FINAL RULES

MoEFCC notifies the Environment Protection (End-of-Life Vehicles) Rules, 2025, in force from April 1, 2025

S.O. 98(E) makes the Environment Protection (End-of-Life Vehicles) Rules, 2025, in force April 1, 2025, with producer scrapping targets measured in steel.

S.O. 98(E), A NOTIFICATION OF THE Ministry of Environment, Forest and Climate Change dated January 6, 2025, makes the Environment Protection (End-of-Life Vehicles) Rules, 2025, which come into force from April 1, 2025. It completes the draft End-of-Life Vehicles (Management) Rules, 2024, published by S.O. 367 (E) dated January 30, 2024; the notification records that copies of that draft were made available to the public on January 30, 2024 and that all the objections and suggestions received have been duly considered.

THE CHANGE

New rules: producers of vehicles carry Extended Producer Responsibility for scrapping End-of-Life vehicles, with targets measured in steel and met through certificates issued to Registered Vehicle Scrapping Facilities.

KEY FACTS

TYPE
Final rules

S.O. NUMBER
S.O. 98(E)

DATED
January 6, 2025

APPLIES FROM
April 1, 2025 (rule 1(2): “from 1st day of April, 2025”)

REFERENCES

S.O. 98(E)

CG-DL-E-06012025-259977

MoEFCC notifies the Environment Protection (End-of-Life Vehicles) Rules, 2025, in force from April 1, 2025

S.O. 98(E) · January 6, 2025

S.O. 98(E), a notification of the Ministry of Environment, Forest and Climate Change dated January 6, 2025, makes the Environment Protection (End-of-Life Vehicles) Rules, 2025, which come into force from April 1, 2025. It completes the draft End-of-Life Vehicles (Management) Rules, 2024, published by S.O. 367 (E) dated January 30, 2024; the notification records that copies of that draft were made available to the public on January 30, 2024 and that all the objections and suggestions received have been duly considered.

Producers, meaning those who manufacture or assemble and sell vehicles under their own brand, sell under their own brand vehicles produced by others, or import vehicles, carry Extended Producer Responsibility for scrapping End-of-Life vehicles. The targets are set in steel. For non-transport vehicles, the target for 2025-26 is a minimum 8% of the steel used in vehicles in 2005-06, rising to 13% for 2030-31 and 18% for 2035-36; for transport vehicles, the target for 2025-26 is a minimum 8% of the steel used in vehicles in 2010-11, with the same steps. From 2039-40 the reference is the steel used in vehicles 20 years ago for non-transport vehicles and 15 years ago for transport vehicles. 30% of a year's targets may be carried forward to the subsequent four years.

Producers meet the targets by buying Extended Producer Responsibility certificates, which the Central Pollution Control Board issues to Registered Vehicle Scrapping Facilities on the weight of the steel scrap they generate; a certificate is valid for five years. Registered owners and bulk consumers (consumers owning more than one hundred vehicles) must deposit an End-of-Life vehicle within one hundred and eighty days of it becoming one. Automated testing stations upload the details of all vehicles declared unfit to the centralized online portal, which the Central Board is to establish within six months of publication of the rules.

The notification (F. No. 23/55/2021-HSM) appears in the Gazette of India, Extraordinary, Part II, Section 3, Sub-section (ii), No. 96, dated January 6, 2025. Both tables print the year after 2032-33 as 2023-34, and the non-transport table prints one reference year as 2011-; both are shown as printed in the table below.

S.O. number	S.O. 98(E)
Dated	January 6, 2025
Gazette ID	CG-DL-E-06012025-259977
Rule	End-of-life vehicles
Type	Final rules

Products	Non-transport vehicles, Transport vehicles
What it does	New rules: producers of vehicles carry Extended Producer Responsibility for scrapping End-of-Life vehicles, with targets measured in steel and met through certificates issued to Registered Vehicle Scrapping Facilities.
Applies from	April 1, 2025 (rule 1(2): “from 1st day of April, 2025”)
Completes the draft	S.O. 367(E) of January 30, 2024; objections and suggestions received were considered
Conditions	• The rules complete the draft End-of-Life Vehicles (Management) Rules, 2024, published by S.O. 367 (E) dated January 30, 2024. The notification records that copies of that draft were made available to the public on January 30, 2024 and that all the objections and suggestions received have been duly considered. • The targets are specific to the type of vehicle (transport vehicle and non-transport vehicle) and mean scrapping of steel from End-of-Life vehicles. • In case of non-availability of Extended Producer Responsibility certificates with Registered Vehicle Scrapping Facilities, the producer shall have the responsibility of collection as well (Schedule, paragraph 7). • Extended Producer Responsibility for batteries, waste tires and used oil stays under the Battery Waste Management Rules, 2022 and the Hazardous and Other Wastes (Management and Transboundary Movement) Rules, 2016.
Applies to	Producers of vehicles, registered owners and bulk consumers of vehicles, Registered Vehicle Scrapping Facilities, collection centers and automated testing stations; all vehicles defined in clause (28) of section 2 of the Motor Vehicles Act, 1988, other than agricultural tractors, agricultural trailers, combine harvesters and power tillers.
Issued under	Sub-section (1), clause (v) and clause (vii) of sub-section (2) of section 3, sub-section (1), clause (c) and clause (d) of sub-section (2) of section 6, section 8, clause (b) of sub-section (2) of section 25 of the Environment (Protection) Act, 1986 (29 of 1986) read with clauses (ii) and (x) of sub-rule (1) and clause (d) of sub-rule (3) of rule 5 the Environment (Protection) Rules, 1986
Signed by	VED PRAKASH MISHRA, Jt. Secy.

The notification, entry by entry

Entry	Text
Rule 1: Short title and commencement	These rules may be called the Environment Protection (End-of-Life Vehicles) Rules, 2025. They shall come into force from 1st day of April, 2025.
Rule 2: Application	Producers, registered owners of vehicles, bulk consumers, Registered Vehicle Scrapping Facilities, collection centers, automated testing stations and entities involved in testing of vehicles, handling, processing and scrapping of End-of-Life vehicles; all types of vehicles defined in clause (28) of section 2 of the Motor Vehicles Act, 1988, including an electric vehicle, battery operated vehicle, e-rikshaw or e-cart. Not waste batteries, plastic packaging, waste tires and used oil, or E-waste, covered under their own rules; and not agricultural tractors, agricultural trailers, combine harvesters or power tillers.
Rule 3: Definitions	(a) to (zb). A “bulk consumer” means consumer having ownership of more than one hundred vehicles, and includes State transport undertakings. A “producer” is engaged in manufacture or assembly and sale of vehicles under its own brand, sale of vehicles under its own brand produced by other manufacturers or suppliers, or import of vehicles.
Rule 4: Responsibilities of producer	Fulfill Extended Producer Responsibility for the vehicles it has introduced or introduces in the domestic market, including vehicles put to self-use, to the scrapping targets in the Schedule, through purchase of Extended Producer Responsibility certificates from Registered Vehicle Scrapping Facilities; register with the Central Board; furnish annual returns in Form 1 by 30th June; declare the current year's obligations by 30th April; receive End-of-Life vehicles at designated collection centers, including its sales outlets; comply with AIS-129; deal with no unregistered entity.
Rule 5: Responsibilities of registered owner and bulk consumer	Have the vehicle tested under section 56 of the Motor Vehicles Act, 1988; deposit an End-of-Life vehicle at the producer's designated sales outlet or Collection Centre or a Registered Vehicle Scrapping Facility within one hundred and eighty days from the date it becomes an End-of-Life vehicle. No person shall keep an End-of-Life vehicle beyond that period. A bulk consumer registers with the State Board and files an annual return in Form 2 by 30th June.
Rule 6: Responsibilities of Collection Centre	Collect and store End-of-Life vehicles, handle them in an environmentally sound manner, send them to a Registered Vehicle Scrapping Facility and keep records.
Rule 7: Responsibilities of automated testing station	Upload the details of all vehicles declared unfit under rule 182 of the Central Motor Vehicles Rules, 1989 on the centralized online portal.
Rule 8: Responsibilities of Registered Vehicle Scrapping Facility	Treat, depollute, dismantle, store and recycle End-of-Life vehicles in an environmentally sound manner; send recovered materials to registered recyclers or refurbishers, and non-recyclable hazardous materials to a Common Hazardous Waste Treatment, Storage and Disposal Facility; register with the State Board in Form 5; file quarterly returns in Form 3 by 30th day of the next month of the previous quarter.

Rule 9: Extended Producer Responsibility certificate	Issued by the Central Board through the centralized online portal to the Registered Vehicle Scrapping Facility, on the weight of steel recovered: Extended Producer Responsibility certificate (in kg) = weight of the steel scrap generated (in kg). A producer may buy certificates up to its current-year obligation plus leftover obligations of preceding years; a certificate is not transferrable to another producer and is valid for a period of five years.
Rule 10: Registration and suspension or cancellation	Producers apply to the Central Board in Form 4; Registered Vehicle Scrapping Facilities and bulk consumers to the State Board in Form 5 and Form 6; certificates of registration in Form 7 and Form 8 within fifteen days. An appeal against suspension or cancellation lies within forty-five days.
Rule 11: Powers of Central Government to relax	The Central Government may, by order and for reasons recorded in writing, relax any period for filing a return.
Rule 12: Responsibilities of Central Board	Register producers within fifteen days, deemed done if not objected to within fifteen days; develop and maintain the centralized online portal; publish by 31st August every year the list of producers who failed their targets; fix the highest and lowest certificate prices at one hundred percent and thirty per cent of the Environmental Compensation for non-fulfillment.
Rule 13: Measures by State Government	Ensure adequate numbers of Registered Vehicle Scrapping Facilities and automated testing stations; organize awareness campaigns.
Rule 14: Responsibilities of State Board	Register Registered Vehicle Scrapping Facilities and bulk consumers within fifteen days; suspend or cancel a registration up to a period of five years for false information; submit an annual report to the Central Board by 30th August every year.
Rule 15: Environmental Compensation	Payable by a producer, Registered Vehicle Scrapping Facility or bulk consumer whose failure causes loss, damage or injury to environment or public health, after an opportunity of being heard; 75%, 60% or 40% may be returned if the obligation is complied within one, two or three years.
Rule 16: Centralised Online Portal	Established by the Central Board within six months of publication of these rules.
Rule 17: Implementation Committee	The Central Government may constitute a committee under the chairpersonship of the Chairman of the Central Board; it meets at least once in six months.
Schedule, Table (i), non-transport vehicles: 2025-26	Minimum 8% of the steel used in vehicles in 2005-06
Schedule, Table (i), non-transport vehicles: 2026-27	Minimum 8% of the steel used in vehicles in 2006-07
Schedule, Table (i), non-transport vehicles: 2027-28	Minimum 8% of the steel used in vehicles in 2007-08

Schedule, Table (i), non-transport vehicles: 2028-29	Minimum 8% of the steel used in vehicles in 2008-09
Schedule, Table (i), non-transport vehicles: 2029-30	Minimum 8% of the steel used in vehicles in 2009-10
Schedule, Table (i), non-transport vehicles: 2030-31	Minimum 13% of the steel used in vehicles in 2010-11
Schedule, Table (i), non-transport vehicles: 2031-32	Minimum 13% of the steel used in vehicles in 2011- (printed so)
Schedule, Table (i), non-transport vehicles: 2032-33	Minimum 13% of the steel used in vehicles in 2012-13
Schedule, Table (i), non-transport vehicles: 2023-34 (printed so, between 2032-33 and 2034-35)	Minimum 13% of the steel used in vehicles in 2013-14
Schedule, Table (i), non-transport vehicles: 2034-35	Minimum 13% of the steel used in vehicles in 2014-15
Schedule, Table (i), non-transport vehicles: 2035-36	Minimum 18% of the steel used in vehicles in 2015-16
Schedule, Table (i), non-transport vehicles: 2036-37	Minimum 18% of the steel used in vehicles in 2016-17
Schedule, Table (i), non-transport vehicles: 2037-38	Minimum 18% of the steel used in vehicles in 2017-18
Schedule, Table (i), non-transport vehicles: 2038-39	Minimum 18% of the steel used in vehicles in 2018-19
Schedule, Table (i), non-transport vehicles: 2039-40 and onwards	Minimum 18% of the steel used in vehicles in 2019-20 for 2039-40 and for subsequent years, of the steel used in vehicles 20 years ago
Schedule, Table (ii), transport vehicles: 2025-26	Min 8% of the steel used in vehicles in 2010-11

Schedule, Table (ii), transport vehicles: 2026-27	Min 8% of the steel used in vehicles in 2011-12
Schedule, Table (ii), transport vehicles: 2027-28	Min 8% of the steel used in vehicles in 2012-13
Schedule, Table (ii), transport vehicles: 2028-29	Min 8% of the steel used in vehicles in 2013-14
Schedule, Table (ii), transport vehicles: 2029-30	Min 8% of the steel used in vehicles in 2014-15
Schedule, Table (ii), transport vehicles: 2030-31	Min 13% of the steel used in vehicles in 2015-16
Schedule, Table (ii), transport vehicles: 2031-32	Min 13% of the steel used in vehicles in 2016-17
Schedule, Table (ii), transport vehicles: 2032-33	Min 13% of the steel used in vehicles in 2017-18
Schedule, Table (ii), transport vehicles: 2023-34 (printed so, between 2032-33 and 2034-35)	Min 13% of the steel used in vehicles in 2018-19
Schedule, Table (ii), transport vehicles: 2034-35	Min 13% of the steel used in vehicles in 2019-20
Schedule, Table (ii), transport vehicles: 2035-36	Min 18% of the steel used in vehicles in 2020-21
Schedule, Table (ii), transport vehicles: 2036-37	Min 18% of the steel used in vehicles in 2021-22
Schedule, Table (ii), transport vehicles: 2037-38	Min 18% of the steel used in vehicles in 2022-23
Schedule, Table (ii), transport vehicles: 2038-39	Min 18% of the steel used in vehicles in 2023-24

Schedule, Table (ii), transport vehicles: 2039-40 and onwards	Min 18% of the steel used in vehicles in 2024-25 for 2039-40 and for subsequent years, of the steel used in vehicles 15 years ago
Schedule, Notes to Tables (i) and (ii)	30% of the Extended Producer Responsibility targets, of any year, may be carried forward to the subsequent four years for its Extended Producer Responsibility target compliance.
Forms 1 to 8	Annual return by the producer; annual return by bulk consumer; quarterly returns by Registered Vehicle Scrapping Facility; application for registration by a producer; applications by Registered Vehicle Scrapping Facility and by bulk consumer; certificates of registration of producer, and of Registered Vehicle Scrapping Facility or bulk consumer.

The notification (PDF, 2.1 MB)

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