


Group 2 - A

Public Transport
(Buses, Taxis, Three-Wheelers)



Infrastructure Issues

- Standards should be defined- National Level
 - Inventory of vehicle population (type, number) In-use, keeping in mind
 - Prioritizing different types of infrastructure
 - Training
- 

Infrastructure (Cont'd)

- Need for continued improvements- quantity/ quality
- Need to provide checks (audits)
- Define certifying authority- Private Contractors
 - Government Department to overview
- Complemented by roadside check & Checks during registration

Standard Setting

- Considering vehicle type
- Achievability and enforceability
- Harmonization (considering international standards)
- Progressive increase in strictness, promote acceptance/compliance
- Considering factors like geographical location and national issues

Test Procedures

- Determine the test procedures
 - All public transports should be subjected to emission checks
 - Idle and free acceleration (initially)
 - Loaded dynamometer (ultimately)
 - Safety checks
 - Calibration should be built in the system
- Periodicity
 - 6 Months check for emissions & annual checks for safety or vice versa as may be the case
- Dealing with corruption (lessen loopholes)
 - Increased Transparency & consistency (eg.: Computerization)

Tax Incentives

- State level taxes can encourage cleaner vehicles
- Registration tax based on emission class (performance based) and not technology based
 - Eg. Tax free spare parts for cleaner vehicles

Manufacturing and Non-Manufacturing Countries

- Manufacturing Countries
 - Problems in meeting new vehicle (mass emission) standards
 - States should have standards for all vehicles
 - Improve technology through tighter standards
 - Should also have in-use vehicle emission standards
- Non-Manufacturing Countries
 - Import Standards- Type approval certification from originating country
 - In-use emission standards- study standards for similar vehicles and implement
 - May consider tightening based on the experience gathered through I&M

Banning of Technology

- Banning should be performance based and not technology based
 - Vehicle failing in I&M will be taken out from the road automatically
- Banning of technology retards development process

Phase-out of Vehicles

- Scrapping for replacement
- Tax incentives
 - To buy new vehicles
- Significant social & economic implication

