



DRIVING TOWARDS A GREENER, MORE SUITABLE AUTOMOBILE INDUSTRY SCRAPPAGE POLICY

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Abstract:

The automobile industry in India is a significant contributor to the country's economy. The Scrappage Policy in the Indian automotive industry has far-reaching implications as a key GDP contributor and a key employment producer. This study investigates the cause and impact of the Indian car industry and the people in India. In this study, the source and effect of the Indian waste policy for obsolete cars are being understood and analyzed and how they are replaced. Discuss best-performing scrapping policy approaches. Finding and recommendations from this research can help us comprehend and perhaps assist us to discover a way out of the problem.

Keywords: *Scrapping Policy, Automobile Industry, Commercial Vehicle, Fitness Testing*

1. Introduction

The scrappage scheme is a government-funded initiative aimed at removing all automobiles from Indian highways. The strategy is supposed to minimize emissions, build jobs and increase demand for new cars. To improve their respective automobile industries and reduce vehicular emissions, some nations, including the United States, Germany, Canada, and China, have implemented vehicle scrappage policies. The Car Allowance Rebate System (CARS), also known as the Cash for Clunkers programme in the United States, offers financial incentives for scrapping older vehicles and replacing them with larger, more fuel-efficient vehicles (Blog, 2021).

“The government will declare a voluntary vehicle scrapping scheme to phase out outdated and unfit vehicles,” Finance Minister Nirmala Sitharaman said in her annual budget speech on February 1, 2021. She went on to say that the moving aid in the promotion of fuel-efficient, environmentally sustainable cars, reducing vehicular emissions, and the cost of oil imports (Dutta, Anisha, 2021).

Minister for Road Transport and Highways Nitin Gadkari presented the much-anticipated automobiles scrappage programme in the Lok Sabha on March 18, 2021 (Dutta, Anisha, 2021). Commercial vehicles older than 15 Years and passengers' cars older than 20 years will be required to be demolished if they fail fitness and emission tests, according to the new regulation. The goal is to phase out vehicles and CVs older than 15-20 years to reduce urban pollution and boost automobile sales, which have been slow to recover since the COVID disaster (The Economic Time,

2021). Furthermore, the car scrappage policy is reported to be part of a stimulus package that was primarily pushed by original equipment manufacturers (OEMs) to boost demand (Staff Writer, 2021).

2. Methodology

The author was particularly concerned about the paucity of published literature on India's scrappage policy. The critical assessment of the Indian vehicle industry following the scrappage policy is based on secondary data available in Ministry of Transport and Highway publications, other official studies, and media. The information on various incidents involving how the government's scrappage policy has impacted the automobile industry and the general public was gathered through news stories and blog posting and was aggregated and analyzed using publicly available official reports as a backdrop.

3. Aims and Objectives

This study is aimed at understanding and analyzing the source and consequences of the Indian scrappage policy for old automobiles and how they are replaced. Discuss the most effective techniques to scrappage policy.

4. Insight, Explanation, and Benefits of India's Scrap Vehicle Policy

The Union Budget was announced in February 2021, which kicked off the month. The Vehicle Scrapping Policy was introduced by Indian Finance Minister Nirmala Sitharaman, among other things. More information on this critical policy is released in the coming days by the Ministry of Roads, Transports, and Highways (MoRTH) (Pradeep Shah, 2021).

- Does this mean you will have to get rid of your old car?
- Is there an upper age limit for being old?
- What are the advantages of such a scheme and what are the disadvantages?

4.1 What exactly is it Automobile Scrapping Policy

The Vehicle Scrappage Policy is the government's formal statement of the laws and regulations that must be followed while scrapping a vehicle in India. In these aspects, developed countries have a comprehensive policy. India, on the other hand, has yet to have an official policy on the subject (Shalini Priya, 2021).

According to a recent policy statement, outdated inappropriate cars with a complete life cycle would be discarded. The procedure will be optional, but it will be governed by regulations. Old automobiles, for example, do not have to be discarded if they are 15 to 20 years old. They will, however, be required to pass a fitness test once a certain amount of time has passed. If the car fails the test, it will almost certainly be scrapped (Team Acko, 2021).

4.2 Highlights from the Policy on Vehicle Scrapping Announcement

Since the second part of 2019, the Indian car industry has been in difficulty. The COVID-19 epidemic that followed only exacerbated the issue (Nabeel A Khan, 2020). Although post-Diwali sales in 2020 have improved the industry to some level, the situation remains serious. The

scrapping strategy is thought to be beneficial to India's beleaguered vehicle industry (Krishna N. Das, 2020). There will be a need for new automobiles when existing cars are phased out. The environment will also gain from the scrapping of inoperable autos (Krishna N. Das, 2020).

Here's a rundown of some of the most important points from the unveiling of the Vehicle Scrappage Policy. The policy is directed toward building a system to scrap unit vehicles in India (Lucy Rana, Rupin Chopra, 2021).

- The actual scrapping procedure will be governed by rules and regulations, as outlined in the MoRTH's release
- Owners of outdated automobiles will receive a reward for scrapping them.
- Why scrapping unsuitable automobiles contribute to a significant reduction in air pollution (subjective as per location)
- Consumers will eager to purchase automobiles that are environmentally friendly, safe, and technologically sophisticated.

4.3 Vehicle Categorization for Scrapping Policy

Different types of vehicles are driven on Indian roads. Due to this diversification, the same rules cannot apply to all cars. Thus, the need for the categorization of vehicles concerning scrappage (Ashutosh Kumar, 2021). Here are the details.

▪ Vehicles Used by the Government

The Scrappage Policy for government vehicles was approved in January 2021. As per this approval, vehicles belonging to the Centre as well as State Government, that are more than 15 years old, shall be scrapped. Such a policy will come into effect next year. The date set for the application of this policy is 1 April 2022 (Shalini Priya, 2021).

▪ Commercial Vehicles

Commercial vehicles are defined as vehicles that are utilized for commercial reasons, such as transport vehicles (Folkson, 2014). The commercial vehicle will be required to pass a fitness test after 15 years. If the vehicle is deemed unsuitable, it will be scrapped by the commercial vehicle scrap policy requirements (Dipak K Dash, 2021).

▪ Vehicles owned by individuals (Private Vehicles)

Private cars are automobiles that are used by residents to go from one location to another (M, 2012). The minimum age to take a private vehicle fitness test is 15 years old (TNN, 2020) (India TV Business Desk, 2021).

▪ Vintage Vehicles

Vintage automobiles and motorcycles are usually older than ordinary automobile. They are, however, driven less frequently and are highly maintained (Wilbert Tabone, 2021). As a result, this is a distinct category, and the characteristics of such vehicles must be taken into account while enforcing scrappage rules (Anumita Roychowdhry, 2021).

4.4 Vehicle Fitness Assessments

After the stipulated term, which is 15 years for a private car, you will be obliged to put your car through an automated Fitness Test, just as you are needed to verify your car's emission levels via the Pollution Under Control (PUC) test. Such a test would have a five-year validity period. After that, the car is required to go through another inspection. Each test will set you back about Rs. 40,000 (Anisha Raman, Shambhavi Shukla, 2018) (shah, 2020). There will also be a Green Cess (about 10%, to 25% of road tax), which varies by locality. Furthermore, aging automobiles require registration renewal, which results in additional costs (Sumant Banerji, 2021). If you fail the Fitness Test, you'll have trouble renewing your vehicle's registration. Failure to pass the test will result in the vehicle being declared unregistered. It is also illegal to drive an unregistered car on public roadways. In this circumstance, scrapping the automobile is the most likely alternative as a car owner. Alternatively, you can fix the car so that it passes the Fitness Test, then follow the steps and pay for the registration renewal (Jagat Jyoti Mukherjee, 2021).

4.5 It Will Be Expensive to Own Old Vehicles

The total costs of renewing an old car, as well as the obligatory Fitness Test required when re-registration, are projected to deter car owners from keeping it. In comparison, scrapping the automobile as a means of separating sounds like a viable alternative (Abhishek Sharma, 2021). Furthermore, some costs would likely be increased in the future. Inflation-adjusted fee increases might be made regularly (Ubel P A, 2003). If your car is more than 15 years old, you will have to pay the following fees. i.e., Fitness test fee, registration renewal fee, Green Cess, and road tax (Dipak K Dash, 2021).

5. The Vehicle Scrappage Policy's Benefits

Here is a summary of potential economic, automotive, and car owner benefits from the new car scrap policy. Scrapping unfit vehicles will result in less air pollution and better air quality.

As old vehicles are trashed, there will be a greater need for new automobiles to replace them. Over 51 lakhs of light motor vehicles (both personal and commercial) are over 20 years old. Overall, the new scrappage policy will boost the vehicle industry by creating more jobs (Namita shah, 2021). New automobile scrapping facilities, for example, will require labor (Ceballos, 2021). More modern vehicles will be safer in comparison. New automobiles, for example, have more advanced safety measures (Kuutti, 2020)(Hong, 2020). In addition, the recycling business will be more active, which will result in more revenue (Kleiman, 2021). Vehicle owners may be eligible for tax breaks if they scrap their old car. Owners of vehicles may also be able to acquire the greatest price for auto scrappage for usable parts like tyres (Ritvik Gupta, 2019).

5.1 Incentives proposed as part of the Policy

- State governments may be recommended to grant up to a 25% road tax credit for personal automobiles and up to a 15% discount for business vehicles (Siddharth S, 2021).
- Scrap Value -Scrapping facilities will determine the scrap value for old cars, which is expected to be around 4 to 6% of the new vehicle's ex-showroom price (Staff Writer, 2021).
- Registration charges may be eliminated if you buy a new automobile with a scrapping

certificate (Nishtha Saliya, E T Bureau, 2021).

- The primary grounds for car scrapping will be vehicle fitness as measured by Automated Fitness Centers in the case of commercial vehicles and non-renewal of registration in the case of private automobiles (Pavithra K M, 2021).

5.2 Facilities for Integrated Scrapping

Mr. Nitin Gadkari further stated that the Ministry of Road Transport and Highways will encourage public and private sector engagement in the establishment of registered car scrapping facilities across India. Among the selected locations are Alang in Gujrat, where a highly specialized scrapping facility is being constructed, as well as several other possible centers where diverse scrapping technologies may be synergized together (Delhi, 2021).

Similarly, the Ministry will encourage state governments, the private sector, and the automobile industry to establish Automated Fitness Centers. These facilities are expected to have enough room for test lane-s, IT servers, parking, and vehicle traffic. To avoid any conflicts of interest, Automated Fitness Center operators must only provide testing facilities and not repair or sell spare parts (Bureau, 2021).

Table 1. **Timelines for implementing the proposed Vehicle Scrapping Policy**

S.No	Rules	Timeline
1	Fitness Testing and Scrapping Centers Regulations	October 01, 2021
2	Vehicle owned by the government and public utilities will be scrapped	April 01, 2022
3	Heavy-duty commercial vehicles must undergo mandatory fitness testing (HMV)	April 01, 2023
4	Fitness Testing Requirements (Phase Manner for other categories)	June 01, 2024
5	Implementation Planning	September - October 2024
6	Rollout of Policy	November 2024 onwards

Source: *Ministry of Road Transport &Highways*

The Ministry of Road Transport and Highways will issue draught notifications in due time, which will be available for public comment for a period of 30 days allow all stakeholders to provide feedback.

5.3 The potential advantage is substantially smaller than the resale value for little autos.

Limited incentives and poor cost economics for trucks under the Vehicle Scrappage Policy, along with a lack of targeted volumes in other categories, are unlikely to entice freight carriers to replace their old vehicles, according to research released on Wednesday (PTI, 2021). Though the policy's impact on new commercial vehicle (CV) sales might be significant, according to rating

agency Crisil Research, the policy's scrappage volume of buses, PVs, and two-wheelers is projected to be limited as well (UPSC IAS Preparation, 2021).

Vehicles that fail fitness tests or are unable to renew registrations after 15-20 years of service will be de-registered, according to the policy (CW Team., 2021). According to Crisil, many state owned buses will last more than 15 years. Buses used for intercity, staff, school, and tourist transportation, on the other hand, often do not last more than 15 years and are thus exempt from the scrappage policy (PTI, 2021). In respect of passenger vehicles, the renewal of registration fees for PVs over the age of 15 is proposed to increase from 0,600 to 0,5000 each year, which is more than 8 times higher (Crack IAS, 2021). The potential benefit from scrapping a 15-year-old, entry-level small car will be 70,000, whereas its resale value is around 95,000. That makes scrapping unattractive, Crisil said in the report.

Minister of road transport, road transport and MSMEs, Nitin Gadkari today presented Lok Sabha's automobile scrap policy, which details: Registration and fitness tests:

- Among other tests as per Central Motor Vehicle Rules of 1989, the criteria of determination for vehicle fitness are mainly emission testing, brakes, safety equipment, and many more (CW Staff., 2021).
- Regulations apply from 1 October 2021 for testing for the fitness and scrapping centers, with the dumping of government and PSU cars over 15 years old from 1 April 2022 (CW Staff., 2021).
- The mandatory heavy commercial vehicle fitness test is to be in effect on 1 April 2023, with other classes to be phased in by 1 June 2024 (CW Staff., 2021).
- Increased fitness and testing expenses applicable to commercial vehicles such as cars shall be de-registered 15 years from the date of the original registration and in the event of the fitness certificate not being received (CW Staff., 2021).
- Increased registration charges for private vehicles from the date of initial registration 15 years later. These cars shall be de-registered after 20 years, if they have not been found fit or if the registration certificate is not renewed (CW Staff., 2021).
- A vehicle that fails a fitness test or which fails to be designated an "End of Life Vehicle's certificate renewal (CW Staff., 2021).

5.4 Financial Encouragement:

- Scrap value for a new car, which is about 4-6 percent of an ex-showroom price for the old car provided by the scrapping center (Delhi, 2021).
- Total OEMs recommended that the buy of a new vehicle should give a 5 percent rebate on a scrapping certificate (Delhi, 2021).
- The governments of each State suggested offering a road tax reduction of up to 25 % on passenger cars and up to 15% on commercial vehicles (Delhi, 2021).
- Registration fees for the acquisition of a vehicle against the certificate of degradation are to be waived (Delhi, 2021).

5.5 Centers for Scrapping:

- Promoting private or public participation in the opening of the Registered Scrapping Facility (RVSF) (Vahishta Unwalla, 2021).
- Encourage the establishment by the government, the private sector, automotive businesses, etc. of automated fitness centers on the PPP model (Vahishta Unwalla, 2021).

6. Impact:

- The policy should be a "win" for everyone because it helps to reduce the oil imports from India by improving fuel efficiency, cutting environmental pollution, and improving safety on the roads and vehicles by eliminating old and defective cars, enhancing the availability to OEMs of low cost, raw materials such as plastic, steel, aluminum, steel, rubber, and electronics (Vahishta Unwalla, 2021).
- Power to boost the turnover of Rs. 10 lakh Crore of the current Rs. 4.5 lakh Crore in the automotive industry (Vahishta Unwalla, 2021).

7. Concluding remarks

The car sector has encountered several regulatory barriers regularly during the last two to three years. Today's vehicle scrapping policy is one such regulation that has been pressured by the government of the industry for a long time and is a step in the right way.

The financial gains for a vehicle operator are sufficiently appealing to urge them to Waste their vehicles, which is expected to lead to a medium and long-term increase in sales volumes in the sector. A success that may help India attain a competitive position internationally and is a significant automobile manufacturing center is critical to the right implementation of this project. The hurdles of implementation would be to build organized scrapping centers, which India today lacks, with suitable infrastructure. GST refunds should be available when purchasing new automobiles to further encourage the customer, given the ridiculous tax rate for new automobiles in India.

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