

# ENVIRONMENT PROTECTION (END-OF-LIFE VEHICLES) RULES, 2025

## Another step by India for circular economy

By Ms. Garima Kaushik, Head, ICWMR, TERI SAS



India has been making dedicated efforts to introduce policies and schemes that promote achievement of sustainable development goals. However, at times, conflicts and trade-offs arise when using a sectoral approach to policymaking to pursue these goals. In the transport sector, the vehicle scrapping policy, 2021 was conceptualized to reduce urban air pollution through regular upgradation of technology of vehicles. However, this goal conflicts with another aim: to reduce waste and material consumption in the economy by extending the useful life of products. To address that, the Ministry of Environment, Forest and Climate Change, Government of India, notified the **Environment Protection (End-of-Life Vehicles) Rules, 2025** on

January 6, 2025. The primary aim of these rules is to enable and encourage the formal recycling of waste generated by end-of-life vehicles (ELVs). They also outline the responsibilities of various stakeholders involved in vehicle production, usage, and end-of-life management.

A key aspect of this rules is to promote the establishment of 'Vehicle Scrapping Facilities' and ensure their formal operations. These facilities will receive unfit ELVs (both transport and non-transport vehicles) and carry out essential activities such as treatment, de-pollution, dismantling, segregation, and scrapping. The segregated waste components can then be sent to other facilities for recycling, processing, or reuse. While batteries, plastic packaging, oil, tyres, and electrical waste will be governed by their respective regulations, the ELV Rules 2025 mainly focus on managing steel waste generated by ELVs. Extended Producer Responsibility (EPR) targets have also been set based on the quantity of steel used in vehicles.

Most scrap materials mentioned in the regulations have a well-established supply chain. However, challenges exist in scientifically managing other waste materials generated during the dismant-

ling of ELVs, such as rubber, seat belts, carpet mats, and windshield glass. These materials often have limited treatment and management options and frequently end up in landfills. Implementing EPR for their collection and treatment would enhance the effectiveness of these regulations.

The new rules will play a crucial role in formalizing the management of vehicle scrap. All producers and bulk owners are required to register on the online portal.

Producers will be required to engage only with entities registered under the Central Pollution Control Board to meet their EPR targets. These regulations are expected to create new opportunities for start-ups in various sectors, including collection, dismantling, refurbishment, segregation, and recycling. Additionally, as annual returns become part of compliance, data on the amount of vehicle scrap produced and managed in India will be generated. This information will be valuable for further refining policy frameworks.

