

DRIVE AGAINST POLLUTION

Own a 15-year-old vehicle in Delhi? From April 1, you won't get fuel at petrol pumps

OUR CORRESPONDENT

NEW DELHI: The Delhi government announced on Saturday that from April 1, fuel pumps in the city will not provide petrol and diesel to vehicles older than 15 and 10 years, respectively.

Fuel pumps would be equipped with devices to identify overage vehicles and restrict fuel supply to them, Delhi Environment Minister Manjinder Singh Sirsa said after a high-level meeting with officials to discuss anti-pollution measures.

The move aims to curb vehicular emissions and combat air pollution in the city which remains a persistent challenge for the residents.

Talking to reporters, the minister said the Delhi government would inform the Ministry of Petroleum and Natural Gas about the decision and the ministry would, in turn, notify

“ FUEL PUMPS WILL BE EQUIPPED WITH DEVICES TO IDENTIFY OVERAGE VEHICLES: MINISTER SIRSA ”



ACCORDING TO ROUGH ESTIMATES, THERE ARE AROUND 55 LAKH OVERAGE VEHICLES, 66% OF WHICH ARE TWO-WHEELERS AND 54% FOUR-WHEELERS

the fuel pump owners.

The city has more than 425 petrol-diesel stations.

“We are setting up gadgets at our petrol pumps that will

identify vehicles older than 15 years. They will not be provided fuel,” Sirsa said.

A senior official of the Delhi government said that diesel-

run vehicles older than 10 years will also be denied fuel after March 31.

According to rough estimates, there are around 55 lakh

Takeaways

- » The move aims to curb vehicular emissions and combat air pollution in the city which remains a persistent challenge for the residents
- » Talking to reporters, the minister said the Delhi government would inform the Ministry of Petroleum and Natural Gas about the decision and the ministry would, in turn, notify the fuel pump owners
- » A senior official of the Delhi government said that diesel-run vehicles older than 10 years will also be denied fuel after March 31

THE CITY HAS MORE THAN 425 PETROL-DIESEL STATIONS

overage vehicles, 66 per cent of which are two-wheelers and 54 per cent four-wheelers, the officer said.

The government also plans

to phase out nearly 90 per cent of CNG-driven public transport buses in Delhi by December 2025, replacing them with electric buses to promote cleaner and more sustainable transport.

Giving more details about the implementation of new rules, the officer said many fuel stations in Delhi have already installed AI-enabled cameras to check violations of pollution under control (PUC) certificate rules.

“These cameras currently detect vehicles which do not have PUC certificate and the fuel pump staff deny fuel to such vehicles. We can also use these AI-enabled cameras to detect the age of particular vehicles. For this, we need to upgrade our system,” the officer added.

He said the fuel pumps which currently do not have such devices will have them installed soon. **Continued on P4**

Own a 15-year-old vehicle in Delhi...

Moreover, the Delhi government will deploy teams to identify overage vehicles and ensure they are either prevented from entering the city or removed if already present. In November, the Centre for Science and Environment (CSE) said in its report that vehicular emission is the top contributor to Delhi's pollution during winters -- more than stubble burning, road dust or bursting of firecrackers -- with over 50 per cent of pollution from local sources linked to the city's fragmented transportation system. Nischal Singhania, the president of the Delhi Petrol Dealers Association, welcomed the move and said, "Vehicles older than 15 years are already banned in Delhi by the Supreme Court."

"We already have apparatus to detect vehicles without pollution under control (PUC) certificates and I think the same system can be used to detect vehicles older than 15 years," he said.

The Delhi government's decision aligns with a 2018 Supreme Court ruling that banned diesel vehicles older than 10 years and petrol vehicles older than 15 years in Delhi. A 2014 National Green Tribunal (NGT) order also prohibits parking of vehicles aged over 15 years in public areas.

Fall on the cards

CRUDE CHECK. Short crude futures on a rise

Akhil Nallamuthu

bl. research bureau

The Brent crude oil futures on the Intercontinental Exchange (ICE) (\$72.80/barrel) dropped 2.2 per cent. Similarly, the crude oil futures on the MCX (₹6,118/barrel) posted a loss of 0.5 per cent.

BRENT FUTURES (\$72.80)

Brent crude oil futures extended the decline from the preceding week and hit an intra-week low of \$71.92 on Wednesday before recovering marginally in the following sessions.

As the contract remains below resistance at \$75, the bias will be bearish. From the current level, there is a chance of the price dropping to \$70.70, a support. Below this is the base at \$69.

If Brent crude futures rally past \$75, there will be a hurdle at \$77. Only a breakout of this can change the outlook positive.

MCX-CRUDE OIL (₹6,118)

The March crude oil futures fell to an intra-week low of ₹5,976 on Wednesday. However, it rose in the following sessions and managed to close above the support at ₹6,000.



REUTERS

Nevertheless, the contract has not shed the bearish bias completely. While there may be a minor uptick to ₹6,200, we expect crude oil futures to decline towards the support levels of ₹5,770 and ₹5,650 before establishing a sustainable rally.

If the price slips below ₹5,650, the sell-off can intensify. But this is an unlikely scenario.

In case the contract rallies from the current level without declining to the ₹5,770-5,650 price band and gets past ₹6,200, it can face resistance at ₹6,400. A move above this can give a positive outlook for crude oil futures.

But as it stands, the bias is bearish.

Trade strategy: Short crude oil futures at ₹6,200 with a stop-loss at ₹6,420. Book profits at ₹5,770. Post going short, when the price declines to ₹5,850, trail the stop-loss to ₹6,100.

Maruti crosses output milestone of 2 million vehicles in 11 months

NITIN KUMAR
New Delhi, March 1

MARUTI SUZUKI INDIA (MSIL) on Saturday announced it has manufactured 2 million cars in the first 11 months of this financial year for the first time ever.

Last year, India's largest car-maker had produced 1.948 million vehicles.

"This year we have been able to cross 2 million in total sales within 11 months. In the domestic market, we are seeing good sales for our SUVs which was seen in the month of February as well.

"In February, our SUVs, especially Brezza and Fronx, continued to see strong demand, with Fronx achieving its highest-ever monthly sales of over 21,000 units. Our CNG vehicles maintained their demand momentum with a 37% growth rate for the month. These numbers reflect customers' continued trust in Maruti Suzuki," said Partho Banerjee, senior executive officer, marketing & sales, Maruti Suzuki.

Of the 2 million vehicles, almost 60% were manufactured in Haryana and 40% in Gujarat.

MSIL currently operates three manufacturing facilities. Two are in Haryana (Gurugram and Manesar) and one in Gujarat's Hansalpur. Together, these facilities have a combined annual production capa-



bility of 2.35 million units.

During the last several months, the automobile industry's sales have largely remained lukewarm.

In February this year, Maruti Suzuki manufactured more vehicles than the same month last year. It manufactured 199,400 units in February 2025 as against 197,471 in the same month last year.

This comes as retail auto sales fell sharply in February, with all major segments registering a decline compared to the same month last year. Total vehicle sales dropped by 17% year-on-year to 1.7 million units compared to 2.1 million units in February last year, according to VAHAN data.

The decline was broad-based, affecting passenger vehicles, two-wheelers, and three-wheelers. Even the electric vehicle (EV) segment, which has been a growth driver in recent years, saw a contraction.



Delhi snaps fuel for aged vehicles

STAFF REPORTER ■ NEW DELHI

In a move to check vehicle pollution, the BJP-led Delhi government announced on Saturday that vehicles older than 15 years will no longer be allowed to refuel at petrol pumps in the Capital after March 31.

Environment Minister Manjinder Singh Sirsa announced on Saturday the Delhi government will stop providing petrol to vehicles older than 15 years at fuel stations across the city after March 31.

This comes after a high level meeting with officials of environment department to discuss measures to combat air pollution in the national Capital. Sirsa announced anti-pollution measures saying the government is taking stringent steps to curb vehicular emissions and pollution. Besides, he also announced that all high-rise buildings, hotels, and commercial complexes in the capital must install anti-smog guns to curb air pollution levels.

“We are installing gadgets at petrol pumps which will identify vehicles older than 15 years, and no fuel will be provided to them,” Sirsa said after the meeting. He added that the Delhi government would inform the Union Ministry of Petroleum about this decision. Delhi and the National Capital Region (NCR) already enforce a policy prohibiting diesel vehicles older than 10 years and petrol vehicles older than 15 years from operating on the roads.

A 2021 directive reinforced this rule, mandating that violators found after January 1, 2022, would have their vehicles impounded and sent to scrap yards. The meeting, which went on for over three hours, was called to discuss only issues related to air pollution. Petrol vehicles over the age of 15 and diesel vehicles over the age of 10 years have not been allowed to run in the city for the past several years. These vehicles can be sold in other

states after procuring No-Objection Certificates.

The national Capital has more than 425 petrol-diesel stations. According to rough estimates, there are around 55 Lakh overage vehicles, 66 per cent of which are two-wheelers and 54 per cent four-wheelers, the officer said.

The government also plans to phase out nearly 90 per cent of CNG-driven public transport buses in Delhi by December 2025, replacing them with electric buses to promote cleaner and more sustainable transport.

Giving more details about the implementation of new rules, the officer said many fuel stations in Delhi have already installed AI-enabled cameras to check violations of pollution under control (PUC) certificate rules.

“These cameras currently detect vehicles which do not have PUC certificate and the fuel pump staff deny fuel to such vehicles. We can also use these AI-enabled cameras to detect the age of particular vehicles. For this, we need to upgrade our system,” the officer added.

He said the fuel pumps which currently do not have such devices will have them installed soon. Moreover, the Delhi government will deploy teams to identify overage vehicles and ensure they are either prevented from entering the city or removed if already present.

Delhi Petrol Dealers Association President Nischal Singhania welcomed the announcement on fuel restrictions.

“Vehicles older than 15 years are already banned by the Supreme Court; they can't ply in Delhi. We already have systems where we capture the number plates of vehicles, and the system was used only to give alerts to customers who don't have a PUC setup. I think the same system can be used to capture the number of vehicles which are 15 years old,” Singhania added.

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Delhi snaps fuel for aged vehicles

From page 1

Severe air pollution in the national capital was one of several issues on which the ruling BJP and the Opposition Aam Aadmi Party (AAP) targeted each other during the 2025 assembly election campaign.

According to reports, vehicle emission is one of the biggest reasons of air pollution in Delhi.

Explosive motorisation, choking congestion and inadequate public transport services are undercutting the emission gains from technology measures in the transport

sector of the city.

This has emerged from the new analysis by the Centre for Science and Environment (CSE) that has shown how even after implementing the largest ever CNG programme for the public transport and local commercial transport, phasing out of 10-year-old diesel and 15-year-old petrol vehicles, restrictions on entry of non-destined trucks, introduction of Bharat Stage 6 emissions standards, and onset of the fleet electrification, vehicles are still the key polluter due to the growing mobility crisis.



OIL signed a MoU with MECL to collaborate in the exploration & development of critical mineral blocks in India & overseas. The MoU was signed in the presence of CMD, the Director & senior officers from OIL & MECL. Under this collaboration, OIL & MECL will jointly undertake exploration activities aimed at identifying, evaluating, & developing mineral-rich blocks both in India & overseas, including the recently awarded block of OIL- The Phop Graphite & Vanadium block in Arunachal Pradesh.

Decision fuels debate; many hail, others say maintenance matters

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New Delhi: After new environment minister Manjinder Singh Sirsa announced on Saturday that 15-year old vehicles would be denied fuel from April 1, some experts welcomed it as a step to phase out older technology but others pointed out vehicular emissions did not necessarily depend on the age of the car but on factors such as maintenance.

Sirsa's announcement came as a step to curb air pollution in the city by cutting down vehicular emissions, particularly from vehicles running on outdated BS-III or BS-IV emission norms. Two court orders by the National Green Tribunal and the Supreme Court de-register vehicles in Delhi after 10 years for diesel and 15 years for petrol machines.

According to Deepty Jain, assistant professor, Transportation Research and Injury Prevention Centre, IIT Delhi, the tail-pipe emission of a vehicle depends on the vehicle's age, make, model, kilometres driven and fitness. "If the annual average kilometres driven is high, one can expect its average emissions per kilometre to be higher than newer vehicles," she explained.

Shambhavi Shukla, project manager, Clean Air, Cen-



Experts said outdated PUC system was also responsible for high emissions

tre for Science and Environment, therefore, welcomed the step. "The ban on 15-year-old vehicles is an important step in curbing emissions from outdated technology. It will phase out the older, more polluting vehicles," said Shukla. "But equally important is maintaining emission levels and vehicle fitness while vehicles are in use.

Shukla pointed out that there were different studies conducted in Delhi that had confirmed that half of the city's air bad quality was the result of vehicular emissions. A 2018 TERI-ARAI study stated that approximately 40% of PM2.5 was generated by the transport sector, while a recent CSE study based on data from the Indian Institute of Tropical Meteorology said that around 50% of Delhi's air

pollution was caused by vehicular emission.

Experts however also observed that an outdated pollution-under-control system too was responsible for high vehicular emissions in the city. A study by Delhi Technological University even proposed an air quality measure such as an exhaust emission index to replace the current "outdated" PUC system which largely relies on a simple idle testing of carbon monoxide (CO) and hydrocarbons (HC) for petrol vehicles and smoke density for diesel vehicles, while parameters like NO2 and PM2.5 hardly considered for pollution certification.

According to Dr Rajeev Kumar Mishra, assistant professor, environmental engineering, DTU, the maintenance records of vehicles are identi-

fiers. "Identifying vehicles for phasing out should be based on accumulated mileage, maintenance records, performance by emission norms, not just by age," he said.

Green activist Bhavreen Kandhari too called the fuel ban a "quick fix" while pointing out that tailpipe emissions depended on factors like vehicle design, maintenance, and tech used by the manufacturing company. "The ban on 15 year old vehicles in Delhi is not only arbitrary but also ineffective in addressing the larger air pollution crisis. Instead of actually reducing emissions, it has created a parallel market where these vehicles are sold at throwaway prices and continue to run just 2-3km away in NCR cities like Noida, Ghaziabad, and Gurgaon," said Kandhari.

The environmental activist said this simply shifted the source of pollution rather than eliminated it. "Air pollution doesn't recognise political boundaries — what is banned in Delhi still affects its air quality when it operates in the immediate vicinity," Kandhari argued. "This is why there is an urgent need for an air-shed approach to fighting pollution. Pollution policies must consider the entire region when determining measures rather than isolated administrative zones."



Delhi to replace 1K CNG buses with e-buses

HT Correspondent

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NEW DELHI: Delhi will get at least 1,000 new electric buses by the end of March to replace its existing aging fleet of CNG buses, transport minister Pankaj Kumar Singh said on Saturday. He added that Delhi's transport sector is operating at a loss of ₹235 crore.

A batch of 1,000 CNG buses, mostly under the cluster bus service, reached their end of life of 10 years in June last year but then transport minister Kailash Gahlot ordered a nine-month extension of their service, which

1,000 CNG BUSES IN CURRENT FLEET REACHED END OF LIFE IN JUNE 2024 BUT THEIR SERVICE WAS EXTENDED TILL THIS MARCH

expires this month. With the new fleet expected to arrive later this month, transport department officials said service is unlikely to be hit.

"This month 1,000 new e-buses will arrive in Delhi. We are working on continuously

improving public transport in the city and more buses will soon be added to the fleet to enhance connectivity," said Singh.

Environment minister Manjinder Singh Sirsa, chairing a meeting of senior officials from various departments on Saturday, said that 7,600 buses including 2,002 e-buses operate in Delhi. He added that the Delhi government will deploy 11,000 buses including 8,000 e-buses on roads by 2026.

"Procurement of 3,680 e-buses will be completed by September 2025 which will promote the public transport sys-

tem in Delhi. Accordingly, electrification of depots will also take place," said Sirsa.

According to the economic survey of 2023, an average of 4.1 million passengers commuted daily on public buses in Delhi.

Meanwhile, the newly-elected government is yet to decide the future of the Mohalla bus service announced by the AAP government previously. The government had planned to introduce 2,180 smaller nine-metre-long buses by 2025, catering specifically to areas with limited road width or overcrowding where standard 12m buses face operational challenges due to their

size and turning radius. These buses were procured from Delhi Metro Rail Corporation.

While routes and depots were decided and trial runs had begun, it could not be rolled out. Officials said that the government is reassessing and may decide to roll out the scheme but with a different name.

During the election campaign last month, both the BJP and the Congress had quoted a purported CAG report on the performance audit of DTC that is yet to be tabled in the Delhi assembly, claiming that the previous government caused losses of around ₹4,500 crore.



CRUDE WATCH

OIL PRICES SET FOR MONTHLY DECLINE

Houston: Oil prices fell on Friday, looking set for a first monthly drop in 3 months, after an Oval Office spat between the US and Ukrainian presidents. Brent crude futures fell 86 cents, or 1.16 per cent to \$73.18 per barrel. WTI crude futures fell 59 cents to \$69.76 a barrel. **REUTERS**



1 मार्च से कमर्शियल एलपीजी के बढ़े दाम

नई दिल्ली। तेल कंपनियों ने 1 मार्च 2025 से 19 किलो वाले कमर्शियल एलपीजी सिलेंडर के



दामों में 6 रुपए की बढ़ोतरी की है। पिछले पांच सालों के प्राइस ट्रेंड पर नजर डालें, तो मार्च 2025 में सबसे

कम बढ़ोतरी की गई है। इंडियन ऑयल के कमर्शियल एलपीजी सिलेंडर के नए दाम 1803 रुपए हो गए हैं, जो फरवरी में 1797 रु.था।