

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

F.No. A-11011/07/2021/CAQM-VP.Vol.IV/1382(DT) Dated: 08/07/2025

**Subject:** Amendment in Direction No. 89 dated 23.04.2025 issued under Section 12 of Commission for Air Quality Management in National Capital Region and Adjoining Areas Act, 2021 for liquidation of large fleet of End-of-Life vehicles from Delhi-NCR- reg.

**WHEREAS,** the Commission for Air Quality Management in National Capital Region and Adjoining Areas (hereinafter referred to as the "Commission") 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 End of Life vehicles (hereinafter referred to as the "EoL" vehicles) plying in Delhi-NCR, issued statutory Direction No. 89 dated 23.04.2025;

**WHEREAS,** a series of meetings were also convened to assess the state of preparedness of the concerned authorities in the Government of NCT of Delhi and the NCR States, with the objective of ensuring a coordinated and smooth implementation of the measures outlined under Direction No. 89;

**WHEREAS,** the Government of NCT of Delhi (GNCTD) vide letter dated 03.07.2025 has brought to the attention of the Commission some operational and infrastructural challenges in implementation of Direction No. 89 dated 23.04.2025, inter alia, stating that while it is fully aligned with the Commission's objective to phase out older, polluting vehicles and has been complying with the directions of the Hon'ble NGT and the Hon'ble Supreme Court regarding the ban on EoL vehicles, the Automated Number Plate Recognition (ANPR) system lacks the requisite robustness, with issues related to technological glitches, camera placement, working of sensors and speakers, and that the system is not yet fully integrated with the database of neighboring NCR States; furthermore, the system is unable to identify EoL vehicles in cases where there are issues related to High Security Registration Plates (HSRP), and these challenges require proper trial and error corrections prior to its implementation;

**WHEREAS,** the Government of NCT of Delhi has further stated that stage-wise implementation would not serve its intended purpose, as it is likely to result in vehicle owners procuring fuel from adjacent districts, thereby circumventing the ban and potentially fostering an illegal cross-border fuel market;



**Amendment to Direction No. 89**

**WHEREAS**, the Government of NCT of Delhi has strongly urged the Commission to put the implementation of Direction No. 89 on hold with immediate effect until the ANPR system is seamlessly integrated across the entire NCR;

**WHEREAS**, the Chief Secretary, GNCTD vide letter dated 07.07.2025 stated that the primary concern lies in the uniform applicability of the Motor Vehicles Act, 1988, where Section 59 confers exclusive mandate on the Central Government to prescribe lifespan for vehicles. The enforcement of geographically restricted EoL thresholds in Delhi, while identical vehicles continue to operate legally in other cities across the nation, raises legitimate questions concerning legal certainty and equitable treatment under the same national statute;

**WHEREAS**, the Chief Secretary, GNCTD further stated that defining EoL status solely based on the passage of time, without factoring in crucial aspects such as vehicle fitness, actual emission performance, or usage, may not fully align with the broader legislative spirit of Section 59 of the Motor Vehicles Act, 1988 and highlighted the hardship to middle-class citizens and vehicle owners;

**WHEREAS**, the Chief Secretary, GNCTD requested the Commission to consider relaxing the directions pertaining to the denial of fuel to EoL vehicles in Delhi;

**WHEREAS**, the matter was placed before the Commission for deliberation and appropriate decision. Accordingly, the Commission in its meeting held on 08.07.2025 deliberated on the issue, in consultation with the Associate Members of the Commission from Ministry of Road Transport and Highways (MoRTH), Ministry of Petroleum and Natural Gas (MoPNG) and Ministry of Heavy Industries (MHI) besides Transport Departments of GNCTD and NCR States as Special Invitees.

**WHEREAS**, the Commission, inter alia, deliberated as under:

- (i) The Hon'ble NGT(PB), New Delhi vide its Order dated 26.11.2014 in OA No. 21 of 2014 titled as Vardhaman Kaushik Vs. Union of India & Ors., *inter alia*, directed as under:

*"...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.*

*SA*



*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.*

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*12. RTO shall not issue/ renew registration of the vehicles or fitness certificate to any vehicle which is more than 15 years old..."*

- (ii) The Hon'ble Supreme Court, *vide* Order dated 20.04.2015 passed in Civil Appeal of 2015 arising out of C.A.D. No. 7864 of 2015 titled as Vishaal Shripati Jogdand Vs. Union of India & Ors., while hearing appeals against the judgment(s) and order(s) passed by the Hon'ble NGT, New Delhi in Original Application No.21 of 2014, dated 26.11.2014 and 04.03.2015, *inter alia*, noted that *"In our considered opinion, we do not see any good ground to interfere with the judgment(s) and order(s) passed by the Tribunal. Accordingly, the Civil Appeals are dismissed."*;
- (iii) The Hon'ble NGT (PB), New Delhi *vide* its Order dated 07.04.2015 in OA No. 21 of 2014 titled as Vardhaman Kaushik Vs. Union of India & Ors., *inter alia*, observed and directed as under:

*"...We have already noticed that certain stringent measures need to be taken to improve the ambient air quality in NCR, Delhi and to ensure that the residents of this area do not travel closer to ill-health by each breath that they take. Thus we hereby direct that all diesel vehicles (heavy or light) which are more than 10 years old, will not be permitted on the roads of NCR, Delhi..... Petrol vehicles which are more than 15 years old and diesel vehicles that are more than 10 years old shall not be registered in the NCR, Delhi..."*
- (iv) The Hon'ble NGT *vide* its Order dated 18.07.2016, while considering the application with a prayer to set aside the order of Hon'ble NGT dated 07.04.2015 by which it was directed that the diesel vehicles which are more than 10 years old should not be permitted to ply on road, *inter alia*, noted that *"...we are of the considered view that there is no occasion for the Tribunal to set aside the order date 07th April, 2015..."* and further directed the concerned RTOs of NCR to deregister all the diesel vehicles which are more than 10 years of age; similar direction was reiterated by the Hon'ble NGT on 20.07.2016;
- (v) During further deliberation on the issue on 28.11.2016, the Hon'ble NGT at the cost of repetition, *inter alia*, directed as under:



**Amendment to Direction No. 89**

*“10. All Concerned Authorities shall ensure that deregistration of the vehicles which are plying on the road of Delhi in violation to the order of the Tribunal should be given effect to immediately and report be submitted to the Tribunal.”*

- (vi) The Hon’ble Supreme Court, while considering the issue related to air pollution in Delhi-NCR, *vide* its Order dated 29.10.2018 in WP(C) No. 13029 of 1985 titled as M C Mehta Vs. Union of India & Ors., *inter alia*, directed as under:

*“...The Transport Departments of NCR will immediately announce that all the diesel vehicles more than 10 years’ old and petrol vehicles more than 15 years’ old shall not ply in NCR in terms of the order of the National Green Tribunal dated 07.04.2015. The order of the National Green Tribunal was challenged in this Court and the Civil Appeal was dismissed. Vehicles violating the order will be impounded...”*

- (vii) Under the Graded Response Action Plan (GRAP) for the NCR, the Commission has been directing the concerned implementing agencies for the strict enforcement of the order(s) of the Hon’ble NGT and the Hon’ble Supreme Court regarding overaged diesel and petrol vehicles;
- (viii) Despite the Order(s) of the Hon’ble NGT and the Hon’ble Supreme Court being in force, along with the directives of the Commission, the continued presence and operation of a large number of EoL vehicles in the NCR remains a serious concern and this issue has been consistently reviewed by the Commission with the concerned Departments of the NCR States and GNCTD. The Commission also issued an Advisory No. 16 dated 11.11.2024 regarding the liquidation of large fleet of EoL vehicles from NCR.
- (ix) Subsequently, the Commission, after detailed deliberations and consultations with the concerned Departments of the NCR States and GNCTD and agencies responsible for implementation issued Direction No. 89 dated 23.04.2025;
- (x) The Hon’ble Supreme Court *vide* its Order dated 06.05.2025 in WP(C) No. 13029 of 1985 titled as M C Mehta Vs. Union of India & Ors., *inter alia*, noted as under:

*“...Direction Nos. 88 and 89 issued by the CAQM on 23<sup>rd</sup> April, 2025 constitute a very welcome step in a right and positive direction. We need to issue directions for implementation of direction Nos. 88 and 89...”*





- (xi) The installation, operationalization, and upkeep of ANPR systems lie within the purview of the respective Governments, and such systems duly integrated with VAHAN database are critical for the effective identification and enforcement against EoL vehicles plying in the NCR. Various progress review meetings regarding installation and operation of ANPR systems were held with the concerned Departments of GNCTD and the NCR States.
- (xii) It is pertinent to mention that while EoL vehicles are deregistered by the concerned authorities in compliance with the orders of the Hon'ble NGT, these vehicles cease to have any legal sanctity for plying on public roads in Delhi-NCR. Strict enforcement action is required to be taken against such vehicles in accordance with the orders of the Hon'ble NGT and the Hon'ble Supreme Court, irrespective of the mode of detection, whether such vehicles are identified through ANPR camera systems, manual checks or any other mechanism. It is imperative that all such vehicles, once identified, are subjected to appropriate legal action including impounding;

**WHEREAS,** it emerges from the foregoing that EoL vehicles have remained a persistent source of concern in the NCR for over a decade owing to their significant contribution to air pollution and various orders and directions have been issued from time to time by the Hon'ble NGT and the Hon'ble Supreme Court, mandating the concerned authorities to take appropriate action against EoL vehicles;

**NOW THEREFORE,** in view of the concerns raised by the Government of NCT of Delhi, the Commission, after detailed deliberations in its 24<sup>th</sup> meeting held on 08.07.2025, has decided to partially amend clause (ii) of the Direction No. 89 dated 23.04.2025 as under:

“(ii) All EoL vehicles identified through the ANPR cameras system or other such systems installed at the fuel pump stations shall be denied fueling **w.e.f. 01.11.2025 in the NCT of Delhi and 5 high vehicle density 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 further disposal in accordance with RVSF Rules, 2021 and other extant policies of the respective State Governments and the GNCTD.”

The Transport Department of GNCTD and the NCR States shall ensure proper installation and operation of the ANPR system. It shall be their responsibility to conduct trial of the ANPR system and training of manpower in

**Amendment to Direction No. 89**

a timely manner. They shall also widely disseminate this direction amongst all stakeholders including fuel stations and ensure its strict compliance through effective 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.



(Dr. Sujit Kumar Bajpayee)  
Member-Secretary

To:

1. The Chief Secretary, Government of Haryana/Uttar Pradesh/ Rajasthan/ NCT of Delhi
2. The Commissioner of Police, Delhi
3. The Director General of Police, Government of Haryana/ Rajasthan/ Uttar Pradesh
4. ACS / Pr. Secretary, Transport Department, Delhi, UP, Haryana, Rajasthan

Copy to:

1. The Secretary, Ministry of Road Transport & Highways
2. The Secretary, Ministry of Petroleum and Natural Gas
3. The Secretary, Ministry of Heavy Industries
4. Concerned Commissioner / Jt. Commissioner of Traffic Police, Delhi, UP, Haryana, Rajasthan
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 and Members of the Commission.



(Dr. Sujit Kumar Bajpayee)  
Member-Secretary