of 2014

ANNEXURE R-4

IN THE MATTER OF:

Vardhman Kaushik Vs. Union of India & Ors.

CORAM : HON'BLE MR. JUSTICE SWATANTER KUMAR, CHAIRPERSON
HON'BLE MR. DR. D.K. AGRAWAL, EXPERT MEMBER
HON'BLE PROF. A.R. YOUSUF, EXPERT MEMBER

Present: Applicant: Mr. Vardhman Kaushik, Applicant in person
Respondent No. 1: Ms. P.B. Singh, Advocate
Respondent No. 2: Ms. Alpana Poddar, Advocate
Respondent No. 3: Mr. Narender Pal Singh, Adv. and Mr. Dinesh Jindal, Adv.
Mr. B.V. Niren, Adv.

Date and Remarks	Orders of the Tribunal
<p>Item No. 7 November 26, 2014 SN</p>	<p>In furtherance to our previous Order dated 7th October, 2014, the Committee headed by Secretary, MoEF has filed an interim Report. This Report primarily outlines the steps, which are generic in nature, to be taken by various authorities and to prepare and chalk out effective action plans. In other words, nothing substantive has been suggested, it does not reflect any steps which have been taken by the authorities concerned for providing and controlling the air pollution in Delhi primarily resulting from vehicular pollution and burning of plastics and other materials in open.</p> <p>We have heard the Learned Counsel appearing for the parties. It is undisputed and in fact unquestionable that the air pollution of NCT, Delhi is getting worse with each passing day. An article published in the Times of India today has been brought to the Notice of the Tribunal. It is based on the studies carried out. It not only projects the very dismayed state of affairs existing with clear indication that worst is likely to follow. This article even declares that it may not be safe for the</p>

residents of Delhi to go out for morning arising to heavy pollutants present in the air. It is primarily carbon and particulate matters which are injurious to human health, particularly to lungs and ENT diseases. The time is more than right at this stage, when mere consideration of these issues at different levels, could not resolve the issue and no one would help in controlling the increasing air pollution in Delhi. It is a constitutional and statutory duty of all the authorities and Ministries to provide clean air to the people to breathe. It is their fundamental right and it cannot be subjected to limitation of the state of any kind and be permitted to loose sight in the realm of planning and anticipated actions.

The Committee has suggested that it would need further time of few months to prepare an Action Plan. Let that Report be submitted to the Tribunal at the earliest.

In the meanwhile, we issue the following directions:

1. All vehicles, diesel or petrol, which are more than 15 years old shall not be permitted to ply on the roads and wherever such vehicles of this age are noticed, the concerned authorities shall take appropriate steps in accordance with law including seizure of the vehicles in accordance with the provisions of the Motor Vehicle Act, 1988.
2. The vehicles which are more than 15 years old, will not be permitted to be parked in any public area and they shall be towed away and challaned

by the police in accordance with law.

This direction would be applicable to all vehicles without exception i.e. two wheelers, three wheelers, four wheelers, light vehicles and heavy vehicles irrespective of whether commercial or otherwise.

3. It has been brought to our notice that a bypass has been provided to the traffic coming from Chandigarh side to Uttar Pradesh, but there is no bypass to Delhi as far as Rajasthan and all the States falling in this route to Bombay are concerned. Let all the Respondents including MoEF, Ministry of Transport, DPCC and the Central Pollution Control Board identify the route which should be provided to bypass Delhi main city for going to this road as felt.

4. No person shall be permitted to burn plastic or any other material in the open. If any person is found to be burning plastic or any other material including tree leaves in the open, he would be liable to be proceeded against in accordance with law and the Police, DPCC and NCT, Delhi shall take immediate steps to ensure that such activity is stopped forthwith.

Any person would have the right to approach this Tribunal, the Police station, the DPCC and/or any other competent authority to make a grievance in regard to such unauthorised and illegal burning resulting in air pollution.

5. We direct NCT, Delhi and DPCC to create a web portal where any person aggrieved can take the

photographs and upload the same with details of location etc. bringing it to the notice of these authorities.

6. All these authorities are hereby directed to create a special force to enforce this direction and ensure its compliance.
7. The Commissioner of Police of Delhi, NCT of Delhi, Municipal Authorities and DPCC shall ensure that tarred roads for regular traffic are not permitted to be used for parking thus causing avoidable congestion of traffic.

Once there is a congestion of traffic and vehicles are forced to keep their engines on for considerable long period, it results in extra emissions causing serious air pollution.

8. In all the markets in Delhi, it shall be ensured that there is only one side parking of vehicles and there is sufficient space left for atleast both way carriage and it will be ensured that there is a free flow of traffic and is not unnecessarily obstructed by excessive and unregulated parking on the road. To make it clear, there shall be no parking on the tarred roads of Delhi. All agencies shall ensure compliance.
9. Immediate steps will be taken by all the Respondents and concerned authorities to provide cycle tracks in Delhi and efforts should be made to encourage cycling in Delhi.
10. All the DTC buses, even if operating on CNG, would be checked by the team to be constituted by the CPCB and DPCC. Whichever

bus is found to be emitting in excess of prescribed standards, the same shall not be permitted to ply and the Managing Director, DTC shall be personally responsible for ensuring compliance to the prescribed emission standards by all the DTC vehicles.

11. The concerned authorities particularly the NCT, Delhi and RTO, Delhi shall ensure that the trucks which are otherwise permitted to cross Delhi in accordance with law are not overloaded. When they enter Delhi, there shall be a due check that the vehicles and the trucks in question are not carrying in excess of the prescribed weight and is not exceeding the age afore-directed. Inspection register for all the vehicles shall be maintained by the Police and the RTO jointly at all the entry and exit point of NCT, Delhi.
12. RTO shall not issue/ renew registration of the vehicles or fitness certificate to any vehicle which is more than 15 years old.
13. We direct the Ministries, NCT of Delhi and DPCC to examine the possibility of installation of air purifiers in all the markets and crowded places or where the traffic load is heavier. Air purifier be installed and Report to the Tribunal be placed on the next date of hearing.
14. Automatic or censor based weigh bridges shall be installed immediately on all the entries and exit point of Delhi. The authorities shall ensure that the vehicles of any kind are not forced to be parked at this point for an unduly long

period.

We further direct that the vehicles standing at the border or near the entry point will not keep the ignition on except when they are permitted to enter and ply. All the concerned authorities and these team be posted at the respective places.

All the authorities concerned including the corresponding authorities of the areas falling in NCT of Delhi i.e. Haryana, Uttar Pradesh and Rajasthan will ensure compliance of these directions.

Let a copy of this Order be sent to the Chief Secretaries of all these State forthwith. We make it clear that in the event, any officer or person is found to be violating these directions or not complying with them as afore-directed, we will be compelled to take coercive steps and pass such Orders as may be required in accordance with law without any further notice.

The Committee should file its final Report positively before the next date of hearing.

List this matter on 9th January, 2015, for further directions, compliance Report shall be submitted by all the concerned authorities.

.....,CP
(Swatanter Kumar)

.....,EM
(Dr. D.K. Agrawal)

.....,EM
(Prof. A.R. Yousuf)

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BEFORE THE NATIONAL GREEN TRIBUNAL,
PRINCIPAL BENCH, NEW DELHI

M.A. No. 284 of 2015

In

Original Application No. 21/2014

And

Original Application No. 21/2014

(M.A. NO. 414/2015, M.A. NO. 778/2015, M.A. NO. 1086/2015, M.A. NO. 1313/2015,
M.A. NO. 156/2016, M.A. NO. 172/2016, M.A. NO. 211/2016, M.A. NO. 253/2016, M.A.
NO. 268/2016, M.A. NO. 358/2016, M.A. NO. 360/2016, M.A. NO. 406/2016, M.A. NO.
475/2016, M.A. NO. 476/2016, M.A. NO. 521/2016, M.A. NO. 523/2016, M.A. NO.
545/2016, M.A. NO. 564/2016, M.A. NO. 567/2016, M.A. NO. 578/2016, M.A. NO.
690/2016 & M.A. NO. 708/2016)

And

Original Application No. 95/2014

And

Original Application No. 303/2015

ANNEXURE R-5

IN THE MATTER OF :

Vardhaman Kaushik Vs. Union of India & Ors.
And

Vardhaman Kaushik Vs. Union of India & Ors.
And

Sanjay Kulshrestha Vs. Union of India & Ors.
And

Supreme Court Women Lawyers Association Vs. Union of India & Ors.

CORAM : HON'BLE MR. JUSTICE SWATANTER KUMAR, CHAIRPERSON
HON'BLE MR. JUSTICE M.S. NAMBIAR, JUDICIAL MEMBER
HON'BLE MR. JUSTICE RAGHUVENDRA S. RATHORE, JUDICIAL MEMBER
HON'BLE PROF. A.R. YOUSUF, EXPERT MEMBER
HON'BLE MR. BIKRAM SINGH SAJWAN, EXPERT MEMBER

Present: Applicant:

Mr. Raj Panjwani, Sr. Adv., Salik Shafique and Ms.
Divya Sharma, , Adv.

Dr. Sanjay Kulshrestha, Applicant in person

Ms. Panchajanya Batra Singh, Adv. For MoEF & CC

Mr. Rajiv Bansal, Mr. Kush Sharma and Mr. Keshav
Datta, Adv.

Mr. D. Rajeshwar Rao, Mr. Charajeet Singh, Adv. for
PWD, Delhi Police and Transport Deptt.

Mr. Naginder Benipal, Adv. for Mr. Anil Soni, AAG

Mr. Joydeep Mazumdar, Mr. Rohit Dutta and Mr. Parijat
Sinha, Adv.

Mr. Rajul Shrivastava, Adv. MPPCB

Ms. Sakshi Popli, Adv. NDMC

Mr. Soumayajit Pani, Adv. for State of Odisha

Mr, Guntur Prabhakar, Mr. Prashant Mathur and Mr.
Guntur Pramod Kumar, Adv.

Mr. Raman Yadav, Adv.

Mr. Atul Jha Adv. for State of Chattisgarh

Mr. Devraj Ashok, Adv. for State of Karnataka

Mr. Ardhendumauli Kumar Prasad and Mr. Panshul
Chandrachud, Adv.

Mr. Balendu Shekhar and Mr. Akshay Abrol, Mr. Eishan
Bahuguna, Adv. for EDMC

Mr. Pinky Anand, ASG, Mr. Rajesh Ranjan, Ms. Somya
Rathore and Mr. Balendu Shekhar, Adv. for Ministry
of RTH and Ministry of Heavy Industries, MoEF

Mr. Sarthak Chaturvedi and Mr. Rohit Pandey, Mr.
Devendernath Tirpathi, Adv. for Andaman & Nicobar
Administration

MR. Edward Balho, Ms. Elix Gangmel and Mr. K.
Luikang Michael, Adv.

Mr. Rudreshwar Singh and Mr. Gautam Singh, Adv.

Ms. Puja Kalra, Adv. for NDMC, SDMC

Respondent No. 1:

GNCTD

Mr. Pragyan Sharma and Mr. Ravi Kantt, Advs. for State of Mizoram
 Mr. Jayesh Gaurav, Adv. for JSPCB
 Mr. Sapam Biswajit Meitei and Mr. S. Vijayanand, Advs. for State of Manipur
 Ms. Aruna Mathur, Ms. Anuradha Arputham and Mr. Avneesh Arputham, Advs.
 Mr. Abhishek Yadav, Adv. for State of U.P.
 Mr. Suryanarayan Singh, AAG
 Mr. Narnedner Pal Singh, Adv. Ms. Guneet Khehar, Adv. for Mr. Tarunvir Singh Khehar, Adv. for GNCTD
 Mr. Jogy Scaria, Adv. for State of Kerala and SPCB
 Mr. Raj Kumar, Adv. Ms. Alpna Poddar, Adv. and Mr. Bhupinder Kr. LA., CPCB
 Mr. Mukesh Verma, Adv. for MPCB
 Ms. Priyanka Swami, Adv. for Nagar Nigam Ghaziabad Mr. Arun K. Gupta, LO
 Mr. P. Venkat Reddy and Mr. Prashant Kr. Tyani, Advs. for State of Telengana
 Mr. Dileep Poolakkot, Adv. for State of Goa
 Mr. Vibhav Misra and Mr. Saumya Misra, Advs. for DTC
 Mr. Ravindra Kr. And Mr. Gudipati G. Kashyap, Advs. for NOIDA and Greater NOIDA
 Mr. Jayesh Gaurav, Adv. for JSPCB
 Ms. Priyanka Sinha and Mr. Shridhar Sawrup, Advs. for State of Jharkhand
 Ms. Varsha Poddar advs. for State of Tripura
 Ms Nandini Gore and Ms. Khushboo Bari and Mr. Bipin Das, Advs. for Tata Motors Ltd.M. A. No. 172 of 2016
 Mr. Anil Grover AAG and Mr. Rahul Khurana, Adv. for State of Haryana
 Mr. Narender Pal Singh, Adv. and Mr. Dinesh Jindel, LO, DPCC
 Mr. Sandeep Narain and Ms. Khushboo, Advs.
 Ms. Diksha Sharma, Adv. for Mr. Muzzaffr Khand s/o Ayyab Khan
 Mr. Shiv Mangal Sharma, AAG, Mr. Adhiraj Singh and Mr. Sarurabh Rajpal, Advs. for Rajasthan PCB
 Mr. R. Rakesh Sharma and Mr. M. Samy Adv. for State of Tamil Nadu and TNPCB
 Mr. Gaurav Kr. Bansal and Ms. Antima Bazaz, Advs. In MA 264/2016
 Mr. Dinesh Garg and Mr. Dhananjay Garg, Advs. For State of Uttarakhand
 Mr. K.T.S. Tulsi, Mr. Raj Kamal and Ms. Pallavi Malhotra, Advs.
 Mr. V.K. Shukla, Adv.
 Mr. Ashish Negi and Ms. Richa Kapoor, Advs.
 Mr. Karan Grover, Adv. for NHAI
 Ms. Taruna A. Prasad, Adv. for MoEF
 Mrs. Rani chhbhra and Ms. Priyanka Samy, Advs. In MA 358/2016 and 545/2016

Date and Remarks	Orders of the Tribunal
Item Nos. 06 to 09 July 20, 2016 HA + A	<p><u>MAIN MATTERS</u></p> <p>In continuation of our order dated 18th July, 2016 we pass the following further directions for appropriate and effective implementation of the directions issued.</p> <p>1. We make it clear that deregistration of the diesel vehicles, more than 10 years old shall be complied</p>

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2016**

- with effectively and without default. However, the deregistration authorities are directed to start deregistration with reference to the oldest of the vehicles, in other words at the first step the vehicles which are more than 15 years old would be deregistered and then gradually other vehicles would be deregistered from 15 years to 10 years respectively.
2. All the vehicles which are deregistered in Delhi/NCR would not be permitted to ply in Delhi/NCR. However, the authorities will issue NOC for such vehicles to be registered outside the Delhi/NCR. We further clarify that in terms of the orders of the Tribunal every State has to identify areas where the dispersion of the air is higher and vehicular density is least, if the States have not done it so far we grant last opportunity to the States and the Union Territories to identify such areas and put them on the respective websites. The RTO, Delhi will issue NOC for transfer of these vehicles only for such areas which are identified by the States.
 3. The diesel vehicles which are more than 15 years old and are BS I or BS II compliant shall be scrapped and no NOC will be issued for transfer of the vehicles.
 4. The vehicles which possess national permit, but are covered under the directions of the Tribunal will also not be permitted to ply in Delhi/NCR. However, they would be permitted to by-pass Delhi and follow the routes directly connecting Haryana and Rajasthan or vice-versa. For instance the heavy

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vehicles are being permitted under the orders of the Tribunal from Panipat and Rewari without entering Delhi.

5. We hereby direct NCT/Delhi to take immediate steps for improving and expanding the mass transportation system. It should introduce proper buses which should preferably be run from destination to destination thus making the travel much easier for the commuters. The buses should be of different kinds, including providing buses to the metro stations. All these buses should be CNG buses or hybrid or electric buses.
6. The DDA is hereby directed to provide space to the DTC and the Police for the purpose of parking of Vehicles, including impounded vehicles. We direct the Chief Secretary, Delhi to take up a meeting with the Commissioner of the Delhi, Vice-Chairmen of the DDA and all the Commissioners of the respective Municipal Corporations, NDMC and Delhi Cantonment Board. Meeting will be held within 1 week from today and the report be submitted to the Tribunal. This would identify the land already given by DDA to the authorities for the purpose of parking to DTC or other authorities for parking of running buses as well as impounded vehicles, it would further identify the sites which are required to be provided for that purpose.

The scraping benefit including benefit in purchase of new cars, is under the consideration of the Ministry of Heavy Industries. Let the final view in that behalf be taken

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2016**

and the same should be widely published to provide new incentives to the public to scrap their old vehicles. It has been termed by the Ministry as "Scraping Policy".

Learned counsel appearing for the NCT/Delhi has brought to our notice that to orders is needed effectively implement the directions of the Tribunal in relation to the use of pressure horns and motor bikes being driven with intolerable sound which are violative of the prescribed norms. Besides challaning the vehicles under the Motor Vehicles Act, action is also to be taken for violation of the conditions of the registration that is violating the original conditions of the vehicle in which it was registered and the fine provided there is more than Rs. 2000, besides challaning the vehicles for traffic offence. We find that the traffic police should implement the directions and take the above action which is in accordance with law, with a greater vigour and sincerity. We further direct that for generating the undue intolerable sound, in violation of the law, also results in noise pollution and is covered under the prescribed norms in the Noise Pollution Rules which have been enacted under the Environment (Protection) Act, 1986, one of the Scheduled Act of the National Green Tribunal Act, 2010. Therefore we direct that in addition to other actions in accordance with law, such offenders would also be liable to pay Environmental Compensation of Rs. 5,000 per violation on the basis of "Polluter Pays Principle". Let this fine be also collected by the Traffic police and be deposited in a separate account that would be maintained by the Delhi Police or the NCT Delhi as the Chief Secretary of Delhi may decide. In the event of default of the payment of the Environmental

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2016**

Compensation, the traffic authority is at liberty to approach the Tribunal by issuing notice to such violator to be present before the Tribunal for the offence.

List these matters for hearing on 28th July, 2016.

In the meanwhile, liberty is granted to the States to file their response.

M.A. No. 414 of 2015

In view of the order passed by us above this Application does not survive for consideration.

Accordingly, M.A. No. 414 of 2015 stands disposed of without any order as to costs.

M.A. No. 778 of 2015

Nobody is present on behalf of the Applicant non was present on the previous date.

This Application is dismissed for default of appearance.

Accordingly, M.A. No. 778 of 2015 stands disposed of without any order as to costs.

M.A. No. 1086 of 2015

Nobody is present on behalf of the Applicant non was present on the previous date.

This Application is dismissed for default of appearance.

Accordingly, M.A. No. 1086 of 2015 stands disposed of without any order as to costs.

M.A. No. 1313 of 2016

In view of the order passed by us above this

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Delhi but would ply between its destination point to Kathmandu. To that extent this Application is allowed subject to just exception.

Accordingly, M.A. No. 253 of 2016 stands disposed of without any order as to costs.

M.A. No. 268 of 2016

This Application is filed for postponement of the date of hearing of the matter. The matter is already heard. Therefore this Application does not survive for consideration as having become infructuous.

Accordingly, M.A. No. 268 of 2016 stands disposed of without any order as to costs.

M.A. Nos. 358 of 2016 and 545 of 2016

Prayers in these Applications to run Buses from Meerut to Bulandsahar via Hapur. We allow the prayers of the applicants. But we make it clear that these buses will not enter into Delhi, that is Ghaziabad, Faridabad, Gurgaon, Greater NOIDA and Sonipat.

Accordingly, M.A. Nos. 358/2016 and 545/2016 stand disposed of without any order as to costs.

M.A. No. 360 of 2016

We have heard the Learned counsel appearing for the parties.

We clarify that the environmental compensation would be imposed on slab basis. We find that the prayer made in this Application is just and fair and if the offending construction in plot upto 100sq.mt. the

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2016

environmental compensation would be Rs. 10,000/-, if the offending construction is more than 100 sq. mtr. But upto 200sq.mt., the environmental compensation would be Rs. 20,000/-, if the offending construction is in a plot of more than 200 sq. mt. but less than 500sq. mt. the environmental compensation would be Rs. 30,000/-, while the offending construction is in a plot area of more than 500 sq.mt. the environmental compensation would be Rs. 50,000/- as already directed by the orders of the Tribunal. Wherever the constructed area is more than 20,000 sq. mtr. The environmental compensation would be Rs. 5 Lakhs. This rate will operate prospectively.

Accordingly, M.A. No. 360 of 2016 stands disposed of without any order as to costs.

M.A. No. 406 of 2016

We have heard the Learned counsel appearing for the parties.

We direct that all the Authorities in NCT of Delhi including DDA, NDMC, All Municipal Corporation of Delhi and Delhi Cantonment Board that they would ensure that there is no burning of any kind of waste in open or otherwise and for every default occurrence the person would be liable to pay Rs. 5000 /- as environmental compensation to the Officer of the respective Agencies. Even the matter could be reported to Delhi Police also.

Accordingly, M.A. No. 406 of 2016 stands disposed of without any order as to costs.

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2016**

M.A. No. 567 of 2016

List this matter for arguments on 28th July, 2016.

M.A. No. 708 of 2016

This application is for placing additional documents on record and has been filed on behalf of the Department of Heavy Industries, Government of India. There is no objection to these applications, the Application is allowed subject to just exception. Let the documents be furnished to all the parties appearing in the case during the course of the day.

Accordingly, M.A. No. 708 of 2016 stands disposed of without any order as to costs.

.....,CP
(Swatanter Kumar)

.....,JM
(M.S. Nambiar)

.....,JM
(Raghuvendra S. Rathore)

.....,EM
(Prof. A.R. Yousuf)

.....,EM
(Bikram Singh Sajwan)

**Item Nos.
06 to 09**

**July 20,
2016**

Application does not survive for consideration.

Accordingly, M.A. No. 1313 of 2016 stands disposed of without any order as to costs.

M.A. No. 156 of 2016

This is an application with reference to the exemption to be granted to vintage and antique vehicles from the orders of the Tribunal dated 26th November, 2014. Learned counsel appearing for the main Applicant and NCT of Delhi submit that they have some objections in regard thereto.

List this matter for hearing on 28th July, 2016.

M.A. No. 172 of 2016

At the request of the Learned counsel appearing for the parties the matter is adjourned to 28th July, 2016.

M.A. No. 211 of 2016

Nobody is present on behalf of the Applicant; none was present on the previous date.

This Application is dismissed for default of appearance.

Accordingly, M.A. No. 211 of 2016 stands disposed of without any order as to costs.

M.A. No. 253 of 2016

We have heard the Learned counsel appearing for the parties.

The Application is allowed limited to the extent that vehicles would be permitted to be registered with the RTO office of Delhi but these buses would not run in NCT of

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GOVERNMENT OF NATIONAL CAPITAL TERRITORY OF DELHI
TRANSPORT DEPARTMENT (OPERATIONS BRANCH)

5/9, UNDER HILL ROAD, DELHI-110054.

F.No.DC/OPS/396/TPT/2016/De-Reg./Part III/075405600/ 16 5 0 6

Dated: 25.02.2022

ORDER**ANNEXURE R-6**

In pursuance of Order No.F.DC/OPS/Tpt/2016/PV075405600/116999 dated 14.12.2021, the order of even number dated 05/08/2020 is hereby superseded as under:-

2. The Hon'ble National Green Tribunal vide its order dated 20.07.2016 directed that the vehicle which are more than 15 years old would be deregistered and then gradually other vehicle would be deregistered from 15 years to 10 years respectively and further directed to "State as to identify areas where the dispersion of the air is higher and vehicular density is least, if the States have not done it so far we grant last opportunity to the States and the Union Territories to identify such areas and put them on the respective websites. The RTO, Delhi will issue NOC for transfer of these vehicles only for such areas which are identified by the States. The diesel vehicles which are more than 15 years old and are BS-I or BS-II compliant shall be scrapped and no NOC will be issued for transfer of the vehicle".

3. The information received from the state till date is annexed herewith as **Annexure-I**.

4. Accordingly all the registering authorities/ DTOs of Transport Department, GNCTD may issue No Objection Certificate (NOC-for transfer of vehicles to other States) for Diesel, Petrol and CNG Vehicles to the districts / places permitted by the concerned States and also to the District/States from which neither the information received by this department nor uploaded by the concerned States on their respective website as per Hon'ble NGT order dated 20/07/2016 as per the conditions mentioned below:-

- I. NOC **shall not** be issued if the diesel vehicle has completed 15 years from the date of its first registration.
- II. NOC for **Diesel Vehicles up to 10 years** and Petrol / CNG vehicles **less than 15 years old** can be issued for any place / District in the country.
- III. NOC for de-registered 10 to 15 years old Diesel Vehicles and above 15 years old Petrol / CNG Vehicles will be issued for other states (outside Delhi-NCR) subject to condition that such NOC will not be issued for the places which are identified by the states as restricted areas in term of order of Hon'ble NGT dated 20.7.2016, which had directed that the States to identify the areas where the dispersion of air is higher and vehicular density is least.

5. It is further directed that if the concerned RTO/Registering Authorities declines to register the vehicle to which NOC was issued due to their policy/order or because of any other reason the department will roll back the NOC as mentioned above and re-issue as per the request of the applicant subject to the condition that the roll back and re-issue of afresh NOC shall be done within 03 (Three) months of the date of issuance of the previous NOC by the Transport Department, GNCTD.

6. The Computer Branch to make necessary provisions in the software of VAHAN through NIC regarding fitness, Insurance, PUC, Role back of NOC and re-issue of NOC.

This issues with the approval of Competent Authority.

Encl: As Above.

Nary
25.2.22
(Dr. Navlendra Kumar Singh)
Jt. Commissioner (Ops)

Copy to:-

1. Secretary to Hon'ble Minister (Transport).
2. PPS to Pr. Secretary-cum-Commissioner (Transport).
3. All Spl. Commissioners.
4. All Dy. Commissioners.
5. All DTOs

No.	NAME OF THE STATE	DETAILS RECEIVED			
1	Rajasthan	No NOC be issued to any Diesel vehicle which is more than 15 years old for any of the Districts of Rajasthan. It means that 10-15 years old Diesel Vehicle can be issued NOC to Rajasthan and Petrol Vehicles are not barred.			
2	Himachal Pradesh	Realizing that due to poor dispersion in hilly region and high air pollution sensitivity, it is advised that these old vehicles should not be allowed to be registered in the Himachal Pradesh in order to achieve target for air pollution mitigation in the state. It means no NOC to any 10 years old Diesel and 15 years old Petrol / CNG vehicles.			
3	Bihar	NOC can be issued to these 18 Districts for all 10 - 15 years old Diesel vehicles and 15 years old Petrol / CNG vehicles			
		1 Arwal	10	Madhupura	
		2 Sheoshar	11	Supaul	
		3 Lakhisarai	12	Khagariya	
		4 Sheikhpura	13	Buxar	
		5 Banka	14	Munger	
		6 Jahanabad	15	Saharsa	
		7 Jamui	16	Arariya	
		8 Kaimur (Bhabhua)	17	Kishanganj	
		9 Nawada	18	Aurangabad	
		NOC Cannot be issued to these 20 Districts for 10 years old Diesel Vehicle and more than 15 years old Petrol/ CNG vehicles			
		1 Patna	11	Nalanda	
		2 Muzaffarpur	12	Bettiah	
		3 Gaya	13	Rohtash	
		4 Bhojpur (Aara)	14	Gopalganj	
		5 Chapra	15	Siwan	
		6 Motihari	16	Sitamarhi	
		7 Darbhanga	17	Vaishali	
		8 Begusarai	18	Madhubani	
		9 Bhagalpur	19	Samastipur	
		10 Puniya	20	Katihar	
4	Maharashtra	NOC Can be issued other than these to 26 corporations in the state of Maharashtra for 10 to 15 years old Diesel Vehicle and more than 15 years old Petrol/ CNG vehicles			
		1 Mumbai	14	Ahmednagar	
		2 Thane	15	Nashik	
		3 Mira-Bhayandar	16	Malegaon	
		4 Navi Mumbai	17	Jalgaon	
		5 Kalyan-Dombuvli	18	Dhule	
		6 Uthasanagar	19	Aurangabad	
		7 Bhiwandi-Nizampur	20	Nanded-Waghala	
		8 Vasal-Virar	21	Parbhani City	

	9	Pune		
	10	Pimpri-Chinchwad	22	Latur
	11	Kolhapur	23	Akola
	12	Sangli-Miraj-kupwad	24	Amravati
	13	Solapur	25	Nagpur
			26	Chandrapur
5	Uttar Pradesh	NOC Can be issued to the following 33 Districts in U.P. for any 10 – 15 years old Diesel Vehicle and more than 15 years old Petrol/ CNG vehicles		
	1	Itwah	18	Fatehpur
	2	Sant Kabir Nagar	19	Pilibhit
	3	Ambedkar Nagar	20	Shahjahanpur
	4	Kushinagar	21	Lakhimpur
	5	Farrukhabad	22	Budaun
	6	Jaunpur	23	Balrampur
	7	Kannauj	24	Hardoi
	8	Balaha	25	Bahraich
	9	Sultanpur	26	Orai
	10	Ghazipur	27	Etah
	11	Mainpuri	28	Kashim Nagar
	12	Partagarh	29	Mahoba
	13	Siddarth Nagar	30	Lalitpur
	14	Maharajganj	31	Chitrakoot
	15	Shravasti	32	Hamipur
	16	Auraiya	33	Amethi
	17	Shonbhadra		
6	West Bengal	Only BS-IV vehicles can be allowed for registration within Kolkata		
		Only BS-III or BS-IV vehicles can be registered outside Kolkata		
7	Meghalaya	Diesel and Petrol Vehicles less than 15 years can be issued NOC		

Note – NOC cannot to be issued at all for diesel vehicles which are 15 years old from the date of first registration

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No. RT-23013/8/2022-T
 Government of India
 Ministry of Road Transport & Highways
 Transport Section
 Transport Bhawan, 1, Parliament Street, New Delhi-110001

ANNEXURE R-7

08th July, 2024**OFFICE MEMORANDUM**

Subject: Process for scrapping of Govt vehicles older than 15 years-reg.

The undersigned is directed to refer to this Ministry's OM of even no dated 17.12.2022 wherein the mechanism for scrapping of Government-owned vehicles through e-auction on MSTC portal was proposed and to state that in order to facilitate seamless scrapping of such vehicles, the e-auction platforms developed by Metal Scrap Trade Corporation Limited (MSTC), a Mini Ratna company-I under the administrative control of Ministry of Steel, and the Forward Auction portal developed by Government e-Marketplace (GeM) under the aegis of Ministry of Commerce and Industries, may be used to conduct e-auction of such vehicles.

2. Registered vehicle Scrapping Facilities (RVSFs) which have been commissioned as per provisions of MoRTH notified vide GSR 653(E) dated 23rd September 2021 and its amendments shall only be allowed to participate in the auction. This would support operations of existing RVSFs by providing them with a base volume of end-of-life vehicles and would also encourage private investment in establishment of new RVSFs.
3. The details of the proposed mechanism for scrapping of Government-owned vehicles through e-auction on MSTC and GeM portals are provided in Annexure.
4. The mechanism proposed in the Annexure is issued in supersession of the mechanism issued vide OM dated 17.12.2022.
5. This issues with the approval of the Competent Authority.

Encl: As above

(Harsh Prashakar)
 Executive Engineer (Transport)

To

1. Secretaries of all Union Ministries and Departments
2. Chief Secretaries of all State/ UT Governments

Copy to:

1. CEO, NITI Aayog
2. Secretary, Department of Expenditure

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Proposed mechanism for e-auction of Government-owned vehicles through MSTC and GeM Portal

Union State Government to use the portals developed by Metal Scrap Trading Corporation (MSTC) and Government e-Marketplace (GeM) i.e. the auction agencies, for e-auction of condemned vehicles to RVSF. In order to expedite the scrapping of condemned vehicles, Union State Governments may directly engage with these auction agencies to conduct e-auction. The detailed procedure for e-auction of vehicles through the portals of the auction agencies is provided below:

1. Union Ministries/Departments and State Governments to share details of condemned vehicles (including vehicle type, model, vintage, image, etc.) with the auction agency.
2. Union Ministries/Departments and State Governments to conduct valuation of vehicles through valuers appointed by them or empaneled by the auction agency and finalize the reserve price and tolerance %.
3. Union Ministries/ Departments and State Governments or the auction agency to enter reserve price and associated tolerance % into the respective portal before the launch of e-auction.
4. Auction agency to support the Union Ministries/Departments and State Governments in forming the e-auction lots based on vehicle details, location of vehicles etc. and in developing an e-auction catalog. Auction notification containing details of e-auction starting date, list of vehicles, location, ownership etc. will be sent to RVSFs. Such scrapping is to be done in accordance with the procedure as prescribed in Motor Vehicles (Registration and Functions of Vehicle Scrapping Facility) Rules 2021.
5. e-Auction is then launched on the auction portal.
6. Prospective bidders would be allowed to conduct on-site inspection of vehicles to assess fair value of the e-auction lot. High quality images may be included in auction catalog to reduce the requirement of physical inspection since the RVSFs may not have enough capacity to conduct physical inspection over a short period of time.
7. Interested bidders to deposit a pre-bid earnest money deposit (EMD) or Standing Security Deposit, as prescribed by the auction agency, to become eligible for bidding. After depositing EMD or Standing Security deposit, bidders to submit their bid on the auction portal.
8. e-Auction is to be closed at a pre-determined time. An e-auction is deemed successful if the highest bid value is more than the reserve price or within the tolerance threshold and is cancelled if the highest bid is lower than the tolerance of reserve price set by the seller. If an e-auction is cancelled, then the Competent Authority may put up the lot for re-auction after re-fixing the reserve price based on market response.
9. Auto-generated notification is sent to the highest bidder and the seller.
10. Highest bidder (RVSF) would then transfer the bid amount to the auction agency or the seller, as per the terms in the e-auction catalog. Auction agency to issue a digitally signed Delivery/Sale Order upon confirmation of payment.
11. Highest bidder (RVSF) to pick up the vehicles for scrapping and hand over a 'Certificate of Deposit' to the seller through the Vahan RVSF module as per the process specified in rule 10 sub-rule 1 of GSR 653 (E) dated 23rd September 2021 and its amendment vide GSR 695 (E) dated 13th September 2022.
12. De-registration of vehicles to be done by RVSF as per the process specified in rule 10 sub-rule 1 of GSR 653 (E) dated 23rd September 2021 and its amendment vide GSR 695 (E) dated 13th September 2022.
13. If the bid amount was transferred by the RVSF to the auction agency, the auction agency shall further transfer the bid amount to Union Ministries/Departments and State Governments along with the 'Certificate of Deposit'.


 Anil Prabhakar
 Director, Motor Vehicle Scrapping & Recycling
 Ministry of Road Transport & Highways
 Government of India
 New Delhi - 110011

No. RT-23013/8/2022-T
 Government of India
 Ministry of Road Transport & Highways
 Transport Section
 Transport Bhawan, 1, Parliament Street, New Delhi-110001

17th December, 2022

OFFICE MEMORANDUM

Subject: Process for scrapping of Govt vehicles older than 15 years through MSTC Portal - reg.

The undersigned is directed to refer to Department of Expenditure OM No. 01(18)2022 - E. II (A) dt 09.12.2022 (copy enclosed) and state that Voluntary Vehicle Fleet Modernization Program (V-VMP) or 'Vehicle Scrapping Policy' aims to create an eco-system to reduce pollution, improve road passengers and vehicular safety, improve fuel efficiency, reduce maintenance cost for the vehicle owners, move on towards circularity and have a bigger multiplier effect on economy. Successful implementation of this policy requires establishment of a network of Registered Vehicle Scrapping Facilities (RVSFs) and Automated Testing Stations (ATSSs) across the country.

2. It has been decided that Government vehicles which are older than 15 years and owned by Government of India and its Ministries/ Departments, State/ UT Governments and their Departments, Local Government institutions, State Transport Undertakings, Public Sector Undertakings, and Autonomous Bodies with the Government of India and State Governments shall be scrapped immediately in order to achieve policy objectives. In this regard, Ministry of Road Transport and Highways (MoRTH), vide GSR 845(E) dated 24th November 2022, has issued a draft notification prohibiting renewal of registration of Government owned vehicles older than 15 years, w.e.f. 1st April 2023. All condemned vehicles (including vehicles which have been prematurely condemned) are required to be scrapped through RVSFs.

3. In order to facilitate seamless scrapping of such vehicles, it is proposed that the e-auction platform developed by Metal Scrap Trade Corporation Limited (MSTC) which is a Mini Ratna Company-I PSU under the administrative control of Ministry of Steel, be used to conduct e-auction of such vehicles. RVSFs which have been commissioned as per provisions of MoRTH Notification GSR 653 (E) dated 23rd September 2021 shall only be allowed to participate in the auction. This would support operations of existing RVSFs by providing them with a base volume of end-of-life vehicles and would also encourage private investment in establishing new RVSFs.

4. The details of the proposed mechanism for scrapping of Government-owned vehicles through e-auction on MSTC portal is provided in Annexure-I. The necessary instructions shall be issued to MSTC by Ministry of Steel in this regard.

5. This issues with the approval of Competent Authority.

Encl: As above

Shashi
 17/12/22
 (Shashi Bhushan)

Under Secretary to the Government of India

To

1. Secretaries of all Union Ministries and Departments
2. Chief Secretaries of all State/ UT Governments

Copy to:

1. CEO, NITI Aayog
2. Secretary, Department of Expenditure

Annexure IProposed mechanism for e-auction of Government-owned vehicles through MSTC Portal

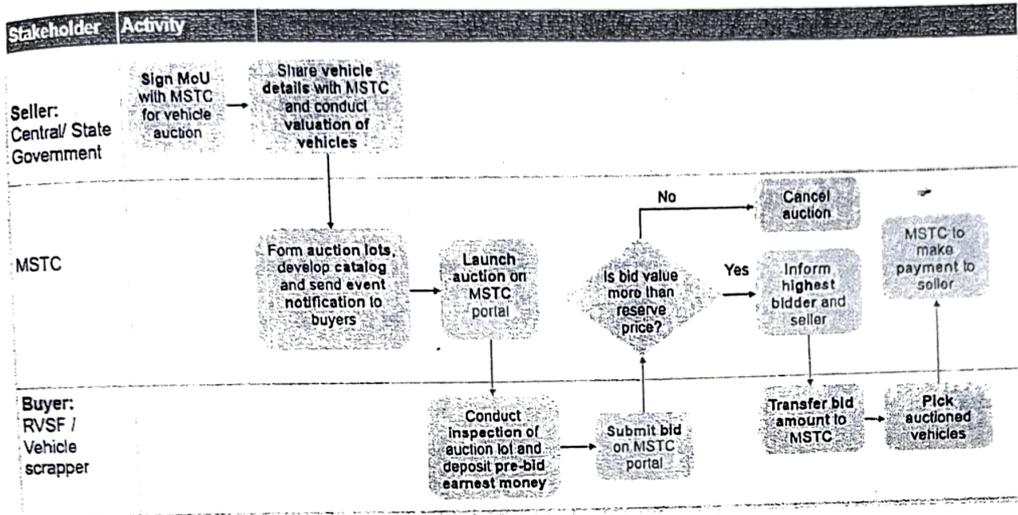
Union/ State Government to use portal developed by Metal Scrap Trading Corporation (MSTC) for e-auction of condemned vehicles to RVSF. In order to expedite the scrapping of condemned vehicles, Union/ State Governments may directly engage with MSTC to conduct e-auction. The detailed procedure for e-auction of vehicles through this portal is provided below:

1. Union Ministries/Departments and State Governments to share details of condemned vehicles (including vehicle type, model, vintage, image, etc.) with MSTC.
2. Union Ministries/Departments and State Governments to conduct valuation of vehicles through valuers appointed by them or empaneled by MSTC and finalize the reserve price and tolerance %
3. Union Ministries/ Departments and State Governments or MSTC to enter reserve price and associated tolerance % into MSTC portal before the launch of e-auction.
4. MSTC to form e-auction lots based on vehicle details, location of vehicles etc. and develop an e-auction catalog. Auction notification containing details of e-auction starting date, list of vehicles, location, ownership etc. will be sent to RVSFs. Such scrapping is to be done in accordance with the procedure as prescribed in Motor Vehicles (Registration and Functions of Vehicle Scrapping Facility) Rules 2021.
5. e-Auction is then launched on MSTC portal.
6. Prospective bidders would be allowed to conduct on-site inspection of vehicles to assess fair value of the e-auction lot. High quality images may be included in auction catalog to reduce the requirement of physical inspection since the RVSFs may not have enough capacity to conduct physical inspection over a short period of time.
7. Interested bidders to deposit a pre-bid earnest money deposit (EMD) or Standing Security Deposit, as prescribed by MSTC, to become eligible for bidding. After depositing EMD or Standing Security deposit, bidders to submit their bid on MSTC portal.
8. e-Auction is to be closed at a pre-determined time. An e-auction is deemed successful if the highest bid value is more than the reserve price or within the tolerance threshold and is cancelled if the highest bid is lower than the tolerance of reserve price set by the seller. If an e-auction is cancelled for the first time, then the Competent Authority may put up the lot for re-auction after adjusting the reserve price based on market response. However, if the auction is cancelled again then the lot could be awarded to MSTC at the reserve price, this would be at the discretion of the Competent Authority.
9. Auto-generated notification is sent to the highest bidder and the seller.
10. Highest bidder (RVSF) would then transfer the bid amount to MSTC via RTGS/NEFT/Net Banking etc. as per e-auction catalog. MSTC to issue a digitally signed Delivery/Sale Order upon confirmation of payment.
11. Highest bidder (RVSF) to pick up the vehicles for scrapping and hand over a 'Certificate of Deposit' to MSTC through the Vahan RVSF module as per the process specified in rule 10 sub-rule 1 of GSR 653 (E) dated 23rd September 2021 and its amendment vide GSR 695 (E) dated 13th September 2022.
12. De-registration of vehicles to be done by RVSF as per the process specified in rule 10 sub-rule 1 of GSR 653 (E) dated 23rd September 2021 and its amendment vide GSR 695 (E) dated 13th September 2022.
13. MSTC to transfer bid amount to Union Ministries/Departments and State Governments along with the 'Certificate of Deposit'.

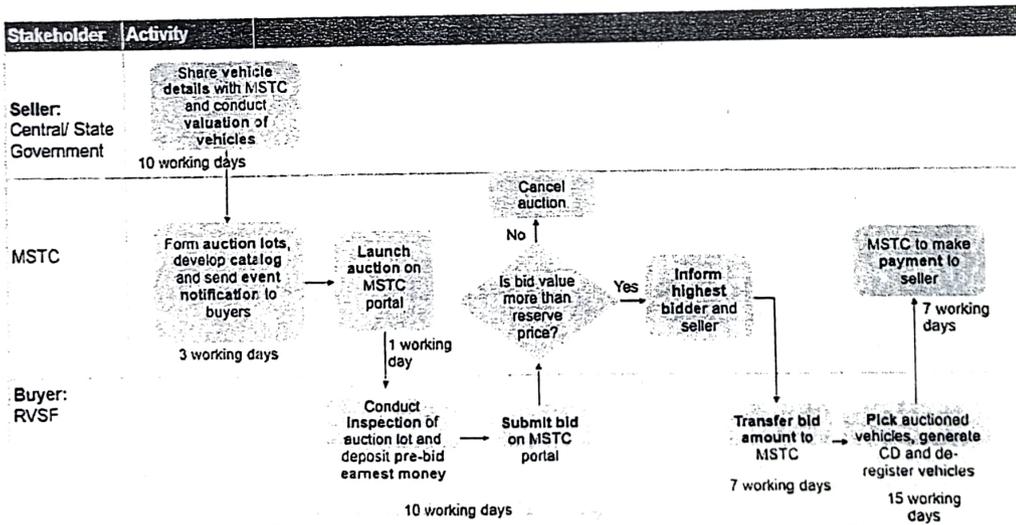
Shashi
17/12/22

Annexure-2:

A. Current mechanism to e-auction Government-owned vehicles through MSTC portal



B. Proposed mechanism (along with at maximum timeline for each step) to e-auction Government-owned vehicles through MSTC portal



Shashi
17/12/22

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RT-23013/8/2022-T
Government of India
Ministry of Road Transport and Highways
(Transport Section)
Transport Bhawan, 1, Parliament Street, New Delhi-110001

ANNEXURE R-8

Dated the 20th December, 2024**OFFICE MEMORANDUM**

Subject: - Status of Forward Auction Portal developed by GeM - reg.

The undersigned is directed to refer to OM of even no. dated 08.07.2024 wherein the process of scrapping of Govt. vehicles older than 15 years was circulated to all States/UTs and to all Central Ministries and Departments.

2. In this regard, it is informed that the Forward Auction Portal developed by GeM (Government e-Marketplace) under the Ministry of Commerce and Industries for conducting e-auction for scrapping of Government vehicles is **now live** and may be used for e-auction of Government vehicles older than 15 years in addition to the portal developed by MSTC.

3. The Ministries/Departments may register on the portal to initiate e-auction process. The link of the portal and for the user manual(s) for initiating auction process is provided below for kind reference:

- a) **Link:** <https://forwardauction.gem.gov.in/eprocure/home>
- b) **User Manual:** https://gem.gov.in/training/training_module

4. It is requested that the process of scrapping the Govt vehicles older than 15 years may kindly be expedited.



(Yatender Kumar)
Under Secretary to the Govt. of India
Tel: 011-23739028

To
Secretaries of all Union Ministries and Departments

Copy to:

1. Additional Chief Secretary/Principal Secretary/Secretary (Transport) of all States/UTs
 2. Transport Commissioners of all States/UTs
-

GOVERNMENT OF NATIONAL CAPITAL TERRITORY OF DELHI
TRANSPORT DEPARTMENT: SCRAPPING CELL
5/9, UNDER HILL ROAD: DELHI-110054

O/O ACS-cum-Commissioner for
CS No. 171/2025/11223
Dated...10.03/25

F.33(1)/NO/SCRAP/TPT/2025/075792701/11223

Dated: 7/03/2025

11223/SGH
11/3/25

The Additional Chief Secretary
General Administration Department
Government of NCT of Delhi
Delhi Secretariat, IP Estate
New Delhi-110002.

Sub:- Ministry of Road Transport & Highways (MoRTH) directives regarding process for scrapping of Government Vehicles through Government e-Marketplace (GeM) portal.

Sir,

MoRTH, vide OM no. RT-23013/8/2022 T, dated 08-07-2024, read with OM no. RT-23013/8/2022-T, dated 20-12-2024, has issued certain guidelines on the process of scrapping of Government vehicles, via the GeM platform (copies enclosed).

In this context, I am to request your esteemed department's assistance in circulating the above said guidelines concerning encouraging voluntary scrapping of old polluting and non-compliant Government vehicles to ensure the smooth and efficient execution of this process. The GeM, as a platform for the disposal and scrapping of Government vehicles, will streamline the procedure, ensure compliance with the guidelines and also provide transparency and ensure accountability in the process. GAD may circulate these relevant MoRTH directions to all Departments, Autonomous Bodies, Boards and Institutes under GNCTD, besides the Local Self Government.

This issues with the approval of the Chief Secretary, GNCTD.

[Signature]
Special Commissioner (Scraping)

Copy for information to:

- 1. PS to Chief Secretary, GNCTD.
- 2. PS to ACS-cum-Commissioner (TPT), Transport Department.

Scraping
4/10/25

Scraping
-8

N.O. / Scraping
18/3/25

Per
21/03/25

D.A.

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DELHI GOVERNMENT VEHICLES DETAILS

ANNEXURE R-10

Total Vehicles in the list-106
 Vehicles with valid PUC-30
 Condemned Vehicles-04
 Non Plying Vehicles-03
 Vehicles Scraped-02

Govt Vehicles-102, Private Vehicles-04
 Vehicles without valid PUC & Challaned-60
 Vehicles under process of Condemnation-02
 End of Life Vehicles(Notice issued U/S 133)-05

S.No.	Regn. No.	PUC Validity	Status	Action Taken Report	REMARKS
1	DL1CAC7150	20-12-25			
2	DL1CAA4831	27-05-26			
3	DL1CAA4847		Expired	Challaned U/S 115(7)/190(2) CMVR/MV Act	
4	DL2CBE0005	25-05-26			
5	DL1CZ3360		Expired	Challaned U/S 115(7)/190(2) CMVR/MV Act	
6	DL3CBX0002	Condemned vide SDM/MV/CTB/MISC./2023/144 Dated 26-05-25			Annex-1
7	DL1CZ3389		Expired	Challaned U/S 115(7)/190(2) CMVR/MV Act	
8	DL1CZ3462	27-05-26			
9	DL1CX5136		Expired	Challaned U/S 115(7)/190(2) CMVR/MV Act	
10	DL5CE5667	25-05-26			
11	DL1CX5131	27-05-26			
12	DL1CX5546		Expired	Challaned U/S 115(7)/190(2) CMVR/MV Act	
13	DL1CAA4831	27-05-26			
14	DL1CX5575		Expired	Challaned U/S 115(7)/190(2) CMVR/MV Act	
15	DL8CBE6078	30-01-26			Pvt. Veh.
16	DL1CZ3349	27-05-26			
17	DL1CX5544		Expired	Challaned U/S 115(7)/190(2) CMVR/MV Act	
18	DL4CAQ0001	25-05-26			
19	DL1CX5179		Expired	Challaned U/S 115(7)/190(2) CMVR/MV Act	
20	DL1CX5502		Expired	Challaned U/S 115(7)/190(2) CMVR/MV Act	
21	DL1CX5597		Expired	Challaned U/S 115(7)/190(2) CMVR/MV Act	
22	DL1CX6887		Expired	Challaned U/S 115(7)/190(2) CMVR/MV Act	
23	DL1CX6713		Expired	Challaned U/S 115(7)/190(2) CMVR/MV Act	
24	DL1CX5204		Expired	Challaned U/S 115(7)/190(2) CMVR/MV Act	
25	DL1CX5191	28-04-26			
26	DL1CX5527		Expired	Challaned U/S 115(7)/190(2) CMVR/MV Act	
27	DL1CZ3327	22-05-26			
28	DL2CBE3515	25-05-26			
29	DL9CBA1111		Expired	Challaned U/S 115(7)/190(2) CMVR/MV Act	
30	DL2FJ5000	Old 15 Year Petrol		Notice U/S 133 of MV Act issued----Pvt. Veh.	Annex-2

No.	Regn. No.	PUCC Validity	Status	Action Taken Report	REMARKS
31	DL1SW7454		Expired	Challaned U/S 115(7)/190(2) CMVR/MV Act	
32	DL1SW7455		Expired	Challaned U/S 115(7)/190(2) CMVR/MV Act	
33	DL1SW7456		Expired	Challaned U/S 115(7)/190(2) CMVR/MV Act	
34	DL1SZ4714	25-08-25			
35	DL1SZ6505	22-07-25			
36	DL1CV2646		Expired	Challaned U/S 115(7)/190(2) CMVR/MV Act	
37	DL1SZ6548		Expired	Challaned U/S 115(7)/190(2) CMVR/MV Act	
38	DL1SAA7979		Expired	Challaned U/S 115(7)/190(2) CMVR/MV Act	
39	DL1CX5154		Expired	Challaned U/S 115(7)/190(2) CMVR/MV Act	
40	DL1CX5129		Expired	Challaned U/S 115(7)/190(2) CMVR/MV Act	
41	DL1CX5184		Expired	Challaned U/S 115(7)/190(2) CMVR/MV Act	
42	DL1CX5147		Expired	Challaned U/S 115(7)/190(2) CMVR/MV Act	
43	DL1CX5190		Expired	Challaned U/S 115(7)/190(2) CMVR/MV Act	
44	DL1CX5139		Expired	Challaned U/S 115(7)/190(2) CMVR/MV Act	
45	DL1CZ3399		Expired	Challaned U/S 115(7)/190(2) CMVR/MV Act	
46	DL1CZ3383		Expired	Challaned U/S 115(7)/190(2) CMVR/MV Act	
47	DL1CX6722		Expired	Challaned U/S 115(7)/190(2) CMVR/MV Act	
48	DL1CX6801	27-05-26			
49	DL1CX6741		Expired	Challaned U/S 115(7)/190(2) CMVR/MV Act	
50	DL3CAR0005	03-03-26			
51	DL1CX5581		Expired	Challaned U/S 115(7)/190(2) CMVR/MV Act	
52	DL1CZ3357		Expired	Challaned U/S 115(7)/190(2) CMVR/MV Act	
53	DL6CS9172	19-04-26			Pvt. Veh.
54	DL2CBE4089		Expired	Challaned U/S 115(7)/190(2) CMVR/MV Act	Pvt. Veh.
55	DL7CL9090	Condemned vide SDM/MV/CTB/MISC./2023/144 Dated 26-05-25			Annex-1
56	DL1CP0628		Expired	Challaned U/S 115(7)/190(2) CMVR/MV Act	
57	DL7CAW0009	Condemned vide SDM/MV/CTB/MISC./2023/144 Dated 26-05-25			Annex-1
58	DL3CNB0001	Condemnation under process vide SDM/.../144 Dated 26-05-25			Annex-1
59	DL2CAV0003	Condemnation under process vide SDM/.../144 Dated 26-05-25			Annex-1
60	DL7CT0818	Condemned vide SDM/MV/CTB/MISC./2023/144 Dated 26-05-25			Annex-1
61	DL10CN0009	25-05-26			
62	DL13SU6445	25-05-26			
63	DL3CCS0001		Expired	Challaned U/S 115(7)/190(2) CMVR/MV Act	
64	DL3CDA0009		Expired	Challaned U/S 115(7)/190(2) CMVR/MV Act	
65	DL4CAW0011	Non Plying			Annex-3
66	DL1CP0629	Old 10 year Diesel		Notice U/S 133 of MV Act issued	Annex-4
67	DL8CAQ0004	Non Plying			Annex-5
68	DL1CAA4812		Expired	Challaned U/S 115(7)/190(2) CMVR/MV Act	

No.	Regn. No.	PUCV Validity	Status	Action Taken Report	REMARKS
69	DL8CDL0003	25-05-26			
70	DL1CZ4084		Expired	Challaned U/S 115(7)/190(2) CMVR/MV Act	
71	DL3CBW0003	25-05-26			
72	DL1CX5157		Expired	Challaned U/S 115(7)/190(2) CMVR/MV Act	
73	DL1SS4395	25-08-25			
74	DL1CZ3354		Expired	Challaned U/S 115(7)/190(2) CMVR/MV Act	
75	DL1CM2509	Non Plying		not in use since 2 years	Annex-6
76	DL1CM276	23-11-25			
77	DL1CZ3380		Expired	Challaned U/S 115(7)/190(2) CMVR/MV Act	
78	DL1CP2492	Old 10 year Diesel		Notice U/S 133 of MV Act issued	Annex-7
79	DL10CA0002			Scraped	Annex-8
80	DL1CR9788			Scraped	Annex-9
81	DL1CZ3356	26-05-26			
82	DL1CAA4849		Expired	Challaned U/S 115(7)/190(2) CMVR/MV Act	
83	DL1CZ4102		Expired	Challaned U/S 115(7)/190(2) CMVR/MV Act	
84	DL1CZ4026		Expired	Challaned U/S 115(7)/190(2) CMVR/MV Act	
85	DL1CZ3304		Expired	Challaned U/S 115(7)/190(2) CMVR/MV Act	
86	DL1CZ3491		Expired	Challaned U/S 115(7)/190(2) CMVR/MV Act	
87	DL1CZ3324		Expired	Challaned U/S 115(7)/190(2) CMVR/MV Act	
88	DL1CZ3451		Expired	Challaned U/S 115(7)/190(2) CMVR/MV Act	
89	DL1CZ3480		Expired	Challaned U/S 115(7)/190(2) CMVR/MV Act	
90	DL1CX5135	29-05-26			
91	DL1CX5150	27-05-26			
92	DL1CX5122		Expired	Challaned U/S 115(7)/190(2) CMVR/MV Act	
93	DL1CX5171		Expired	Challaned U/S 115(7)/190(2) CMVR/MV Act	
94	DL1CX5160		Expired	Challaned U/S 115(7)/190(2) CMVR/MV Act	
95	DL1CX5185		Expired	Challaned U/S 115(7)/190(2) CMVR/MV Act	
96	DL1CX5137	28-05-26			
97	DLCX4176	29-05-26			
98	DL1CZ3417		Expired	Challaned U/S 115(7)/190(2) CMVR/MV Act	
99	DL1CX4167	25-05-26			
100	DL1CX5159		Expired	Challaned U/S 115(7)/190(2) CMVR/MV Act	
101	DL5SAP3877		Expired	Challaned U/S 115(7)/190(2) CMVR/MV Act	
102	DL10CA0099		Expired	Challaned U/S 115(7)/190(2) CMVR/MV Act	
103	DL5CE5690		Expired	Challaned U/S 115(7)/190(2) CMVR/MV Act	
104	DL3CM2666	Old 15 Year Petrol		Notice U/S 133 of MV Act issued	Annex-10
105	DL5CZ0005		Expired	Challaned U/S 115(7)/190(2) CMVR/MV Act	
106	DL5CE1456	Old 15 Year Petrol		Notice U/S 133 of MV Act issued	Annex-11