

Delhi's Rs 99cr plan to box in Yamuna raises red flags | 3

TIMES CITY

THE TIMES OF INDIA, NEW DELHI | MONDAY, NOVEMBER 2, 2026

TEMP ON SUNDAY
29° MAXIMUM | 18° MINIMUM

FORECAST Mainly clear sky. Max & min temperatures on Monday would be around 30°C and 18°C

MOONSET 1.28PM (MON) **MOONRISE** 12.41AM (TUE)
SUNSET 5.36PM (MON) **SUNRISE** 6.34AM (TUE)

*AQI at 8pm
281
AQI IN DELHI ON SUNDAY (POOR)

Prolonged gaming, binge-watching raise blood clots risks: Study | 5

Mangolpuri factory fire: Safety issues ignored before blaze kills four | 6



Objective: To Cut Pollution. Result: More Pollution?

Barricades and checkpoints could become a regular sight as Delhi bars non-BS-VI vehicles registered outside the city. While most borders saw little congestion Sunday, Gurgaon and Ghazipur saw tailbacks. **TOI's Ishita Jairath** crunches ground estimates to calculate the fuel consumed and CO_2 emissions generated by vehicles idling in these queues. The big question: How much CO_2 is being released by vehicles waiting with their engines running?

TOI CALCULATIONS

Average CO_2 emissions per vehicle: Approximately **30.7 grams** per minute of idling

Waiting time varies depending on where vehicles are positioned in the tailback. While some commuters may get through within 10 minutes, those further back could remain stuck for 15–20 minutes



Photo: Vinay Gupta

GURGAON BORDER Estimated tailback **400 cars**

Approx CO_2 emissions per minute **12.3 kg**

If vehicles idle for...



...10 minutes	15 minutes	20 minutes
(0.123 metric tonnes) of CO_2	(0.184 metric tonnes) of CO_2	(0.245 metric tonnes) of CO_2
Around **123 kg**	Around **184 kg**	Around **245 kg**

GHAZIPUR BORDER Estimated tailback **30-40 vehicles**

Approx CO_2 emissions per minute **0.9–1.2 kg**

If vehicles idle for...



...10 minutes	15 minutes	20 minutes
9-12 kg of CO_2	**14-18 kg**	**18-25 kg**

> **Tailpipes dump toxic gas straight into our lungs at street level, and while clean vehicles help stop that poison, they continue to resuspend fine road dust into the air. Cleaning our air takes more than changing vehicle technology. It demands dust-free roads in our cities and unified action across state borders. Air has no boundaries, and Northern India cannot solve a regional health crisis with isolated city-level band-aids**
>
> —**SHREYA GADEPALLI**
> MOBILITY EXPERT

> **A seamless transition requires automated enforcement, well-equipped peripheral holding areas, synchronised inter-state logistics, real-time tracking, and clear phase-in support for operators**
>
> —**ANUMITA ROYCHOWDHURY**
> EXECUTIVE DIRECTOR-RESEARCH AND ADVOCACY, CENTRE FOR SCIENCE AND ENVIRONMENT

Air pollution calculation

- The US Energy Information Administration states that burning one US gallon of gasoline produces approximately **8,887 grams of CO_2**. Since one US gallon is **approximately 3.785 litres**, this translates to around **2.35 kg of CO_2 per litre of petrol burned**
- **Emissions assumed:** Burning one litre of petrol releases **approximately 2.3 kg of CO_2**

Calculation methodology

- Fuel consumed per minute = Number of vehicles × 0.8 litres ÷ 60
- CO_2 emissions per minute = Fuel consumed × 2.3kg
- Emissions over the waiting period = Per-minute emissions × number of minutes

Note: These estimates are based on available data, ground assessments and general assumptions. Actual figures may vary depending on vehicle models, engine capacity, fuel type, maintenance, idling conditions and time spent in queues. The estimates represent a hypothetical continuous-idling scenario

ASSUMPTIONS

- All vehicle engines were assumed to be running
- All vehicles were assumed to be petrol cars
- Each car was assumed to consume 0.8 litres of petrol per hour while idling, equivalent to approximately 13.3 ml per minute
- Vehicles were assumed to be stationary and continuously idling during the calculated waiting period
- Waiting periods of 10, 15 and 20 minutes were used for illustrative calculations, as actual waiting times varied depending on the vehicle's position in the tailback

Thank goodness, it was Sunday; real test today

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On Sunday, traffic was thin, and most entry points didn't witness long queues. Ghazipur and Gurgaon border saw some tailback, though

New Delhi: At Chilla border, PK Jain was almost through with his usual Noida-to-Delhi commute when he hit the brakes. Instead of driving straight into the capital, he pulled over, parked his car and walked up to traffic personnel a few metres away. He had one question: Could he enter Delhi? "I have a Delhi number plate, but my car is BS-IV. I have read the rules, but want to be sure. If I cannot enter, I will go back," he said.

His brief stop set the tone for the first day of GRAP enforcement that barred vehicles that are registered in other states and do not comply with BS-VI emission standards from entering Delhi.

The enforcement drive was visible at 13 major entry points, from Kapashera to Badarpur. Traffic police and transport department personnel stood along the roads, scanning number plates of cars, two-wheelers and commercial vehicles. Vehicles flagged for scrutiny were asked to pull over. Those found below the prescribed BS-VI standard were turned back, while motorists without valid pollution under control certificates (PUCC) were challaned. Posters explaining the restrictions were put up at the borders. The exercise, which had begun overnight, also scrutinised commercial vehicles.

Sunday morning, however, seemed relatively uneventful compared with chaotic traffic scenes often associated with winter pollution curbs. Traffic was thin, and most entry points did not witness long queues or heated exchanges. However, Ghazipur and Gurgaon borders were among the few places that saw tailbacks.

While some motorists knew about the restrictions and were prepared, others were caught off guard. Those driving BS-VI-compliant vehicles appeared confident about getting through, while several motorists in older vehicles, particularly those registered outside Delhi, had to turn back. For some, however, knowing about the rule did little to make the checks any less inconvenient.

Till 8 pm Sunday, 7,279 vehicles had been scrutinised at Delhi's borders, 714 of them were turned back and 37 were impounded.

For Sudhish Chandra, the checks came as an unwelcome interruption on his return journey. Stopped at Kalindi Kunj while travelling from Noida, he said he knew about the restrictions but had little choice but to take his BS-IV vehicle out. "I live in Faridabad and my mother is admitted to a hospital in Noida. I had gone to visit her, and now, while returning, I have been stopped," he said.

Others were better prepared. Badal, who was stopped at the border, said having recently bought a bike gave him an alternative. "It would have been difficult to manage without it," he said. At Chilla, Tarun, who had come to Delhi for work, was asked to turn back. He said he didn't know about the curbs. "Better to return than be slapped with a Rs 20,000 challan," he said.

Even clearing the BS-VI requirement did not necessarily mean motorists could drive away without consequences. Rajat Kumar was allowed entry because his vehicle met the emission standard, but was challaned because his PUCC expired on Oct 26. "People should stop blaming only the authorities. We are also responsible for the pollution we cause," he said.

The uncertainty extended to motorists whose vehicles were compliant. Some called friends and acquaintances before setting out to check whether the enforcement had actually begun. Others approached traffic personnel, saying, "Don't stop me, mine is BS-VI," even before being questioned.

Anvesh, a truck driver, said such checks were hard to skip, with vehicles being unfailingly stopped at border crossings and drivers having to be prepared for scrutiny. At Ghazipur, officials said deployment was increased from the usual two or three personnel to six or seven to manage the additional checks.

The bigger test lies ahead. With weekday traffic set to return from Monday, enforcement agencies will have to ensure that the prohibited vehicles stay out of Delhi without turning its entry points into bottlenecks.

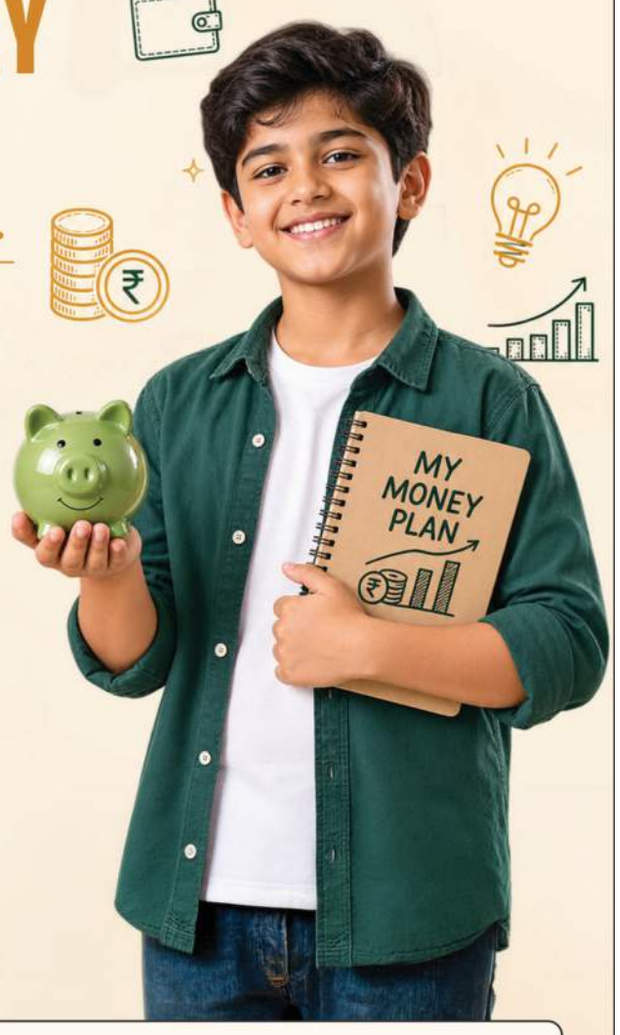
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