SUMMARY OF POLICY RECOMMENDATIONS.

The key points to be incorporated in the policy recommendations section are provided below:

List the policy recommendations provided on page 39 of the inception draft. (These recommendations were reviewed by the breakout group and people endorsed them).

We should examine the recommendations in the new Auto Fuels Policy 2025 report. (This report is expected to be issued in the next month or so) We should review these recommendations and look for synergies with the list of recommendations in the inception draft. It'll be important to take advantage of this newly issued policy document to re-enforce/modify our policy recommendations

Our recommendations will need to emphasize the need for public transit as well as to make sure that adequate consideration is made to maintain a viable non-motorized transit system within the cities.

We need to leverage the success in the California programs by retrofitting diesel vehicles with particulate traps. In order to do this, an analysis needs to be carried out for different regions in India and to select criteria for the selection of cities. Cities should be selected based upon tananalysis of chances for success by retrofitting the on road diesel fleet. (There was a strong feeling that we need to make sure that we can deliver what is promised)

In selection of the cities in India, it is important to keep an eye on the potential transferability of the approach used for the cities to others in the Asian region. The World Bank has made it clear that one attraction of this program is to be able to transfer the approach to other polluted cities in the region. In this case the World bank will play a larger role in selecting the cities.

In some cities, it is recommended that the focus be on government fleets such as buses, garbage trucks etc., so the chances of success would be maximized.

CAN SUCCESS IN CALIFORNIA BE USED TO INFORM POLICY IN INDIA?

The following policy recommendations flow from an examination of what policies were successful in California and what may be appropriate for India.(recognizing that California is not a model for land use planning, mass transit etc) Examples are:

Follow a systems approach whereby the vehicle's and fuels are integrated as a system.

Set up an incentive program--financial if possible--to remove old vehicles from the road.

Provide a sound science base involving the creation of an emission inventory and a robust modeling system so that one can appropriately target the major sources of emissions creating adverse air quality. This would include both industrial, domestic, and transportation related sources

A comprehensive monitoring program should be set up and maintained to assess the impact of control technologies on air quality

A policy needs to be set up on enforcement to provide the government with the authority to recall defective vehicles and to enforce fuel quality standards

A robust legal framework should exist for implementing the regulations. For example in California, the federal government, state government, regional environmental agencies, local prosecutors and private citizens can all bring legal action. Something similar, tailored to India should be recommended.

In addition to the above the successful enforcement of regulations in California includes the imposition of statuary fines which have increased over time and with the severity of noncompliance.

 Lastly it was recommended that a public awareness and mobilization  campaign (PAM) should be launched with a preferred implementation time of November through January when air quality is  typically very bad.