

**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on September 29, 2007**

**Agenda:** Progress of works related to first corridor of High Capacity Bus Service (HCBS)

**In attendance:**

1. Dr Bhure Lal, Chairman, EPCA
2. Ms Sunita Narain, Director, CSE
  
3. Mr. A K. Chaturvedi, Spl. Commissioner Transport, Delhi
  
4. Mr. D. P. Verma, DCP Traffic, Delhi
  
5. Colonel A. K. Bhasin, GGM, RITES
6. Mr. Vijay Kishore, GM (HW), RITES
7. Mr. B. S. Sehrawat, Addl. GM, RITES
8. Mr. Suresh Kumar, Consultant DIMTS
  
9. Mr. Hoshiyar Singh, CMS
10. Mr. Bhupendru Singh, CMS
11. Mr. Johny Joseph, CMS
  
12. Mr. B. M. Bhal, CE (S), DJB
13. Mr. N. K. Tomar, EE, DJB
14. Mr. Anand Pal, EE, DJB
15. Mr. R. S. Negi, EE (South)
  
16. Mr. Sandeep Gandhi, TRIPP, IIT-D
17. Ms. Ruchi Varma, TRIPP, IIT-D
  
18. Mr. Nazim uddin, Environmental Engineer, CPCB

In this meeting, EPCA took stock of the progress of works related to first corridor of High Capacity Bus Service (HCBS) in Delhi and issued necessary directions to the concerned during the meeting.

**A. Progress on Ambedkar Nagar–Moolchand stretch of the first Ambedkar Nagar–Delhi Gate corridor**

1. RITES and CMS informed that signals post design has been finalized and structural details are being worked out which will be completed within a week. Mostly cantilever will be used but in some cases gantry will also be used.
  
2. It was brought to the notice of Authority that certain miscellaneous works are beyond the agreement between Traffic Police and CMS for which RITES can pay to Traffic Police but the Traffic Police is insisting RITES for paying directly to CMS. EPCA asked RITES to write to Traffic Police to go ahead with these miscellaneous works and that RITES will pay Traffic Police for these works. EPCA asked Traffic Police that it may follow the available procedures for payment towards miscellaneous works beyond contract.

3. RITES informed that for stretch up to Moolchand, works including cabling, layout, laying foundation for structures etc will be complete by end of week starting December 10, 2007.
4. DJB informed that for stretch up to Moolchand, tenders for works to be carried out in three stages have been opened on 19.09.07 and works have been awarded on 28.09.07 and that DJB shall follow the schedule submitted in its letter i.e 1<sup>st</sup> stage by 15.11.07, 2<sup>nd</sup> stage by 31.12.07 and 3<sup>rd</sup> stage by 31.03.08. EPCA asked DJB to mobilize stores and start work immediately and DJB should ensure that there remains no uncertainty in material supply. EPCA further asked DJB to make a time-schedule chart for activities, monitor it regularly.
5. EPCA asked RITES and DJB to send concurrent weekly progress reports to EPCA.

B. Action Points :Beyond–Moolchand stretch of the first Ambedkar Nagar–Delhi Gate corridor

1. EPCA also observed that RITES and DJB should also work out and inform issues involved in stretch beyond Moolchand and time schedule for their solution. RITES informed that these details shall be worked out in a week.
2. It was also informed that some trees will have to be cut near ITPO land and Delhi Gate. EPCA asked to ensure minimum tree cutting and expressed that transplantation of trees should be the first choice wherever trees are of suitable size and that survival of transplanted trees should also be ensured.
3. RITES also informed that the air quality monitoring station at ITO operated by CPCB requires shifting. EPCA observed that it is a very important activity and therefore asked RITES to construct another room for shifting of CPCB's monitoring station. It was decided that CPCB shall inform RITES about space requirement for this purpose.

C. Other corridors for HCBS

EPCA desired that the schedule and deadline for other corridors as given in the schedule to the Hon'ble Supreme Court should be intimated to EPCA. A meeting will be scheduled to discuss this in a fortnight.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on October 06, 2007 (at 11.00 AM)**

**Agenda:** Public mass transport planning in NCR between Delhi and Gurgaon & Faridabad

**In attendance:**

1. Dr Bhure Lal, Chairman, EPCA
2. Ms Sunita Narain, Director, CSE
3. Mr. N. R. Raje, Director CAER, Former Director IOC (R&D)
4. Mr. Ankur Kulshreshtra, Asstt. Manager, MUL
  
5. Dr. G. Prasanna Kumar, Principal Secretary Transport, Government of Haryana
  
6. Mr. A K. Chaturvedi, Spl. Commissioner Transport, Delhi
7. Mr. S. S. Sidhu, Secretary, STA, Transport Department, Delhi
8. Mr. Vikas Jain, PCO, Transport Department, Delhi
  
9. Mr. P. D. Sudhakar, MS, National Capital Region Planning Board (NCRPB)
10. Mr. Rajeev Malhotra, CRP, NCRPB
  
11. Mr. S. C. Jindal, CGM, National Highway Authority of India (NHAI)
12. Mr. Sanjeev Kulshreshtra, Manager (T), NHAI
13. Mr. V. K. Singh, Manager (T), PIU Gurgaon, NHAI
  
14. Mr. R. S. Minhas, Sr. Manager, DIMTS
15. Mr. B. I. Singhal, OSD, DIMTS
  
16. Mr. Mahendra Singh, Chief Engineer (SDW) DJB
  
17. Mr. Nazim uddin, Environmental Engineer, CPCB

In this meeting, EPCA discussed the public mass transport planning in NCR with special reference to status between Delhi and Gurgaon & Faridabad cities of Haryana and issued necessary directions to the concerned during the meeting.

1. EPCA expressed that the transport facilities between Delhi and neighboring cities of Haryana and UP is so inadequate as if it is absent. EPCA has submitted a report on status of inter city public transport system in NCR before Hon'ble Supreme Court. EPCA feels that a supplementary report is needed on this issue covering clear plans of the concerned authorities with implementation schedule
2. NCRPB informed that for the NCR there exists a high power committee including Chief Secretaries of the States to oversee various planning including transport and there is another sub committee especially on transport issues under MS, NCRPB.
3. Transport Department, Delhi informed the plans of extension of Delhi metro to five towns of NCR by year 2011 and the current status. The work for extension to NOIDA is in progress. Delhi has to give in principal approval for extension to YMCA, Faridabad. Extension to Gurgaon will be completed by 2010. Extension to Vaishali, Ghaziabad is again being considered. And, DPR for extension to Bahadurgarh has been prepared.

4. Transport Department, Delhi also informed about plans regarding suburban rail system, which are in conceptual stage. Railways is considering an orbital railway parallel to peripheral road system. EPCA observed that the orbital railway system alone will not solve the problem of congestion in city. We need dedicated fast moving trains between Delhi and nearby towns. Transport Department, Delhi informed that a Railways' study on Commuters in NCR includes plans for such trains and the Railways wants city authorities to pay for this urban transport system. EPCA directed NCRPB to prepare a concrete plan in this regard and pursue it with Railways and concerned authorities.
5. Transport Department of Haryana and Delhi informed about expressways and six lane highways planning within NCR. EPCA expressed its indifference to the issue of expressway because road widening alone is an incomprehensive solution to the public transport problems.
6. NCRPB as well as Transport Department, Delhi informed that there is shortage of CNG in neighboring cities of Delhi because even though the licenses have been issued by the State agencies but allocation rests with Central agencies. EPCA expresses that availability of natural gas is not a problem but its pipelines and control in cities are the main problems and EPCA will meet with Ministry of Petroleum officials on this issue.
7. Transport Department, Delhi informed that there are disparities in emission norms, taxation and tariffs of auto-rickshaws and taxis in Delhi and neighboring cities and there should be common agreements on these in NCR region. Transport Department, Delhi is also persuing the matter of toll tax on autos and taxis entering Delhi with MCD. EPCA agreed with the concept of common agreements between Delhi and neighboring cities and expressed that only CNG operated / Euro III emission norms complying autos/taxis should run in NCR region. This should be discussed further.
8. Transport Department, Haryana informed that Haryana had a plan to introduce CNG buses but is facing problem of shortage of drivers and conductors. Haryana planned for 150 buses during last financial year but only 80 buses could be purchased. This year 230 (70+160) buses will be purchased. EPCA expressed that population of neighboring Haryana towns has increased tremendously but number of buses are very few therefore dedicated bus service with required number of buses and dedicated bus routes are required. Haryana Government should sit with their counterpart in Delhi and prepare and submit a more specific plan along with time schedule for its implementation. Gurgaon and Faridabad should be covered under this plan on priority basis. The plan should also consider connectivity of the bus service to important transport system points and parking lots. EPCA also expresses that parking situation in Haryana is very bad.
9. NHAI stated that vehicles on this route have now exceeded 250 % of the projections. NHAI agrees with EPCA view that priority could be given to public mass transport on the highway. NHAI informed that clearances for the Badarpur flyover are awaited from Delhi Govt., on this, EPCA asked NHAI to provide details. EPCA also asked NHAI to give fullest attention to the requirement of pedestrians and cyclist in their projects.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on October 06, 2007 (at 12.00 Noon)**

**Agenda:** Parking policy in Delhi

**In attendance:**

1. Dr Bhure Lal, Chairman, EPCA
2. Ms Sunita Narain, Director, CSE
3. Mr. N. R. Raje, Director CAER, Former Director IOC (R&D)
4. Mr. Ankur Kulshreshtra, Asstt. Manager, MUL
5. Mr. A. K. Jain, Commissioner (PK) DDA
6. Mr. D. K. Saluja, Dir (TT) DDA
7. Mr. S. P. Satsangi, ACA-II, DDA
8. Mr. Aurag Goyal, Director (Projects), NDMC
9. Mr. A. K. Chaturvedi, Spl. Commissioner Transport, Delhi
10. Mr. S. S. Sidhu, Secretary, STA, Transport Department, Delhi
11. Mr. Vikas Jain, PCO, Transport Department, Delhi
12. Mr. Nazim uddin, Environmental Engineer, CPCB

In this meeting, EPCA discussed the issues relating parking provisions in commercial streets and mixed-use areas and underutilization of multi level parking structures and issued necessary directions to the concerned during the meeting.

1. EPCA desired to know about the status of implementation of MPD parking provisions in commercial streets and mixed-use areas and the strategies for maximum utilization of the existing multi level parking (MLP) at Nehru Place, which remains grossly underutilized despite huge demand for parking in the area, and other such MLP structures being constructed at huge costs. From the discussion with the officers present, EPCA observed that even though some preliminary meetings have been held in this regard in DDA, adequate action on these issues is yet to be taken by DDA and MCD.
2. EPCA observed that some time should be given to DDA and MCD to act on these issues. EPCA decided that these agencies will prepare and submit comprehensive plans on the issues of implementation of MPD parking provisions in commercial streets and mixed-use areas and maximum utilization of the multi level parking within two months. However, an interim report focusing on any particular zone will be submitted within one month.
3. EPCA desired that the 18 proposed parking lots should be integrated to important locations and interchange points.
4. EPCA desired that that concerned agencies should take strict enforcement to stop illegal roadside parking.
5. DDA informed that land availability is a severe problem in implementing MPD parking provisions. DDA also put forward the idea of utilizing vacant land available in Government schools. EPCA strongly disagreed with this idea and expresses that green areas and schools land should not be considered for parking in any case.
6. NDMC informed progress made on parking related issues and advertisement policy. EPCA made it clear that advertisement is not allowed on private properties.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on October 13, 2007**

**Agenda:** Progress of works related to High Capacity Bus Service (HCBS) Corridors

**In attendance:**

1. Dr Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Director, CSE
3. Mr. N. R. Raje, Director CAER, Former Director IOC (R&D)
4. Mr. Ankur Kulshreshtra, Asstt. Manager, MUL
  
5. Mr. D. M. Sapolia, Principal Secretary cum Commissioner Transport, Delhi
6. Mr. A K. Chaturvedi, Spl. Commissioner Transport, Delhi
  
7. Mr. S. N. Sahai, Managing Director, DIMTS
8. Mr. R. S. Minhas, Sr. Manager, DIMTS
9. Mr. V. K. Malhotra, Sr. Consultant DIMTS
10. Mr. Suresh Kumar, Consultant DIMTS
  
11. Mr. Vijay Kishore, GM (HW), RITES
12. Mr. B. S. Sehrawat, Addl. GM, RITES
  
13. Mr. K. Mahesh, MS, DPCC
  
14. Mr. D. P. Verma, DCP Traffic, Delhi
  
15. Mr. Hoshiyar Singh, CMS
16. Mr. Bhupendru Singh, CMS
17. Mr. Johny Joseph, CMS
  
18. Mr. B. M. Dhau, CE (S), DJB
19. Mr. Anand Pal, EE, DJB
  
20. Mr. Raghav Dave, IIT-D
21. Ms. Ruchi Varma, IIT-D
  
22. Mr. Nazim uddin, Environmental Engineer, CPCB

In this meeting, EPCA took stock of the progress of works related to High Capacity Bus Service (HCBS) corridors and issued necessary directions to the concerned during the meeting.

**A. Progress of works on the Ambedkar Nagar-Moolchand stretch**

1. DJB informed that work is progressing and will be completed according to the schedule given in the progress report dated 10-10-07 submitted to the EPCA i.e. 1250 m out of 2350 m peripheral water mains (0 to 2 km) has been shifted and the work will be completed by 15-11-07, shifting of 880 m PSC water main along Ambedkar Marg (between petrol pump and Pushp Bhawan) will be completed by 31-12-07 and shifting of 970 m PSC water main along J.B. Tito Marg (from GK-I booster pumping station to Nalla before Panchsheel Enclave) will be completed by 31-03-08.
2. RITES informed that signaling work related to Ambedkar Nagar -Moolchand stretch will be complete by week starting December 12, 2007 and DJB work on this stretch will be complete by 31-12-07. RITES will take further 45 days to complete all works on this stretch. Thus this stretch of first HCBS corridor will be ready by Mid February 2008.

B. Issues involved between DJB and RITES in the Moolchand–Delhi Gate stretch of first HCBS corridor and schedule and deadlines for the other corridors of HCBS

1. RITES informed about their recent meeting with ITPO to discuss the work near Pragati Maidan and the progress made. EPCA desired that work on this stretch should commence immediately after International Trade Fair.
2. RITES informed that work near Kaka Nagar will require some adjacent land. EPCA desired that Delhi Government shall facilitate the work near Kaka Nagar.
3. RITES informed that the location for room to shift the existing CPCB air quality monitoring station under ITO footbridge has been identified. EPCA desired that CPCB officials should conduct reconnaissance of the proposed site and see if the site is suitable.
4. DJB informed that a joint inspection has been made to identify shifting works in this stretch. Only minor works of shifting will be required at some places.
5. RITES informed that the Moolchand-Delhi Gate stretch of first HCBS corridor will be ready by August 2008. EPCA expressed that there is ample scope of compressing this time frame. RITES should work on it and inform EPCA by next meeting (after 14 days) or earlier the compressed time schedule to complete the works by March/April.
6. DIMTS informed that DPR for the other corridors are ready. Decision on investment is to be taken by Government. After decision on investment is taken, further 24 month will be required for completion of these corridors. EPCA expressed that we are already late by one year and therefore we should expedite it. It was decided that DIMTS will make a presentation on other HCBS corridors in the next EPCA meeting (after 14 days).

C. Management and Operation of 1<sup>st</sup> corridor of HCBS

1. DIMTS informed that management aspects of first HCBS corridors have not been finalized but are being devised. Various aspects are being considered such as the HCBS should mimic the LRT i.e. the bus will move as a train, all buses may not necessarily be low-floor, 96 buses will operate on the first corridor, and both private and DTC buses will run. It was further informed it is being considered that in order to not jeopardize the existing bus service, initially the first stretch of the first corridor may not function as a true dedicated corridor because some buses may be allowed to leave corridor root midway and other buses may also be allowed on the dedicated root.
2. EPCA expressed that they understand the difficulties in operating the first corridor as a dedicated corridor but we should evolve methods to operate the first corridor as a dedicated corridor because this will also have impact on management of other corridors. Transport Department expressed that Transport Department and DIMITS will further deliberate on this issue and appraise EPCA in the next meeting (after 14 days). Traffic Police will also provide inputs to Transport Department on this matter.
3. EPCA also enquired about access points to the corridor. CMS informed that this aspect is being looked after and 50 to 125 m side arms are being provided, however, no junction has been completed till now.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on October 27, 2007 (at 11.00 AM)**

**Agenda:** Transport system planning in NCR between Delhi and Gurgaon & Faridabad

**In attendance:**

1. Dr Bhure Lal, Chairman, EPCA
2. Ms Sunita Narain, Director, CSE
  
3. Dr. G. Prasanna Kumar, Principal Secretary Transport, Government of Haryana
  
4. Mr. A K. Chaturvedi, Spl. Commissioner Transport, Delhi
  
5. Mr. P. D. Sudhakar, MS, National Capital Region Planning Board (NCRPB)
6. Mr. Rajeev Malhotra, CRP, NCRPB
7. Syed Aqeel Ahmed, Asstt. Director, NCRPB
8. R. C. Shukla, Joint Director, NCRPB
  
9. Colonel A. K. Bhasin, GGM, RITES
10. Mr. B. S. Sehrawat, Addl. GM, RITES
  
11. Mr. Nazim uddin, Environmental Engineer, CPCB

This was the second meeting on the issue of transport system planning between Delhi and Gurgaon & Faridabad cities of Haryana. EPCA discussed the issue with the officers present and issued necessary directions during the meeting.

1. NCRPB mentioned that Railways have got conducted a study in 1999 on Rapid Rail Transport System in NCR and Orbital Rail System in Delhi but have not implemented these systems. This was not implemented probably because the Railways wanted urban authorities to pay for these urban transport systems. EPCA expressed that this stand of Railway seems inappropriate and that Railway should have funded these schemes because they were going to earn from these systems. EPCA decided to hold a meeting with Railways on this issue.
  
2. EPCA desired to know information on actual traffic between Delhi and the Haryana cities but the information was not available with the officers present. However, it was mentioned in the meeting that updated information might be available with CRRI (Dr. Gangopadhyay) and RITES-Urban Transport UP Division (Mr Arora). EPCA decided that updated information should be sought from these sources.
  
3. Transport Department, Haryana informed that bus procurement plan is same as informed in the EPCA meeting dated 06-10-07, however, as desired by EPCA in the last meeting, Haryana is working on a plan in consultation with Transport Department Delhi to improve bus service between Delhi and Haryana cities. EPCA expressed that Transport Department, Haryana will coordinate to hold a meeting of EPCA on this issue in Gurgaon in which people from BPO sector will also be invited.
  
4. It was mentioned in the meeting that a container depo is being planned in Dwarka that will further congest the traffic. EPCA expresses that Transport Department, Haryana may write to the concerned authorities expressing its concern.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on October 27, 2007(at 12.00 Noon)**

**Agenda:** Progress of works related to Ambedkar Nagar - Moolchand stretch of 1<sup>st</sup> corridor of High Capacity Bus System (HCBS) and issues involved in the Moolchand-Delhi Gate stretch of 1<sup>st</sup> corridor.

(Two agenda items - a) DIMTS presentation on schedule and deadlines for the other corridors and b) Transport Department/DIMITS plans for management of 1<sup>st</sup> corridor-were postponed for next meeting)

**In attendance:**

1. Dr Bhure Lal, Chairman, EPCA
2. Ms Sunita Narain, Director, CSE
3. Mr. A K. Chaturvedi, Spl. Commissioner Transport, Delhi
  
4. Mr. Mahendra Singh, CE, DJB
5. Mr. B. M. Dhaul, CE, DJB
6. Mr. Anand Pal, EE, DJB
  
7. Mr. Suresh Kumar, Consultant DIMTS
  
8. Colonel A. K. Bhasin, GGM, RITES
9. Mr. B. S. Sehrawat, Addl. GM, RITES
  
10. Mr. Ravindra Suri, Delhi Traffic Police
  
11. Mr. Bhupendru Singh, CMS
  
12. Mr. Sandeep Gandhi, TRIPP, IIT-D
13. Mr. Raghav Dave, TRIPP, IIT-D
14. Ms. Ruchi Varma, TRIPP, IIT-D
  
15. Mr. Nazim uddin, Environmental Engineer, CPCB

EPCA has been reviewing the progress of works related to High Capacity Bus System (HCBS). In this meeting, EPCA reviewed the latest progress of works and issued necessary directions to the concerned during the meeting.

1. DJB informed that DJB work in Ambedkar Nagar -Moolchand stretch is progressing according to the schedule submitted to the EPCA. DJB also informed that only minor works of shifting rising mains will be required at some places on Moolchand-Delhi Gate stretch of first HCBS corridor
2. RITES informed that works related to Ambedkar Nagar -Moolchand stretch of first HCBS corridor will be complete according to the schedule informed earlier i.e. this stretch will be ready by mid Feb 2008. On the issue of compressing schedule for completing Moolchand-Delhi Gate corridor, RITES expressed inability and informed that it can be completed by August 2008.
3. RITES informed that their progress is linked to completion of signaling work by Delhi Police. RITES expressed that Delhi Police needs to expedite work, and to do this, they should undertake cabling work, fabrication of signal post and construction of foundation simultaneously and complete the signaling work quickly.
4. DJB requested that RITES should consider flexible pavement for footpaths at least in the next corridors if it is not possible in the first corridor at this stage.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on November 3, 2007**

**Agenda:** Progress of works related to Ambedkar Nagar - Moolchand stretch of 1st corridor of HCBS and DIMTS presentation on status of 6 other proposed HCBS Corridors of Phase I

(Agenda item - Transport Department/DIMITS presentation on management of 1st corridor - was again postponed for the next meeting)

**In attendance:**

1. Dr Bhure Lal, Chairman, EPCA
2. Ms Sunita Narain, Director, CSE
3. Mr. A K. Chaturvedi, Spl. Commissioner Transport, Delhi
  
4. Mr. R. S. Minhas, Sr. Manager, DIMTS
5. Mr. V. K. Malhotra, Sr. Consultant DIMTS
6. Mr. Suresh Kumar, Consultant DIMTS
7. Mr. S. K. Jain, DIMTS
  
8. Colonel A. K. Bhasin, GGM, RITES
9. Mr. B. S. Sehrawat, Addl. GM, RITES
  
10. Mr. Muktesh Chander, Addl. CP Traffic, Delhi
11. Mr. D. P. Verma, DCP Traffic, Delhi
12. Mr. R. K. Pandey, DCP Traffic, Delhi
  
13. Mr. Sandeep Gandhi, TRIPP, IIT-D
14. Mr. A. C. Srivastava, Transport Specialist
  
15. Mr. Anand Pal, EE, DJB
  
16. Mr. Nazim uddin, Environmental Engineer, CPCB

EPCA has been reviewing the progress of works related to High Capacity Bus System (HCBS). In this meeting, EPCA reviewed the latest progress of works and the DIMTS made a presentation on status of the 6 proposed HCBS Corridors of Phase I.

**A. Progress of works in first HCBS Corridor in Delhi**

1. RITES informed that work is in progress in whole stretch except near Kaka Nagar and ITPO. EPCA desired that Govt. of NCT of Delhi should ensure that work at Kaka Nagar starts immediately and work at ITPO should start immediately after International Trade Fair.
2. RITES informed that they take up work on any stretch as soon as it is handed over to them after completion of other works. DJB informed that pipes for the water supply lines Ambedkarnagar-Moolchand stretch of 1<sup>st</sup> HCBS Corridor would be available by Diwali. Delhi Police informed that they are examining the details of extra works received from CMC with the help of RITES. RITES requested Delhi Police to give some day-wise programme of their work so that RITES' work can be dovetailed.
3. EPCA desired that adequate traffic planning should be ensured during construction phase of 1<sup>st</sup> corridor and also in proposed corridors. It was decided that RITES would give prior information to Traffic Police about the construction works so that diversion of traffic may also be considered.

4. RITES brought to the notice of EPCA the long pending issue of sifting of five electricity high masks near Chirag Dilli to be done by BSES. Chairman EPCA requested Principal Secretary, Power Govt. of NCT of Delhi on telephone during the meeting to take up this issue on priority.
5. The issue of Footpath / Cycle track near Moolchand in the HCBS Corridor likely to be affected by DMRC Metro Train route also came up for discussion. Different versions about the issue were put forward but clear details were not available. It was informed that the two possible solutions are either using some land of Moolchand Hospital or changing alignment of Metro station/route. EPCA expressed that this is the right time to take up this issue and desired that Chief Secretary should take up this issue with DMRC and DIMTS and find solution.

**B. DIMTS presentation on status of six other proposed HCBS Corridors in Phase I**

6. DIMTS made a presentation before EPCA on the status of 6 proposed HCBS Corridors of Phase I giving following information:

**1. Moolchand- Jahangirpuri (28 km):**

(i.e. on Ring Road from Moolchand to Metcalfe House and on Outer Ring Road thereafter)

- Two bus lanes will be on the kerb side of the road with cycle tracks & footpaths on either side as ring road is proposed to be made signal free for motor vehicle.
- Three MV lanes on either side almost everywhere.
- There are twenty five junctions out of which nine are 4-arm & sixteen are 3-arm. Five 4-arm junctions and nine 3-arm junctions are major junctions.
- Interchange facilities will be provided at major junctions like Ashram Chowk, Nizammuddin, Bridge 'T' Junction. ITO, ISBT, Wazirabad and Jahangirpuri.
- All intersections (25) will be signaled for pedestrians' movements.
- Additional on - request signals at zebra X- ings are proposed at bus stops.
- Existing 9 grade separated pedestrian facilities are being utilized.
- PWD new proposed road from Raj Ghat to Salimgarh fort is to be integrated with BRT.
- Feeder services for colonies on east side of the drain near Burari proposed.

**2. Shastri Park-Karawal Nagar (8.7 km)**

(i.e. on Pusta Road on the bund along Yamuna River. Service Road is available on both sides at the Toe of embankment (4 to 6 km) below the road level)

- Bus lanes will be in the middle of the road.
- MV lanes two on either side with cycle track & footpaths.
- Widening of existing road width is proposed in Section C (3.90 km) by 18 m & Section B (3.65 km) by 5 m. Provision made in the project cost.
- There are six junctions out of which two are 4-arm & four are 3-arm, 4-arm junctions are major intersections.
- Interchange facility will be provided at Shastri Park Metro Station, GT road X-ing, Khajuri Khas X-ing & U.P-Delhi Border.
- No new Traffic regulations proposed except additional Signals at bus- stops.
- Seven new traffic signals with zebra X-ing for pedestrians' movements.

**3. Kondli-Gokulpuri (15.7 km)**

(Passes through Khichripur Road, NH-24, Swami Dayanand Marg, GT Road and Jaffarabad Road. In most part of the route, a flood control nallah runs along the road)

- Due to very narrow road width, feeder services to be provided in the portion of Kondli to NH 24. BRT Corridor to commence from Road No. 57 A in Section A. The Bus lanes will be in the centre of the Road on road No. 57A and on Jaffarabad
- Road From Road 57 A to G.T. Road the bus lanes will be on the Kerb side as it is not possible for pedestrians to cross median due to space and grade constraints on Dayanand Marg.

- 2.7 Km along Dayanand Marg and 1.8 Km along Jaffarabad Road Flood Control Nalla in width of 5 m to 9 m mostly on side bank and berm to be covered to create space for Cycle track and footpath.
  - Major Interchange facilities will be provided at Vikas Marg Crossing, G.T. Road (Welcome Metro Station) with Metro Rail.
- 4. Jamia-Tilak Nagar (27.0 km)**  
(Start from Jamia and goes along Outer Ring Road via Nehru Place, Kalkaji, Chirag Delhi, Panchsheel, IIT, Rao Tula Ram Marg, Station Road, Janak Setu, Jail Road, and Tilak Nagar.
- Bus lane in the centre of the road. Only at Janak Setu the buses will move over the flyover along side kerb.
  - Interchange facility at four major junctions will be provided at Tilak Nagar and IIT with Metro Rail – LRT at Panchsheel – HCBS at Chirag Delhi.
  - There are seven existing flyovers and three are proposed by PWD.
- 5. Nizamuddin-Nand Nagri (17.0 km)**  
(Starts at Nand Nagri and goes via Seema Puri, Dilshad Garden, Apsara Border, Road no. 56, Gazi Pur Crossing, Noida Mor, Nizamuddin Bridge 'T' point)
- Bus lane in the centre of the road.
  - Interchange facility at major junction will be provided at Dilshad Garden with Metro rail.
- 6. Rajendra Nagar-Pragati Maidan (10.8 km)**
- (Starts from Pusa Road crossing and goes along Shankar Road – Talkatora Road – Gurdwara Rakab Ganj Road – Sansad Marg – Rafi Ahmed Kidwai Marg – Rajendra Prasad Road – Janpath, Feroze Shah Road – Bhagwan Das Road to Pragati Maidan).
- One bus lane is proposed on each kerb side.
  - One MV lane on each side of the bus lane from Pusa Chock to Mandir Marg is proposed due to ROW constrain.
  - Pusa Road to Upper Ridge Road.
  - From Mandir Marg to Pragati Maidan Two MV lanes Along with Cycle track and footpaths are provided.
  - Major Interchange facilities will be provided at Krishi Bhawan and Mandi House at Metro Rail Stations.

#### **Present Status**

- EFC Memos has been prepared and under approval from Govt.
  - Proposals to be approved by the Technical Committee of DDA, The scrutiny for the same is in progress in DDA Office
  - The Construction of Corridors is expected to be completed in 24 Months from the day EFC sanction is received.
7. EPCA expressed that very little work is required on Moolchand - Jahangirpuri route to operate it as HCBS Corridor then why it is being delayed so much. EPCA also observed that prima facie the project cost (282 crore) for this Corridor appears very high as compared to required minor works.
8. It was also pointed out during the meeting that RITES' report included 26 HCBS corridors and the 6 Corridors proposed in the first Phase are different from the 6 priority corridors in RITES report.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on November 17, 2007 (11.00 AM)**

**Agenda:** Progress of works related to 1<sup>st</sup> High Capacity Bus System (HCBS) Corridor and DIMTS presentation on management and operation aspects of 1st HCBS Corridor

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Director, CSE
  
3. Mr. A K. Chaturvedi, Spl. Commissioner Transport, Delhi
  
4. Mr. S. N. Sahai, MD, DIMTS
5. Mr. B. I. Singhal, OSD, DIMTS
6. Mr. R. S. Minhas, Sr. Manager DIMTS
7. Mr. V. K. Malhotra, Sr. Consultant DIMTS
8. Mr. Suresh Kumar, Consultant DIMTS
9. Mr. S. K. Jain, DIMTS
  
10. Colonel A. K. Bhasin, GGM, RITES
11. Mr. B. S. Sehrawat, Addl. GM (T), RITES
  
12. Mr. D. P. Verma, DCP Traffic, Delhi Traffic Police
13. Mr. Ravinder Singh, Delhi Traffic Police
  
14. B. M. Dhaul, CE (South) DJB
15. Mr. Anand Pal, EE, DJB
16. Mr. R. S. Negi, EE, DJB
  
17. Mr. Sandeep Gandhi, TRIPP, IIT-D
18. Mr. Ruchi Verma, TRIPP, IIT
  
19. Mr. Rakesh Singh, Sr. Engineer, CMS
20. Mr. Hoshiyar Singh, Project Engineer, CMS
  
21. Mr. Nazim uddin, Environmental Engineer, CPCB

EPCA has been reviewing the progress of works related to High Capacity Bus System (HCBS) in Delhi. In this meeting, EPCA reviewed the latest progress of works and the DIMTS made a presentation on management and operation aspects of 1st HCBS Corridor.

**A. Progress of works in 1<sup>st</sup> HCBS Corridor in Delhi**

1. RITES informed that electricity poles in the first stretch of 1<sup>st</sup> HCBS Corridor that were required to be shifted have been removed and now MCD is expected to remove the five High Masks near Chirag Dilli shortly. DIMTS requested RITES to make alternate arrangement for power supply through Generators for the 48-hour period required for arrangement of alternate lines.
  
2. DJB informed that money has been deposited to Forest Department for plantation in lieu of trees to be felled in first stretch of 1<sup>st</sup> HCBS Corridor and further informed that some uncertainty is being indicated by the manufactures/supplier of water pipe because of problems in their cement lining plant. EPCA expressed displeasure on this development as this could result delaying the entire schedule of first stretch of the 1<sup>st</sup> HCBS Corridor. The Chief Engineer DJB informed that their engineer has visited the plant of the manufacture and also the plant where the supplier proposes to finish their work in these circumstances to pursue the matter and he assured that it will be

ensured that the schedule submitted to EPCA is complied. DJB also informed that minor works needed in the Moolchand – Delhi Gate stretch of 1<sup>st</sup> HCBS Corridor have also been identified.

3. EPCA enquired about the latest progress made by Govt. of NCT of Delhi on the issue of conflict in HCBS and DMRC routes near Lajpat Nagar. It was informed that DMRC work has stopped till finding solution to this issue. EPCA directed Delhi Govt. representative that the matter should be sorted out by the coming Monday so that there is no conflict between the two works. EPCA expressed that if needed, decision to take underground some stretch of DMRS may be taken.
  4. Delhi Traffic Police informed that cabelling work is progressing and estimates for masks have been received from CMS and the Delhi Police will now ask RITES for making 50% payment to CMS, and the works will be completed by December 17, 2007. RITES requested Delhi Traffic Police that the three works - cabelling, fabrication of masks and civil works for foundation - can be carried out simultaneously to expedite the work and that Delhi Traffic Police may give day-wise programme of their works to RITES so that RITES' works can be dovetailed.
- B. DIMTS presentation on management and operation aspects of 1st HCBS Corridor
5. DIMTS made a presentation before EPCA on management and operation aspects of 1st HCBS Corridor giving following salient information, in addition to graphic features/layouts of the Corridor:

#### AMBEDKAR NAGAR – DELHI GATE -Salient features

Length	14.5 km
Road Right of Way	35 m – 50 m
Road junctions	17 nos
Bus stops (58 m long)	29 nos at 500 m
Bus Lanes	2 x 3.3 m
MV Lanes	2 x 6.75 m
NMV Lanes	2 x 2.5 m
Foot path	2 x 1.5 – 1.8 m
Service Rod	As at present
PDC	June 2008

#### OPTIONS FOR OPERATION

- Closed operation
  - Within the corridor
  - Origin /Destination outside the corridor
- Open Operation
- Mixed Operation
- Criteria – Service to public should not deteriorate. It should improve

#### FULL CLOSED OPERATION

- a) Buses operate as a shuttle service
- b) O/D outside the corridor will improve
  - Public convenience – less interchanges
  - Financial viability – System can continue to grow
- c) May be considered when schedules can be maintained reasonably well

#### OPEN OPERATION

- Any bus can enter anywhere and leave the corridor anywhere
- Benefit is, public can continue to commute as at present, but save time for the distance traveled in the corridor
- Disadvantage: schedule may be difficult.

## MIXED OPERATION

- Mix of the closed & open operation
- Advantage is that commuter is not inconvenienced
- HCBS service has also started though in a small way
- Objective is to gradually increase HCBS services and reduce existing services by re -routing existing bus routes

## PRESENT BUS SERVICES

- 155 bus routes out of a total of 657 bus routes in Delhi use this corridor for varying lengths
- 59 routes lie between Ambedkar Nagar to Tilak Bridge with 74 to 217 buses during peak hours
- 96 routes operate between Tilak Bridge to Delhi Gate with 364 to 487 buses in peak hours
- There are only two routes which pass through the entire length of this corridor. The route details are as under-
  - : 419 – Ambedkar Nagar to Railway Station via Delhi Gate.
  - : 423 - Deoli Village to Mori Gate via Delhi Gate
- There are two other routes -521 and 522 - operate parallel to the corridor till Moolchand crossing
- DTC will be asked to operate its newly procured low floor buses initially on these routes and later on private operators will take over this operation

## IMPLICATION OF STOPPING EXISTING SERVICES

- 155 routes up to 500 buses per hour will have to be diverted
- Large number of Feeder Routes will have to be introduced
- Commuters will have to interchange twice – some traveling on the corridor for as little as one km
- Phased diversion of existing routes and gradual increase in HCBS services is the desired option

## OTHER ASPECTS OF OPERATION

- Buses using the corridor will have to stop at all bus stops
- On the other hand, no bus will be allowed to in the MV lanes
- Thus school, chartered and other buses can use the bus lane and exit at the proper road junction

## SERVICE OPERATIONS

- Doors - Pneumatic operation (Closed)
- Frequency - 1 minute (Ultimate)
- Schedule - Time Table
- ITS - PIS, Vehicle tracking & OCC Communication
- Inspection before going into service
- Signages on the corridor
- Varying holding capacity and interchange facilities provided at all road junctions
- Emergency service area

## BUS

- Specification - MOUD/DTC/Bus Code /DIMTS
- Operator - DTC
- Type - Non-A/C
- Depot - DTC
- Bus floor level - 380 mm
- Bus maintenance - DTC
- Driver Training - by DIMTS Ltd
- Dress Code - To be specified

## INFRASTRUCTURE / AMENITIES

- Traffic Signals - Traffic Police
- Platform level - 380 mm
- Road ownership - To be decided
- Seating at bus shelters
- Public Telephones & Water
- Fencing, Lighting

## MANAGEMENT

### DIMTS Ltd.:

- Maintain the lanes/stops
- Appoint and Train the Guides
- Appoint and Train the Marshals and Security Guards
- Public Relations
- Awareness Campaign

### TRAFFIC POLICE:

- Traffic Management
- Law & Order
- Accidents

LEGISLATION - draft submitted to provide a basis for penalties for misuse of the corridor

## FINANCIAL

- Fare Structure - As approved by Dept. of Transport
- Ticketing - Off & On board
- Advertisements - DIMTS Ltd through agencies
- Kiosks - At various locations
- Integrated/electronic ticketing in due course

6. DIMTS indicated that operation of the 1<sup>st</sup> Corridor may be mixed type initially but HCBS services may be increased and existing services may be reduced by re-routing existing bus routes gradually to rationalize the operation. EPCA expressed no objection on the idea and insisted on rapid rationalization.
7. EPCA desired that DTC should immediately inform the status about the schedule of buses supply and DIMTS should inform within 3 to 4 weeks number of dedicated buses and milestones.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on November 17, 2007 (12.00 Noon)**

**Agenda:** Steps taken by Govt. of NCT of Delhi to ensure controlling on-road polluting vehicles this winter

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Director, CSE
3. Mr. J. K. Dadoo, Secretary (Environment) Govt. of NCT of Delhi & Chairperson DPCC
4. Dr. Anil Kumar, Department of Environment, Govt. of NCT of Delhi
5. Mr. A K. Chaturvedi, Spl. Commissioner Transport, Delhi
6. Mr. Vikas Jain, Pollution Control Officer, Transport Department, Delhi
7. Mr. Nazim uddin, Environmental Engineer, CPCB

In this meeting the EPCA took stock of the steps taken / proposed to be taken by Government of NCT of Delhi to ensure controlling on-road polluting vehicles this winter and issued necessary directions.

1. Chairperson DPCC brought to the notice of EPCA the following measures taken by DPCC to control air pollution from industries and leaf burning:
  - a. Closure orders issued to 100 polluting industries by DPCC.  
(The closure orders in respect of 40 industries in Wazirpur Industrial Area are to be treated, for the time being, as show cause notices as per court's directions)
  - b. Meeting convened with SDMs, Government officers, DPCC officers and MCD officers for taking action in this regard during this winter.
2. Chairperson DPCC mentioned about tens of thousands of commercial vehicles in old Delhi being the most significant source of air pollution in Delhi and that they include a large number of goods three-wheelers that has not converted to CNG even though it is entirely possible for they are technically similar to passenger three-wheelers/autos. Chairperson, DPCC further mentioned that it is being considered to issue directions under Air Act 1981 to enable Transport Department to make all commercial vehicles comply with Euro III emission norms and for taking action against commercial vehicles. It was informed that a cabinet note is under preparation for this purpose.
3. EPCA expressed that Delhi Govt. also have their own action plan for commercial vehicles and it is not clear why that plan is not being implemented. EPCA further expressed that EPCA has already put into this issue too much effort earlier and now Transport Department should themselves implement their action plan.
4. EPCA further expressed that commercial vehicle within the city are not the only major source of pollution. Polluting vehicles entering Delhi from out side and illegal entry of non-destined trucks into Delhi are also major sources of air pollution and traffic congestion. EPCA desired that vehicles from outside Delhi should be checked at the Borders to ensure that they also have valid PUC certificate. EPCA decided to hold a meeting on the issue of illegal entry of non-destined trucks into Delhi.
5. EPCA desired that Transport Department Delhi should ensure that no polluting vehicle and no vehicle without valid PUC certificate should ply on Delhi roads and they should strengthen mobile squad system for checking of PUC certificates on roads. Special drive for checking of diesel vehicles should be started and action against non-complying vehicles should be taken. DPCC should obtain daily reports from Transport Department regarding checking of and action taken against polluting vehicles and submit consolidated weekly reports to EPCA. EPCA also desired that Transport Department should prepare age profile of trucks and commercial diesel vehicles.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on November 24, 2007 (11.00 AM)**

**Agenda:** Status of enforcement of directions restricting entry of non-destined trucks into Delhi

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Director, CSE
3. Mr. J. K. Dadoo, Secretary (Environment) Govt. of NCT of Delhi & Chairperson DPCC
4. Dr. Anil Kumar, Department of Environment, Govt. of NCT of Delhi
5. Mr. B. Kumar, SEE, DPCC
6. Mr. A K. Chaturvedi, Spl. Commissioner Transport, Delhi
7. Mr. Vikas Jain, Pollution Control Officer, Transport Department, Delhi
8. Mr. Naresh Kumar, Additional Commissioner, MCD
9. Mr. R. P. Agrawal, Asstt. Commissioner (TT), MCD
10. Mr. R. P. Gautam, AO (TT), MCD
11. Mr. D. P. Verma, DCP Traffic, Delhi Traffic Police
12. Mr. R. S. Meena
13. Mr. Nazim uddin, Environmental Engineer, CPCB

In this meeting the EPCA took stock of status of enforcement of directions restricting entry of non-destined trucks into Delhi and issued necessary directions to the concerned during the meeting.

1. EPCA expressed concern that in spite of the court orders on restriction of entry of non-destined trucks into Delhi and the construction of toll plazas at all entry points for restricting the entry, the fact is that enforcement of this restriction is very poor.
2. It was mentioned by participating agencies that trucks use manipulative techniques such as having double bilty papers to violate the restriction and that checking of bilty papers of every truck is not possible at entry point due to heavy traffic. It was also mentioned that returning of violating trucks after their entry is also very difficult task due to heavy traffic.
3. EPCA expressed that trucks may be checked about 1 km before entering Delhi to avoid these problems. If needed, enter into agreement with State agencies for this purpose. EPCA mentioned that EPCA had earlier suggested that trucks may be made to pay entry fee before they enter toll plaza so that plaza has no incentive in letting the violating trucks enter Delhi. EPCA also desired that method should be devised to hold Plaza company also responsible.
4. EPCA noted that the information provided showed that the number of trucks being returned from the different toll plaza are negligible and desired that detailed statistics of trucks entering Delhi and trucks returned should be prepared and provided to EPCA so that this issue can be further taken up. It was also mentioned that present statistics and statistics of any day with special drive for very strict enforcement might provide benchmarks for further enforcement.
5. It was agreed that MCD would collate data on the number of trucks/ heavy duty vehicles entering Delhi at each toll plaza and how many were turned back for the past one year, sorted month wise and toll plaza wise. The next meeting would be held in 3 weeks.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on November 24, 2007 (11.45 AM)**

**Agenda:** Bus manufacturing capacity and related issues

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Director, CSE
  
3. Mr. V. K. Sehgal, CGM, DTC
  
4. Mr. C. K. Goyal, Sr. Manager (Tech), DIMTS
  
5. Mr. Sugato Sen, Director SIAM
  
6. Mr. R. Devarajan, Special Director, Ashok Leyland Ltd.
7. Mr. V. S. Ravichandran, RM (North) Ashok Leyland Ltd.
8. Mr. Mahesh Gautam, Divisional Manager, Ashok Leyland Ltd.
9. Mr. N. K. Diwan, AGM (Service), Ashok Leyland Ltd.
  
10. Mr. N. K. Sharma, Ch. Manager (Mktg.) Swaraj Mazda Limited
  
11. Mr. Siddhartha Lal, MD Eicher Motors Ltd.
12. Mr. B. A. Baliga, GM Passenger, Eicher Motors Limited
  
13. Mr. K. C. Girotra, Advisor, Tata Motors Ltd.
14. Mr. Nirar Srivastava, Head Sales & Marketing –Buses, Tata Motors Ltd.
15. Mr. V. G. Prasad, DGM, Tata Motors Ltd.
  
16. Mr. P. S. Sodhi, Executive Director, JCBL Kinglong
  
17. Dr. H. B. Mathur, Prof. IIT-D (Rtd.)
  
18. Mr. Nazim uddin, Environmental Engineer, CPCB

In this meeting the EPCA discussed bus manufacturing capacity and related issues with various bus manufactures and concerned authorities of Delhi Government.

1. EPCA informed the participants that EPCA has earlier submitted a report Supreme Court on public mass transport in Delhi. EPCA has been considering so far that supply of sufficient number of buses in NCR region is a major issue. We have a quit unsatisfactory experience in CNG buses supply in Delhi. Since EPCA is considering another supplementary report on public mass transport, it wanted to be aware of present bus manufacturing capacity.
  
2. Tata informed their CNG bus manufacturing capacity as 100 per month, Eicher as 50 per month, but expects it to be 100 per month by Sep 2008 and JCPL informed their capacity as 30 minimum and 50 maximum. It was decided that bus-manufacturing companies should submit within a week detailed information on their capacity in writing to EPCA.

3. Bus-manufacturing companies gave assurance to the EPCA that manufacturing capacity is not an issue but some times delay occurs to meet specific design requirements. Bus-manufacturing companies clarified that if the order is for standard product it can be manufactured as per the available capacity however it may take some time to ready the manufacturing plant to the reported capacity if the specifications vary too much from conventional designs, especially in respect of bus body. Bus-manufacturing companies further expressed that even though formulation of a bus code is underway in the concerned Ministry that will facilitate some uniformity in basic design of buses, it is necessary that a little detailed uniform specifications, especially in respect of bus body, are formulated and adopted for city buses so that frequent alterations in plants, specific to requirement of orders are not needed and the plant capacities are available at all times with certainty.
4. EPCA desired that the bus manufacturers should submit within a week detailed technical specifications of the prime mover and their subsystems such as fuel system, ignition system, etc produced by them.
5. Bus-manufacturing companies pleaded that when emissions norms are specified, technology should be left to bus manufactures and should not be specified. EPCA explained that several important issues such as fuel efficiency, safety are related technology that is why technology is also an important issue. EPCA also emphasized that the buses now being produced must consider the next generation technology. Technology improvement such as fuel injection rather than carburetion, distributor less ignition system / coil-on plug system, 24 V ignition system instead of 12 V system, are currently in vogue as they ensure higher fuel efficiency and greater safety.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on November 24, 2007 (12.45 PM)**

**Agenda:** Status of city gas distribution policy in critically polluted cities that EPCA is monitoring; Ahmedabad, Hyderabad, Pune and Lucknow

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Director, CSE
3. Mr. S. Sundareshan, Addl. Secretary, Govt. of India, Ministry of Petroleum & NG
4. Mr. Manu Srivastava, Director, Ministry of Petroleum & Natural Gas
5. Mr. R. C. Arora, GM, GAIL
6. Mr. S. P. Sharma, DGM, GAIL
7. Mr. Nazim uddin, Environmental Engineer, CPCB

In this meeting, EPCA discussed the gas supply and pricing policy of Govt. of India with senior officials of the Ministry of Petroleum & Natural Gas (MoP)

1. EPCA desired to know about the policy of government of India in respect of gas supply in critically polluted cities whose air pollution control action plans are being monitored by EPCA. MoP officials informed that Govt. has now constituted the 'Petroleum and Natural Gas Board' which will regulate authorization and registration of gas supplying companies and that the Board is in the process of finalizing policy and procedures for city gas supply. It was also informed that it is expected that the Board will allow to continue existing companies but they will have to register themselves within 6 months. EPCA expressed its concern on the current policy gap and its apprehension that this situation might lead to problems regarding the implementation of pollution action plans in cities.
2. MoP informed EPCA on the progress in names of gas distributing in various cities as follows:
  - Lucknow gas supply has been entrusted to Green Gas Ltd. (joint venture of GAIL & IOCL): work is in progress.
  - Hyderabad gas supply has been entrusted to Bhagyanagar Gas Ltd. (joint venture of GAIL & BPCL): it is expected that piped gas will be available soon.
  - Ahmedabad: two companies are in current operations:—Adani Group and HCPL
  - Pune gas supply has been entrusted to Maharashtra Natural gas Ltd. (joint venture of GAIL & BPCL)
  - Kanpur gas supply has been entrusted to Central U.P. Gas Ltd. (joint venture of GAIL & BPCL)
3. On the issue of gas pricing policy, EPCA expressed its concern that while gas is made available in these cities for environmental reasons, the companies entrusted for city gas supply, especially private sector companies, might adopt monopolistic approach by charging high gas prices and therefore proper pricing policy and some price regulatory system should be in place to check such tendencies. Ministry officials agreed to examine this issue and assured that a note on the city gas pricing will be submitted by the Ministry to EPCA shortly.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on December 1, 2007 (11 AM)**

**Agenda:** Parking policy for Delhi

**In attendance:**

1. Dr Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Director, CSE
3. Mr. A K. Chaturvedi, Spl. Commissioner Transport, Delhi
4. Mr. Amiya Chandra, Addl. Commissioner (R.P. Cell & Advt.), MCD,
5. Mr. G. Sudhakar, Director (Enforcement), NDMC
6. Mr. D. K. Girotra, EE (Project), NDMC
7. Mr. Ajay Gupta, AE (Project), NDMC
8. Mr. Nazim uddin, Environmental Engineer, CPCB

In this meeting, EPCA discussed the issues relating construction and utilization of multi level parking structures and the enforcement of Master Plan's parking provisions for commercial streets and mixed-use areas and issued necessary directions to the concerned during the meeting.

1. NDMC informed progress made on the three proposed multi level parking (MLP) structures. Work for two multi level parking lots at Baba Kharag Singh Marg and Sarojini Nagar are expected to be awarded by 3<sup>rd</sup> December and for the third at Kasturba Gandhi Marg by 10<sup>th</sup> December 2007. The three plots will be handed over for construction by 10<sup>th</sup> December and are to be completed within 30 months from December 15, 2007. NDMC assured that the location of the proposed MLP lots is close to important interchange points. NDMC also informed its parking charges at various places. EPCA desired that NDMC should prepare site specific plans how the new structures will be utilized to minimize on-road parking.
2. NDMC also apprised EPCA about its first experimental stack parking structure at Dilli Haat being commissioned within a week. The structure enables parking of nine cars in surface parking space of three cars.
3. NDMC informed that shopkeepers' associations manage parking in the Khan Market and Bengali Market. EPCA observed that parking in these markets is mismanaged and NDMC should work out method so that parking in these areas is disciplined under some control.
4. MCD informed that tender for Kamla Nagar MLP structure has been finalized and tendering process for four other MLP structures is in progress. MCD further informed that 19 proposed MLP lots are expected to complete before 2010. MCD assured that location of MLP lots is being decided considering integration with important interchange points. EPCA desired that MCD should provide the list of MLP lots sites to EPCA at the earliest.
5. EPCA had expected in the last meeting on the parking issue dated October 6, 2007 that DDA and MCD will prepare and submit comprehensive plans for maximum utilization of the multi level parking and for implementation of Master Plan parking provisions in commercial streets and mixed-use areas within two months and an interim report focusing on any particular zone will be submitted within one month. EPCA desired that the expected plans should be submitted immediately.
6. The next meeting on this matter will be scheduled after receipt of interim report in one month.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on December 1, 2007 (12 Noon)**

**Agenda:** Progress of works on 1<sup>st</sup> Corridor of High Capacity Bus System (HCBS) in Delhi

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Director, CSE
  
3. Mr. A K. Chaturvedi, Spl. Commissioner Transport, Delhi
  
4. Mr. V. K. Malhotra, Sr. Consultant DIMTS
5. Mr. Suresh Kumar, Consultant DIMTS
6. Mr. S. K. Jain, DIMTS
  
7. Colonel A. K. Bhasin, GGM, RITES
8. Mr. Vijay Kishore, GM (HW), RITES
9. Mr. B. S. Sehrawat, Addl. GM (T), RITES
  
10. Mr. D. P. Verma, DCP Traffic, Delhi Traffic Police
  
11. Mr. B. M. Dhaul, CE (South) DJB
  
12. Dr. Geetam Tiwari, IIT-D
13. Mr. Sandeep Gandhi, TRIPP, IIT-D
  
14. Mr. Johnny Joseph, CMS
15. Mr. R. K. Singh, CMS
16. Mr. Hoshiyar Singh, Project Engineer, CMS
17. Mr. Bhupendru Singh, CMS
  
18. Mr. Nazim uddin, Environmental Engineer, CPCB

In this meeting, EPCA took stock of the progress of works related to first corridor of High Capacity Bus Service (HCBS) in Delhi and issued necessary directions to the concerned during the meeting.

1. EPCA expressed that Delhi Govt. has submitted a schedule for completion of works of High Capacity Bus System to Hon'ble Supreme Court and EPCA will go by the schedule submitted. Therefore, any delay in works will amount to violation of Court's orders. EPCA has heard that the work on 1<sup>st</sup> HCBS Corridor at one place has been affected recently by DMRS work. EPCA was apprised that the DMRS work has been stopped for carrying out the HCBS work uninterrupted and CM Delhi has proposed a meeting on coming Monday or Tuesday to resolve this issue.
2. RITES informed that they foresee that works in 1<sup>st</sup> Corridor may be delayed due to possible delay in DJB's water mains works and CMS / Delhi Police signaling works which are not expected to be complete by December 31 2007 and December 17, 2007, respectively, the time targets submitted by these agencies in previous EPCA meetings and that the RITES work, which is linked to completion of these works, will also be delayed.

3. DJB explained that the work of shifting water mains in first 2 km stretch from Ambedkar Nagar Marg to M. B. Road T-junction is complete as per target date and progress is satisfactory in the next 1100 m stretch, however, the 2<sup>nd</sup> stretch is being delayed because the pipe supplier failed to deliver pipes in time and DJB has been able to open the fresh tenders day before as the defaulter supplier had also gone to Court. DJB informed that the work might be completed by 31.1.2008 now instead of the earlier planned 31.12.2007 time limit. EPCA expressed in deep concern on this matter to DJB. It also asked for an explanation for this delay, given the fact that the concerned DJB official present at its earlier meeting had informed the authority on the smooth progress of the pipes. EPCA noted that the engineer had informed it of his visit to the factory to check the pipes and had reported satisfactory progress. This delay was inexplicable and also unacceptable as it would lead to huge delays in operationalising the first stretch. EPCA directed DJB to take firm and expeditious steps to restore the matter and to make up for the delay. After much consideration, the deadline was shifted to 15.1.2008.
4. RITES informed EPCA of deputing adequate number of marshals at construction sites for ensuring safety and requested Delhi Police to depute few police personnel during night to which Delhi Police agreed.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on December 8, 2007 (11.00 AM)**

**Agenda:** CNG safety and related issues in Delhi

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Mr. A K. Chaturvedi, Spl. Commissioner Transport, Delhi
3. Mr. Vikas Jain, PCO, Transport Department, Delhi
4. Mr. Ajay Memoria, PCO, Transport Department, Delhi
5. Mr. Jasbir Singh, Transport Department, Delhi
6. Mr. Satinder, Transport Department, Delhi
  
7. Mr. Anshu Prakash, Chairman-cum-Managing Director, DTC
8. Mr. V. K. Bhatia, CGM (Tech), DTC
9. Mr. R. C. Sharma, Manager (M), DTC
10. Mr. D. D. Dhal, DTC
11. Mr. Ved Pal, DTC
  
12. Mr. Manmohan Singh, Director (Comm) IGL
13. Mr. P. K. Pandey, GM (O), IGL
14. Mr. Alok Sharma, DGM(F&S), IGL
  
15. Mr. Rahul Rijhwani, Manager, SIAM
  
16. Mr. V. S. Ravichandran, RM (North) Ashok Leyland Ltd.
17. Mr. Mahesh Gautam, Divisional Manager, Ashok Leyland Ltd.
18. Mr. N. K. Diwan, AGM (Service), Ashok Leyland Ltd.
  
19. Mr. Tarun Khanna, Swaraj Mazda Limited
20. Mr. S. R. Agrahari, Swaraj Mazda Limited
  
21. Mr. S. Durairaj, AGM, Tata Motors Ltd.
22. Mr. Ashwani Garg, Tata Motors Ltd.
23. Mr. Mohinder Ratra, Tata Motors Ltd.
24. Mr. S. Ramanathan, RM (North), Tata Motors Ltd
  
25. Mr. S. A. Sewakumar, AD, TPTI, ASRTU
26. Mr. S. K. Patra, Sr. Asstt. Director, ASRTU
  
27. Dr. H. B. Mathur, Prof. IIT-D (Rtd.)
28. Mr. Nazim uddin, Environmental Engineer, CPCB

In this meeting, EPCA took stock of the progress on CNG safety and related issues and issued necessary directions to the concerned during the meeting.

**A. Issues related to OEMs and their authorized workshops**

1. Delhi Transport Department informed that it had inspected 26 OEMs' authorized workshops and 6 DTC workshops and observed serious shortcomings in available test facilities, technical manpower, testing methodology and test records but the OEMs have

neither submitted action taken reports on shortcomings pointed out nor they are attending the monthly meetings being convened by Transport Department for this purpose. Delhi Transport Department further informed that all the reports have been sent to OEMs along with letter dated 12-10-07 but OEMs have not responded so far. EPCA expressed displeasure over OEMs failure to rectify the shortcomings in CNG buses safety testing procedure / process and failure of OEMs workshops in attending the monthly meetings being convened by Delhi Transport Department at behest of EPCA. EPCA expressed that it is a serious matter that maximum defects have been observed in the workshops of two leading bus suppliers and they are not taking the issue seriously. EPCA further informed that Court is likely to hear this matter on regular basis every week from January 2008 and EPCA is to submit report by December end. EPCA directed OEMs to get the shortcomings / defects rectified in their authorized workshops and submit a certificate in this regard to Transport Department within a week from today with a copy to EPCA. DTC should also get the shortcomings / defects rectified in its testing workshops and file action taken report within a week.

2. Transport Department assured that as soon as the action taken reports are received, they would physically verify the facts and report status to EPCA.
3. The authorized workshops of OEM were also supposed to send information regarding vehicles checked and registered to testing centre at Burari that is not being done properly. EPCA expressed that the bus owners should be asked to give their choice of the testing workshop and then a particular vehicle should get the testing done at the same workshop for having track of that vehicle. EPCA desired that OEMs would submit list of buses and their respective testing workshops and also the list of logbook issued by testing workshops to Transport Department within a week from today. Transport Department will coordinate this and submit report to EPCA.
4. EPCA asked TML why the work related to replacement of fabricated exhaust manifolds and rerouting of wiring harness in the entire DTC fleet and is not being completed even though the revised/ extended time limit of December 2007 is approaching. EPCA expressed strong displeasure over the delay occurring. EPCA desired that TML should give their time schedule to DTC to complete the conversion by December 2007.
5. EPCA asked Ashok Leyland to inform progress on cylinder heads of DTC fleet. Ashok Leyland assured EPCA of sending the report within a week.

#### **B. Issues related to DTC**

6. EPCA informed that DTC was mandated to charge Rs. 300 from private converted CNG buses for periodic test but it EPCA is informed that DTC is charging Rs. 500. DTC agreed to reduce the testing charges to Rs 300.
7. DTC had complained that the life span mentioned for replacement of certain bus parts is less and consequently a three-member committee was constituted to look into this matter. DTC officers informed progress on this issue that one meeting of the Committee has already been held and the Committee is expected to submit its report within this month.
8. EPCA asked DTC that they had been sending reports on leak tests carried out at their workshops to EPCA but these reports are not being sent now. DTC assured EPCA of sending the reports regularly.

9. EPCA asked DTC that EPCA is informed that the engraving of registration number on some floating components is not being done at the time of periodic testing at DTC workshops. DTC informed that they were painting the registration number and assured to do engraving from now onwards as was desired by EPCA and the engraving will be complete in three months periodic testing cycle.

**C. Issues related to Transport Department**

10. EPCA asked Transport Department that they were supposed to send their report of inspection of converters workshops but the report is long awaited. Transport Department assured to send the report within a week.
11. EPCA asked Transport Department that their report on surprise checks carried out using the newly commissioned mobile test facility for on road surprise check on CNG buses is still awaited. Transport Department assured to send the report within 10 days.

**D. Issues related to IGL**

12. EPCA asked IGL to inform progress on the issue of DTC request to allow 6 CNG dispensers at DTC workshops. IGL informed that DDA nominated its representative as third member of the committee recently and the first meeting of the said committee is fixed this week and the committee is expected to give recommendations within two weeks.
13. EPCA asked IGL to provide CNG specifications finalized by EPCA to all Bus manufacturers as requested by them during the meeting.
14. EPCA also asked IGL to look into the matter of long queues being observed at their filling stations which can not be explained as number of CNG vehicles has not increased much.
15. EPCA asked IGL to inform progress on the issue of establishing retesting facilities of on-board CNG cylinders but EPCA observed that no efforts or progress have been made. EPCA expressed that such testing facilities are very important for safety and desired that IGL should immediately make efforts for creating such facilities through joint venture as it had proposed earlier in EPCA's August 18, 2007 meeting. EPCA also asked OEM's to give their proposals for joint venture with IGL for establishing retesting facilities of on-board CNG cylinders, if they are interested. EPCA desired that IGL will report progress on this issue to EPCA within a month.

**E. Issues related to bus manufacturers**

16. In the EPCA meeting dated 24.11.2007, it was decided that bus manufactures shall submit detailed specifications of buses and manufacturing capacities to EPCA but none expect Ashok Leyland has responded. Ashok Leyland information is also not complete, as only broad specifications have been informed. EPCA desired that the required information should be submitted within a week from today.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on December 14, 2007 (11.00 AM)**

**Agenda:** Progress of works on 1<sup>st</sup> Corridor of High Capacity Bus System (HCBS) in Delhi

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Director, CSE
  
3. Mr. A K. Chaturvedi, Spl. Commissioner Transport, Delhi
  
4. Mr. A. K. Sinha, Sr. Manager, DIMTS
5. Mr. R. S. Minhas, Sr. Manager, DIMTS
6. Mr. Suresh Kumar, Consultant DIMTS
  
7. Colonel A. K. Bhasin, GGM, RITES
8. Mr. Vijay Kishore, GM (HW), RITES
9. Mr. B. S. Sehrawat, Addl. GM (T), RITES
  
10. Mr. Jagtar Singh, ACP Traffic (South), Delhi Traffic Police
  
11. Mr. Praveen Bhargava, SE, DJB
12. Mr. N. K. Tomar, EE, DJB
  
13. Mr. Sandeep Gandhi, TRIPP, IIT-D
14. Ms. Ruchi Varma, TRIPP, IIT-D
  
15. Mr. R. K. Singh, CMS
16. Mr. Hoshiyar Singh, Project Engineer, CMS
17. Mr. Bhupendru Singh, CMS
  
18. Mr. Nazim uddin, Environmental Engineer, CPCB

In this meeting, EPCA took stock of the progress of works related to 1<sup>st</sup> Corridor of High Capacity Bus System (HCBS) in Delhi and issued necessary directions to the concerned during the meeting.

1. Progress regarding DJB: DJB informed that after the delay caused by water mains pipe supplier, the work was awarded to another supplier and pipes are expected to reach at site by 21<sup>st</sup> December 2007 and now DJB will be able to complete all works in the Ambedkar Nagar to Moolchand stretch of the 1<sup>st</sup> HCBS Corridor by 31<sup>st</sup> January 2008. RITES requested DJB to barricade open trenches to avoid accidents at which DJB assured to do the barricading immediately. EPCA directed DJB that no further delay would be accepted.
  
2. Progress regarding signal work: The delay in signalling works beyond the target date of 17<sup>th</sup> December 2007 first came to notice of EPCA during the meeting dated December 1, 2007 and EPCA, expressing its displeasure, extended the target date to 15.1.2008. CMS submitted a time schedule indicating work to be completed by 19.1.2007. EPCA

cautioned CMS to avoid any further delays. It directed that the complete signal system should be ready by 31.1.2007 up to Moolchand.

3. RITES reminded the issue of illegal parking of vehicles near Madangir and requested Delhi Police to take action. EPCA expressed that Delhi Police should start a special drive using some policemen and RITES marshals.
4. EPCA was apprised that a meeting had been convened by Government of NCT of Delhi to resolve the outstanding issue of conflict in HCBS and DMRC routes between Moolchand and Defence Colony flyover. EPCA was also informed that HCBS operation would be affected during 18 months construction period in terms of pedestrians & cyclist movement, disruption of bus stop and narrowing of road in 860 m length on Moolchand Hospital side but after the completion of the metro line, all facilities would be restored. It has been agreed that the footpath and cycle track will also be re-built by metro and the new alignment will not disrupt the operation of the corridor.
5. EPCA expressed its concern regarding this decision. It needed clarification and detailed drawings of the corridor. EPCA stressed that the aim must be to ensure minimal disruption during the period of construction other wise the projects operationalisation would be affected.
6. EPCA desired that the Delhi Government should inform EPCA about DMRC's precise programme schedule and actions proposed so as to provide real solution to avoid disruption in smooth operation of 1<sup>st</sup> HCBS Corridor route during construction phase in terms of bus plying, bus stops and pedestrians & cyclist route and also to facilitate smooth operation in all respect after the construction is over.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on December 14, 2007 (12.00 Noon)**

**Agenda:** Progress on testing facilities in testing centre at Burari

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Director, CSE
3. Mr. A. K. Chaturvedi, Spl. Commissioner Transport, Delhi
4. Mr. M.A.Usmani, Dy. Commissioner Transport, Vehicles Inspection Unit, Burari
5. Mr. Anil Chikara, MLO, Transport Department, Delhi
6. Mr. B. Bhanot, Former Director, ARAI
7. Mr. A. Sekar, Sr. Asstt. Director, ARAI
8. Mr. S. K. Patra, Sr. Asstt. Director, ASRTU
9. Dr. H. B. Mathur, Prof. IIT-D (Rtd.)
10. Mr. Nazim uddin, Environmental Engineer, CPCB

In this meeting, EPCA took stock of the progress on testing facilities in testing centre at Burari and issued necessary directions to the concerned during the meeting.

1. Transport Department informed that the Testing Centre at Burari is now having three functional automated testing lines, two commissioned in 2005 having capacity of 64 vehicles/per shift each and the third commissioned in April 2007 having capacity of 96 vehicles/per shift. The lines are capable of testing Heavy Duty Vehicles (Bus/Trucks), both Diesel and CNG, Tempos, Cars and also Two wheelers.
2. Transport Department further informed that the testing lines are being operated in single shift and about 40 to 50 buses are being tested per day and failure rate is about 30%, besides, buses are also being tested using 7 visual test based lines and that approval has been granted by cabinet for use of automated lines in multiple shifts and outsourcing the testing work in three automated lines is proposed. EPCA desired that Transport Department should consider making it mandatory for buses, trucks and tempos to go through automated test and for these vehicles visual test certification may be abandoned.
3. Ex Director ARAI suggested that testing process needs to be improved as some tests are being omitted, operation work of lines may be outsourced to the equipment suppliers as this is a normal practice world over but some independent audit system of testing by autonomous bodies should be adopted and that ARAI should play an active role in helping Burari Testing Centre improve. He further suggested adopting an approach to continuously improve because many things are learnt with experience as we move forward. He further pointed out that the test fees in CMV Rules were based on visual test and need change for automated tests. EPCA desired that Transport Department should consider adopting independent audit system of testing. EPCA also expressed that it appears appropriate if the testing centre utilizes ARAI services.
4. EPCA desired that ARAI should inform progress as certain tasks involving development of certain procedures were assigned to ARAI way back in 2004 and that ARAI should submit to EPCA within two weeks proposal with schedule of 6 months in respect of:
  - i) Loaded mode test procedures on chassis dynamometer to measure NO<sub>x</sub>, HC, CO & O<sub>2</sub> in CNG Buses
  - ii) Implementation of smoke opacity and NO<sub>x</sub> on chassis dynamometer for all diesel commercial vehicles
  - iii) Mandatory  $\lambda$  (Lambda) measurement in CNG Buses

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on December 22, 2007 (11.00 Noon)**

**Agenda:** Delhi Government proposal to phase out commercial diesel vehicles

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Mr. A K. Chaturvedi, Spl. Commissioner Transport, Delhi
  
3. Mr. Ankur Kulshreshta, Maruti Suzuki
  
4. Mr. J. K. Dadoo, Secretary (Environment) Govt. of NCT of Delhi & Chairperson DPCC
5. Dr. Anil Kumar, Department of Environment, Govt. of NCT of Delhi
6. Mr. B. Kumar, SEE, DPCC
  
7. Mr. Nazim uddin, Environmental Engineer, CPCB

This meeting was called to take stock of the further progress made on the Delhi Government's proposal to phase out (replace / convert) commercial diesel vehicles that was mentioned before EPCA in its November 17, 2007 meeting.

Officers present informed EPCA that the cabinet note for the proposal is still under preparation and is expected to be finalized within one week. EPCA desired that details of the proposal should be submitted as soon as it is finalized.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on December 22, 2007 (11.45 AM)**

**Agenda:** Status of enforcement of directions restricting entry of non-destined commercial vehicles into Delhi

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Mr. A K. Chaturvedi, Spl. Commissioner Transport, Delhi
  
3. Mr. Ankur Kulshreshta, Maruti Suzuki
  
4. Mr. J. K. Dadoo, Secretary (Environment) Govt. of NCT of Delhi & Chairperson DPCC
5. Dr. Anil Kumar, Department of Environment, Govt. of NCT of Delhi
6. Mr. B. Kumar, SEE, DPCC
  
7. Mr. Nazim uddin, Environmental Engineer, CPCB

EPCA desired during the last meeting on the issue of "Status of enforcement of directions restricting entry of non-destined trucks into Delhi" held on November 17, 2007 that detailed statistics of trucks entering Delhi and trucks returned should be prepared and provided to EPCA so that this issue can be further taken up.

This meeting was called to take stock of the further progress made but the concerned MCD officer could not participate in the meeting because he did not receive meeting notice. EPCA desired that directions restricting entry of non-destined trucks into Delhi should be strictly enforced and the required detailed statistics should be immediately submitted.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on December 22, 2007 (12.30 PM)**

**Agenda:** "Progress on peripheral expressways"

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Mr. A K. Chaturvedi, Spl. Commissioner Transport, Delhi
  
3. Mr. Ankur Kulshreshta, Maruti Suzuki
  
4. Mr. Manoj Sharma, GM, NHAI
5. Mr. Sanjeev Kulshreshtra, Manager NHAI
  
6. Mr. H. R. Raheja, CE, HSIIDC
7. Mr. A. K. Kakkar, SEE, HSIIDC
  
8. Mr. Nazim uddin, Environmental Engineer, CPCB

In this meeting, EPCA took stock of the progress of works related to peripheral expressways and issued directions to the concerned during the meeting.

**KMP (Kundli-Manesar-Palwal) Expressway or Western Peripheral Expressway (WPE)**

1. HSIIDC, the executing agency for WPE, put up a project status report before EPCA.

The WPE takes off at 36.083 on NH-1 near Kundli (Distt. Sonipat) and after crossing NH-10 (near Bahadurgarh) and NH-8 (Manesar) terminates 64.33 on NH-2 near Palwal (Distt. Faridabad). Estimated cost of the project was Rs. 1200 crores excluding cost of 100m wide ROW for a length of 135.65 km.

The land for 100 m wide ROW for complete 135 km has already been acquired and handed over to the concessionaire namely M/s KMP Expressway Ltd. (a SPV formed by the lowest bidder namely M/s Madhucon-Apollo-DSC Consortium). The concessionaire has achieved a progress of 9.18 % against a target of 17.09 % up to 30.11.2007. The completion date of project has been shown on its schedule date i.e. 29<sup>th</sup> July 2009 in the monthly progress report of the concessionaire for the month of November 2007. EPCA desired that item wise time schedule for each activity should be submitted within a week.

2. HSIIDC informed that the concessionaire achieved Financial Closure on 8.1.2007 with certain pre-disbursement conditions. Debt Syndicator namely M/s SBI caps Ltd. has estimated the total project cost as Rs. 1915 crores out of which debt and equity amount would be Rs. 1149 crore and rs. 766 crores respectively. The concessionaire has tied up debt amounting to Rs. 1149 crore from 12 Banks (senior lenders) with certain pre-disbursement conditions including the litigation with M/s Madhucon Projects Ltd. & GAMMON India Ltd. by the concessionaire to the satisfaction of the lenders.
3. Chairman EPCA expressed that initially there were no pre-disbursement conditions regarding litigation for Financial Closure. HSIIDC informed that litigation conditions

appeared in 13.12.2006, 14.3.2007 and 5.9.2007 meetings of the Monitoring Committee. Chairman EPCA desired to know the details when and how the litigation conditions came into picture.

4. HSIIDC informed that approval of Concept Plan of interchanges on NH-10 and NH-8 are pending at NHAI end even though it was decided in the Monitoring Committee meeting held on 5.9.2007 that permission be granted by 30.9.2007. EPCA asked NHAI offices that the issue of pending approval should be immediately sorted out.

#### Eastern Peripheral Expressway (EPE)

5. NHAI, the executing agency for EPE, put up before EPCA a very brief status report for the EPE portion in Haryana. It was informed that short listing of bidders has been completed and bid documents are being finalized and that project is likely to be started by October 2008 and completed by October 2011. It was also informed that land acquisition for the ROW is yet to be done. EPCA expressed deep concern over the negligible progress made time being taken to start physical work at site. EPCA desired that NHAI should complete land acquisition immediately, submit an item wise compressed time schedule for each activity, and should monitor the progress of works every week to expedite the work.
6. NHAI officers informed that NHAI is in the process of finalizing some guidelines for control area along national highways to control ribbon development along national highways. EPCA appreciated it and desired to know details of the finalized guidelines/regulations.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on December 29, 2007 (11.00 AM)**

**Agenda:** Progress of works on 1<sup>st</sup> Corridor of High Capacity Bus System (HCBS) in Delhi

**In attendance:**

1. Ms. Sunita Narain, Director, CSE
2. Mr. A K. Chaturvedi, Spl. Commissioner Transport, Delhi
  
3. Mr. S. N. Sahai, MD DIMTS
4. Mr. A. K. Sinha, Sr. Manager, DIMTS
5. Mr. V. K. Mehrotra, Sr. Consultant DIMTS
6. Mr. Suresh Kumar, Consultant DIMTS
7. Mr. M. Aggarwal, DIMTS
  
8. Colonel A. K. Bhasin, GGM, RITES
9. Mr. Vijay Kishore, GM (HW), RITES
10. Mr. B. S. Sehrawat, Addl. GM (T), RITES
  
11. Mr. Jagtar Singh, ACP Traffic (South), Delhi Traffic Police
12. Mr. B. M. Dhaul, CE (South) DJB
13. Ms. Ruchi Varma, TRIPP, IIT-D
14. Mr. Bhupendru Singh, CMS
  
15. Mr. Nazim uddin, Environmental Engineer, CPCB

In this meeting, EPCA took stock of the progress of works related to 1<sup>st</sup> Corridor of High Capacity Bus System (HCBS) in Delhi and issued necessary directions to the concerned during the meeting.

1. DJB informed that as decided in the last EPCA meeting date December 14, 2007, DJB would be able to complete all works in the Ambedkar Nagar to Moolchand stretch of the 1<sup>st</sup> HCBS Corridor by 31<sup>st</sup> January 2008.
2. CMS also informed that as decided in the last EPCA meeting date December 14, 2007, CMS would be able to complete all signaling works including complete signal system in the Ambedkar Nagar to Moolchand stretch of the 1<sup>st</sup> HCBS Corridor by 31<sup>st</sup> January 2008. CMS further informed that foundation work, which is critical for start of RITES work, would be complete by 10<sup>th</sup> January.
3. EPCA was apprised about the meeting held on 15<sup>th</sup> December between DIMTS, RITES and DMRC on the issue of interfacing of DMRC and HCBS projects at Lajpat Rai Marg. EPCA was further informed that another meeting on this issue is scheduled on 31<sup>st</sup> December. EPCA desired that since its observations on the issue in its December 14<sup>th</sup> meeting were not available with the concerned authorities in their previous meeting, the concerned authorities should now take decisions in their forthcoming meeting on 31<sup>st</sup> December in accordance with the EPCA observations on the issue. EPCA further desired that EPCA should be apprised of the final decisions taken.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on January 5, 2008 (11.00 AM)**

**Agenda items:**

- i) Measures being taken to ensure registration of only Bharat Stage III vehicles in area covered under NCR region in U.P., Haryana and Rajasthan.
- ii) Measures being taken to restrict National permit, Inter-state permit and All India tourist permit vehicles from plying locally within NCR.
- iii) Plans for strengthening dedicated inter-state bus services between Delhi and neighboring towns to improve public mass transport.

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Director, CSE
  
3. Mr. A K. Chaturvedi, Special Commissioner Transport, Delhi
  
4. Mrs. Saroj Siwatch, State Transport Controller, Haryana
  
5. Mr. Dinesh Yadav, Additional Commissioner Transport, Rajasthan
6. Mr. Hans Kumar Sharma, Deputy Commissioner Transport, Rajasthan
  
7. Mr. R. S. Sahu, Special Secretary, Govt. of U.P.
  
8. Mr. P. D. Sudhakar, M.S., National Capital Region Planning Board (NCRPB)
9. Mr. Rajeev Malhotra, Chief Regional Planner, NCRPB
10. Mr. Syed Iqbal Ahmad, Assistant Director, NCRPB
  
11. Mr. Vishal Mohan, OSD, Delhi Transport Corporation (DTC)
12. Mr. R. B. Sharma, Regional Manager Inter State DTC
  
13. Mr. P. C. Srivastava, GM, LPG (NR), BPCL, Noida
14. Mr. Sukhmal Kumar Jain, Bharat Petroleum Corporation Limited (BPCL)
15. Mr. Vishal Sood, BPCL
  
16. Mr. Nazim uddin, Environmental Engineer, CPCB

**A. Registration of only Bharat Stage III vehicles in NCR region, and its interpretation with regards the provision of exempting national permit, inter-state and tourist permit holders from compliance**

1. EPCA stated that Govt. of India notification G.S.R. 686 (E) dated 24<sup>th</sup> October 2004 regarding application of Bharat Stage III Mass Emission Standards for four wheeled vehicles in NCR region since 1<sup>st</sup> April 2005 requires that only Bharat Stage III complying four wheeled vehicles should be registered in NCR since then therefore EPCA desires to know state of compliance of these provisions.
2. Representatives of the four concerned states, Delhi, Haryana, Rajasthan and U.P. stated that instructions have been issued to regional transport offices for compliance of the notifications. They also assured EPCA that the notification is being adhered to.

3. EPCA made it clear that there should be no ambiguity regarding the matter. State government representatives raised concern that the notification did not concern itself with registration of vehicles, only its movement. EPCA made it clear that the notification of October 24, 2004 must be read in conjunction with earlier notifications, particularly G.S.R. 77(E) dated January 31 2000 regarding application of Bharat Stage II Mass Emission Standards in NCR region from April 1 2000. This notification refers to the orders of the Supreme Court of India, which categorically requires ban on registration of any vehicle not complying with Bharat Stage II norms. The subsequent notification is based on the same direction and therefore, its interpretation cannot be different. EPCA also expressed that such wrong interpretation of the notification regarding Bharat Stage III standards could well defeat the whole purpose of the government action to tighten emission standards to reduce pollution in hotspot regions of the country.
4. EPCA desired that the all concerned States should submit in writing the status of compliance of the said notification, which prohibits the registration of non Bharat Stage III compliant four-wheeled vehicles in the NCR region.
5. Representatives of the public sector oil company brought to the notice of EPCA problems regarding the implementation of the notification as large number of non-Bharat Stage III compliant trucks were registered in Delhi on a single day. The representatives explained that when the matter was raised before the Hon'ble High Court, the Delhi government in its affidavit has defended its actions to register Bharat II vehicles. The company wanted clarification from EPCA on this matter, as it would negate the efforts to combat air pollution in the city.
6. Representatives of state governments in the NCR also expressed concern that they could not under the current interpretation stop the registration of non-Euro III vehicles, if these vehicles had national / inter-state or tourist permits.
7. EPCA carefully reviewed the different clauses of the said notification as well as the Motor Vehicles Act 1988 to examine the issue in detail. Its directions regarding the matter are appended with these minutes (Annexure 1). Its directions on this matter are:
  - a. As per its directions, The Central Motor Vehicle Act makes it clear that inter-state or national permit is for long distance travel, in other words, not for travel within the state or city;
  - b. The rules for registration are different from the rules for granting permit. Therefore, the city can only 'permit' those vehicles to ply on its roads, which meet the conditions for registration. In this case, the notification states that Euro III vehicles must be registered in the NCR and other cities;
  - c. The national permit rule 90, sub-section 6 of the Central Motor Vehicles Act, states that vehicles shall be subject to all local rules or restrictions imposed by the state government. Under this condition, the state government must impose the restriction that only Euro III compliant vehicles will be registered even if these are granted permits to operate as inter-state, national or tourist subsequently;
  - d. Simultaneously, the Union ministry of surface transport must clarify the issue and also amend the provisions of the national, inter-state and tourist vehicles to ensure adherence with the emission notification.

B. Strengthening dedicated inter-state bus services between Delhi and neighboring towns to improve public mass transport.

1. EPCA explained that the authority was stressing the need for improving public mass transport between Delhi and neighboring towns. EPCA desired to know the action that state governments are planning to take, especially by way of introducing dedicated bus services.
2. Representatives of the State Governments stated that the a common transport agreement for NCR region is required for implementation of adequate dedicated bus services and other commercial taxi services between the cities. Without this agreement it is not possible to increase connectivity between the growing cities.
3. The representative of the NCR Planning Board explained that the work was ongoing to finalise the agreement. The committee chaired by the secretary urban development had in fact agreed on a common agreement, which had been drafted by the NCR Planning Board. This agreement, for the first time set out terms of transit and connectivity between the NCR as a whole. This also meant that state governments could be free to agree upon other agreements for the remaining areas of the state. It said that it would send a copy of the draft Reciprocal Common Transport Agreement, which though approved by the empowered committee chaired by secretary UD, has not yet been finalized and signed.
4. EPCA directed state governments to submit plans to implement and or strengthen dedicated bus services between Delhi and neighboring towns. EPCA further directed that to start with a model dedicated bus services should be started between Delhi and Gurgaon, which should be planned using a dedicated lane on the national highway connecting the two cities.

C. Fiscal policies for promoting public transport and restricting private automobiles

1. EPCA expressed worry that in all states the motor taxation policies end up as disincentives on bus passenger. Its analysis has found that the tax on buses - road as well as passenger tax - is higher than the tax imposed by governments on two-wheelers and cars. It suggested that this was contrary to the efforts of governments to improve public transport and to combat air pollution. It wanted state governments to review their policies so that this anomaly is removed.

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**Directions of EPCA for compliance with the requirement of registration and use of Bharat Stage III vehicles in the entire NCR region and other metros and critically polluted cities**

1. In January 2000, the Union Ministry of Surface Transport pursuant to the Supreme Court's directive that from April 2000 no vehicles shall be registered in the National Capital Region, unless it conforms to Bharat Stage II norms, issued the notification to amend the Central Motor Vehicles (3<sup>rd</sup> amendment) rules. This notification was for registration of non-commercial four-wheeled petrol and diesel vehicles and it made it clear that only Bharat Stage II vehicles of this category would be registered in the NCR.
2. In October 2004, the Ministry issued the fourth amendment which directed that only Bharat stage III vehicles would be registered in the NCR and the cities of Mumbai, Kolkata, Chennai, Bangalore, Hyderabad including Secundrabad, Ahmedabad, Pune, Surat, Kanpur and Agra in respect of four wheeled vehicles manufactured on and from April 2005 except in respect of four wheeled transport vehicles plying on *inter-state permits* or *national permits* or *all India tourist permits* within the jurisdiction of these cities.
3. The issue is if the exemptions provided under the notification are contravening the basic purpose of the act – to register and ply only Bharat Stage III vehicles in these critically polluted cities.
4. In Delhi, it is evident that the vehicles, which were seeking registration on local permit have reduced substantially, while the numbers on national permit, have increased. This puts huge burden on the city as far as emission is concerned. Between 2004 to 2007 a total of 8367 diesel Bharat Stage II vehicles have been registered in the city under the national permit. This clearly suggests that the exemption is negating the purpose of the notification in the first place.

**Registration of vehicles before the 2004 notification and after**

Vehicles category	Registered under <b>national</b> permit in 2003	Registered under <b>local</b> permit in 2003	Registered under <b>national</b> permit in 2007	Registered under <b>local</b> permit in 2007
Heavy goods vehicles	26	75	196	27
Medium goods vehicles	118	57	731	20
Light goods vehicles	1107	609	2309	1

**Total diesel trucks and tempos registered under national permit (Bharat Stage II) and local permit (Bharat Stage III)**

Vehicles category	Registered during 2004-2007 in <b>national</b> permit	Registered during 2004-2007 in <b>local</b> permit
Heavy goods vehicles	597	108
Medium goods vehicles	1561	189
Light goods vehicles	6209	1161
<b>Sum</b>	<b>8367</b>	<b>1458</b>

5. Under the Central Motor Vehicle Act, the provisions for inter-state, tourist and national permit are defined under section 88 (sub-section 8-9-12), which clearly state that the purpose is to “promote long distance inter-state road transport.” In other words, the permit is given, not for travel within the city but for long distance travel outside the city or state and in at least 3 states.
6. The problem is that the rules work against the intent of the act. Under section 90, sub-section 7 defining the conditions of national permit it says: “the vehicle shall not pick up or set down goods between two points situated in the same state, *other than the home state*. In other words, it allows the conditions of a national permit holding vehicle to equal the conditions of a local permit in terms of plying the vehicle, which ends up defeating the stringent pollution norms.

It is clear that the purpose of the October 2004 notification is to ensure that only Bharat Stage III compliant vehicles ply in the NCR, metros and other critically polluted towns. The Supreme Court in its directions has also made it clear that only Bharat Stage III compliant vehicles and fuel will be used in the towns. There is no doubt in our mind that it is difficult to implement this notification in full, unless Bharat Stage III compliant fuel is made available across the country and the differential emission norms are removed. It is clear that vehicles can be registered outside the areas and run in the Bharat Stage III notified regions and towns. This anomaly needs to be removed as fast as possible and uniform norms – the most stringent – need to be applied across the country.

However, currently, we are dealing with a situation in which the norms are set differently but it is apparent that in the setting of the more stringent norms for the polluted cities and regions the aim was to ensure adherence and not breach. In the current circumstance, if the rules are read separately, then the notification for stringent norms will be applied more in the breach as vehicles will simply register as inter-state, national or tourist, and still be able to ply without restriction in their home state. This is clearly unacceptable.

#### **EPCA’s directions on the matter**

1. The Central Motor Vehicle Act makes it clear that inter-state or national permit is for long distance travel, in other words, not for travel within the state or city;
2. The rules for registration are different from the rules for granting permit. Therefore, the city can only ‘permit’ those vehicles to ply on its roads, which meet the conditions for registration. In this case, the notification states that Bharat Stage III vehicles must be registered in the NCR and other cities.
3. The national permit rule 90, sub-section 6, states that vehicles shall be subject to all local rules or restrictions imposed by the state government. Under this condition, the state government must impose the restriction that only Bharat Stage III compliant vehicles will be registered even if these are granted permits to operate as inter-state, national or tourist subsequently.
4. Simultaneously, the Union ministry of surface transport must clarify the issue and also amend the provisions of the national, inter-state and tourist vehicles to ensure adherence with the emission notification.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on January 12, 2008 (11.00 AM)**

**Agenda items:**

- a. Status and plans for registration system for CNG/LPG converter workshops to ensure safety and long term service to the consumers.
- b. Statistics/age profile of goods vehicles in Delhi and ATR on special drive for checking of polluting vehicles in Delhi as desired in EPCA meeting held on 17<sup>th</sup> November 2007. And, statistics / age profile of auto-rickshaws.
- c. Statistics of non-destined trucks entered/returned, month wise and toll plaza wise.

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Director, CSE
3. Mr. Mr. Naresh Kumar, Additional Commissioner, MCD
4. Mr. R. S. Meena, Deputy Commissioner, MCD
5. Mr. R. P. Agrawal, Asstt. Commissioner Toll Tax, MCD
6. Mr. Anand Prakash, Director (RT) Department of Road Transport, Govt. of India
7. Mr. B. Bhanot, Former Director, ARAI
8. Dr. Anil Kumar, Sr. Scientific Officer, Department of Environment, GNCTD
9. Mr. A K. Chaturvedi, Special Commissioner Transport, Delhi
10. Mr. Virender kumar, Joint Commissioner Transport, Delhi
11. Mr. Vikas Jain, PCO (HQ), Transport Department, Delhi
12. Mr. Ajay Mamoria, PCO, Transport Department, Delhi
13. Mr. Anil Chhikara, MLO, Transport Department, Delhi
14. Mr. Jasbir Singh, Transport Department, Delhi
15. Mr. Satender, Transport Department, Delhi
16. Dr. H. B. Mathur, Retd. Professor IIT-D
17. Mr. Nazim uddin, Environmental Engineer, CPCB

In this meeting, EPCA discussed three above-mentioned issues and issued necessary instructions to the concerned officers during the meeting.

a) Status and plans for registration system for CNG/LPG converter workshops

1. EPCA stated that unauthorized and poor quality conversion workshops are responsible for accident hazards in converted vehicles therefore it is required that such workshops are not allowed to exist and only authorized workshops are allowed. However, EPCA observes that no proper mechanism is in place for accreditation of competent converter workshops. EPCA desired that the Ministry of Road Transport should take necessary steps to device and implement such a mechanism.
2. Ministry of Road Transport, Govt. of India (MoRT) officer stated that the Ministry has specified standards for CNG/LPG converted vehicles and adequate implementation is required by the state governments. Ex Director ARAI informed that somewhat improved procedures are in place now that requires a hologram on every component and issuance of a certificate from the approved workshop. RTOs are required to ensure that proper components are fitted by approved workshop.

3. Dr. H. B. Mathur, who is assisting EPCA on this matter, stated that the present system has a number of loopholes. A person imports a conversion kit, gets type approval for this kit and later uses different components. A workshop after getting type approval appoints hundreds of parties for conversion and most of them do not have proper facilities. These parties often use one or two components from the approved workshop for namesake. Conversion also requires change in engine combustion system and other changes for which these local parties are totally incompetent. It has also been observed during one inspection from the Delhi Transport Department that workshops were found equipped with necessary facilities and during the next inspection the required facilities were found removed from the scene, indicating that workshops are often equipped with hired facilities for purpose of inspection only.
4. EPCA desired that the mechanism for accreditation of competent converter workshops and audit and de-registration of poorly functioning workshops be set up. EPCA asked the Ministry of Road Transport, Govt. of India to formulate and implement such mechanism and to keep it informed. **EPCA decided to review the action taken in next meeting within two months.**
5. Delhi Transport Department informed the Authority that new CNG goods vehicles would be introduced so that poor conversion is minimized.

b) Statistics / age profile of goods vehicles and auto-rickshaws in Delhi

6. Delhi Transport Department presented age profile of goods vehicles in various categories namely - LGVs (upto 3000 kg GVW and 3001-to-7500 kg GVW categories), MGV (7501-to-12000 kg GVW) and HGV (> 12000 kg GVW) registered from 1993 to 2007. EPCA observed an abnormal increase in number of National Permit vehicles in comparison to local permit vehicles in HGV, MGV and LGV (3001-to-7500 kg GVW) categories. EPCA noted that this loophole has allowed the impact of introducing Euro III fuel to be negated (the list is attached).
7. EPCA noted that it had convened a meeting on 5.1.2008 to monitor status of compliance of notification under CMVR regarding Bharat Stage III emission standards in NCR region and from the statements of the representatives of State Governments it apprehended that the language of the said Central Government notification was open to be misinterpreted and was designed to allow Euro II vehicles in the NCR. MoRT should issue fresh instructions/clarifications to the concerned agencies that the said notification put restriction as well on registration of non Bharat Stage III complying four wheeled vehicles in NCR since 1.4.2005 and that it also required the National Permit, Inter State Permit and All India Tourist Permit holders to comply with Bharat Stage III norms.
8. Delhi Transport Department also presented statistics of total number of registered goods vehicles in Delhi that indicated that 197278 vehicles below 15 yrs age are registered in Delhi. Besides, 110837 vehicles above 15 yrs age exist in the records but no annual fitness certificates or permits are being issued to these vehicles thus these vehicles are not being allowed to ply in Delhi. Delhi Transport Department also apprised EPCA that it has been decided that registration of such vehicles will be cancelled after giving them opportunity for obtaining NOC to transfer these vehicles out of the city. A public notice is being issued asking owners of such vehicles to get the NOC. EPCA while appreciating this action further desired that NOC should be issued only for areas outside NCR and that registration numbers of such vehicles should be communicated to Delhi Police for taking strict action if such vehicles are found plying.

c) Statistics of non-destined trucks entered/returned, month wise and toll plaza wise

9. MCD had submitted statistics of commercial vehicles entering Delhi at seven Toll Plazas namely Badarpur, GT Karnal Road, Shahdara, Kapashera, Arya Nagar, Ghazipur, Mandoli for the March 2007 to November 2007 period indicating about 3.5 lakh vehicles enter Delhi per month from these seven points. MCD also presented during the meeting data regarding number of non-destined vehicles returned at 10 Toll Plazas (the above seven points plus Kalindi Kunj, Rajokri and Tikri) for the January 2007 to December 2007 period indicating about 2000 vehicles are returned per month from 10 toll plazas. EPCA expressed deep concern observing that only negligible vehicles are being returned. It also noted that the earlier estimates of Delhi Police indicated that about 10 % vehicles entering Delhi were non-destined.
10. MCD mentioned several problems encountered in enforcement of the directives such as difficulty in checking the papers of each vehicles, improper coordination between toll plazas and Delhi Police. MCD expressed that for enforcement of these restrictions it is also required that Delhi Transport Department should also take up this matter with their counterparts in State of Haryana and UP so that they also help in enforcement of these directions. MCD informed that construction of bypass routes is also very crucial for strict enforcement of these restrictions. EPCA states that the issue of construction of Western and Eastern Peripheral Expressways is separately being taken up. EPCA noted that while it is not averse to the idea of involving neighboring State agencies, MCD is primarily responsible for compliance of Supreme Court order and it cannot escape from this responsibility. EPCA further stated that in spite of construction of Toll Plazas for the very purpose of enforcement of Supreme Court order, the statistics proves that compliance of Supreme Court order is not being done and the whole purpose of construction of toll plazas is being defeated.
11. EPCA desired that MCD should device ways to hold the toll plaza company responsible for enforcement of these restrictions with provision of penalty and include conditions in the tender/contract in this respect including condition for modified software showing vehicles' destination details and record of returned vehicles. MCD should then also take up regular monitoring of enforcement by toll plazas. MCD informed EPCA that it had re-tendered for the toll plazas and this condition would be included in the tender with the contractor's role in implementation made clear. **EPCA decided to review the action taken in next meeting within two months.**
12. EPCA expressed its concern on absence of a standardized paper (bilty) system in India. MoST officers informed that the formulation of new rules is underway in the Ministry. EPCA desired that MoST should also take up the standardization of the bilty system as this will help cities (including Delhi) control movement of commercial vehicles. **EPCA decided to review the action taken in next meeting within two months.**
13. The issue of Toll Plaza at Delhi-Gurgaon National Highway also came up for discussion. The MCD informed EPCA that it has been decided to have only one integrated toll plaza for NHAI and MCD and that this plaza would also be responsible for implementing the Supreme Court order on non-destined vehicles.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on January 12, 2008 (12.00 Noon)**

**Agenda:** Environmental Clearance (EC) / No Objection Certificate (NOC) status of shopping malls in Delhi

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Director, CSE
3. Mr. K. Mahesh, M.S. DPCC
4. Dr. Anil Kumar, Sr. Scientific Officer, Department of Environment, Govt. of Delhi
5. Mr. Bharat Bhushan, Director, Ministry of Env. & Forests, Govt. of India (MoEF)
6. Mr. Mohan Chandra, Dy, Director (B), DDA
7. Mr. Nazim uddin, Environmental Engineer, CPCB

In this meeting, EPCA discussed the EC / NOC status of shopping malls in Delhi and issued necessary instructions to the concerned during the meeting.

1. DPCC informed that 74 Shopping Malls exist in Delhi out of which 1 has obtained NOC from DPCC and 19 have obtained EC from MoEF and 40 have applied for NOC to DPCC.
2. MoEF officer informed that construction projects having more than a minimum investment (50 crore) and generating more than a minimum effluent quantity (50 kld) first came under the ambit of Environmental Clearance (EC) notification in July 2004 and according to the latest EC notification of September 2006, projects having more than 20000 sq m built-up area are required to obtain EC. MoEF officer further informed that Ministry processes only those cases that apply to the Ministry and that Ministry imposes condition in the EC issued that the proponent shall obtain consent-to-establish from State Pollution Control Board but also clarified that this process can be simultaneous.
3. EPCA desired that DDA should prepare information on shopping malls established in the three regimes:
  - i) Pre-July 2004 (January 2003 to June 2004) - projects having > 50 crore investment or >50 kl/d effluent generation or having >20000 sq m built-up area
  - ii) July 2004 to August 2006 - projects having > 50 crore investment or >50 kl/d effluent generation
  - iii) September 2006 onwards - projects having >20000 sq m built-up area
4. Based on this report DPCC should prepare the status of EC / NOC of all shopping malls so that the issue can be taken up further.
5. During the course of this meeting DPCC also informed EPCA that the Delhi Govt. is in the process of imposing Rs. 0.25 per litre Cess on diesel sold in NCT. This was being done to disincentivise the use of polluting diesel in the city. EPCA noted that this development, though still inadequate in terms of the quantum of Cess, is an important milestone as it recognizes that diesel is polluting and its use in private vehicles should be curtailed.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on January 19, 2008 (11.00 AM)**

**Agenda:** Progress of works on High Capacity Bus System (HCBS) or Bus Rapid Transit (BRT)

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Mr. A K. Chaturvedi, Spl. Commissioner Transport, Delhi
3. Mr. V. K. Mehrotra, Sr. Consultant DIMTS
4. Mr. Suresh Kumar, Consultant DIMTS
5. Mr. Vijay Kishore, GM (HW), RITES
6. Mr. B. M. Dhau, CE (South) DJB
7. Mr. Ravindra Suri, Delhi Traffic Police
8. Mr. Sandeep Gandhi, TRIPP, IIT-D
9. Ms. Ruchi Varma, TRIPP, IIT-D
10. Mr. R. K. Singh, Senior Engineer, CMS
11. Mr. Bhupendru Singh, CMS
12. Mr. Nazim uddin, Environmental Engineer, CPCB

In this meeting, EPCA took stock of the progress of works related to 1<sup>st</sup> Corridor of High Capacity Bus System (HCBS) or Bus Rapid Transit (BRT) in Delhi and issued necessary directions to the concerned during the meeting.

1. CMS has assured EPCA during the last review meeting dated 29.12.2007 that it will complete the foundations work that is critical to further works to be taken by RITES by 10.01.2008. However, RITES informed that out of 83 foundations work on ground has been started only at four places. CMS also reported that out of 55 foundation that are to of pre-cast concrete, only 30 have been cast so far which are still under curing/drying and out of 28 foundations that are to be constructed in-situ, work has been started only at 6 paces. EPCA expressed its concern that this would mean that CMS has misled the Authority in previous review meetings when it committed to deadlines. This would also mean that the planned commencement of first stretch of the 1<sup>st</sup> BRT corridor is likely to get substantially delayed due to CMS. EPCA noted that in these circumstances the Delhi Police must take firm and hard action against CMS for delaying work.
2. DJB apprised EPCA about progress of its works. It informed that work on the first stretch is already complete and on the second stretch it will be complete by 31.01.2008 as informed earlier. It further informed that now work on the third stretch is also likely to be complete by 31.01.2008 instead of earlier target date of 31.03.2008. DJB informed that it requires 15 days time to carry out repair works in a 20 m stretch opposite Greater Kailash to which RITES consented.
3. EPCA was informed that the scheduled meetings to resolve the issue of DMRC/BRT interface near Moolchand Hospital has been held on 31.12.2007 but the minutes are yet to be issued by DMRC as the meeting was held in the office of Mr. Vijay Anand of DMRC. EPCA desired that TRIPP, IIT-D who were present in the meeting may remind DMRC the points discussed and request it to issue the minutes at the earliest.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on January 19, 2008 (11.45 AM)**

**Agenda items:** "Progress on Western and Eastern Peripheral Expressways"

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Mr. A K. Chaturvedi, Spl. Commissioner Transport, Delhi
3. Mr. Manoj Sharma, GM, NHAI
4. Mr. Sanjeev Kulshreshtra, Manager NHAI
5. Mr. R. K. Chawla, PD - Sarita Vihar, NHAI
6. Mr. H. R. Raheja, CE, HSIIDC
7. Mr. A. K. Kakkar, SEE, HSIIDC
8. Mr. Nazim uddin, Environmental Engineer, CPCB

In order to be apprised by the progress of works related to western and eastern peripheral expressways being constructed in compliance of Hon'ble Supreme Court orders, the EPCA had convened last meeting on 22.12.2007 and issued certain instructions to the concerned. EPCA took stock of the further progress made on peripheral expressways in this meeting.

KMP (Kundli-Manesar-Palwal) Expressway or Western Peripheral Expressway (WPE)

1. EPCA expressed that during its last meeting dated 22.12.2007 on the issue, it had observed that the work on WPE that was initially being taken up at a good pace had slowed down during last few months and that it had desired to know how and when the litigation condition was introduced without bringing it to the knowledge of the Monitoring Committee headed by Secretary (RT&H), Govt. of India.
2. HSIIC could not prove that the litigation condition was introduced in the financial closure after getting it approved or bringing it to the knowledge of the Monitoring Committee. HSIIDC submitted an item wise schedule of works as was desired by EPCA during the last meeting. HSIIDC informed that the concessionaire has been reporting in the latest monthly progress reports the target date for completion the same as scheduled earlier ie. 29.7.2009 and has reported 9.23% progress. EPCA expressed its displeasure that the work on ground has come to a stop now.
3. HSIIDC assured EPCA that as the court case is listed for arguments on 24.01.2008 and that the matter is likely to be resolved shortly. EPCA expressed that no stay has been granted by the High Court and therefore the work should have continued at full pace. EPCA desired that HSIIDC should monitor progress and ensure completion of the project in time.
4. HSIIDC informed that approval of Concept Plan of interchanges on NH-10 and NH-8 are pending at NHAI end even though it was decided in the Monitoring Committee meeting held on 5.9.2007 that permission be granted by 30.9.2007 and EPCA has also asked NHAI to sort out the issue immediately in the last meeting dated 22.12.2007. NHAI officers present could not put forward any convincing reason for not pursuing the matter with concerned officers of NHAI. EPCA expressed displeasure on this slackness and cautioned NHAI officers that the matter should be sorted out immediately.

Eastern Peripheral Expressway (EPE)

5. EPCA expressed that during its last meeting dated 22.12.2007 it has observed that the progress on EPE was negligible and it had desired that NHAI should complete land acquisition immediately, submit an item wise compressed time schedule for each activity, and monitor the progress. EPCA asked NHAI to inform latest progress.
6. NHAI submitted the progress report vide its letter dated 17.1.2008. EPCA further desired that monthly progress report should be submitted to EPCA and that EPCA would again call a meeting to review the progress after three months.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on January 24, 2008 (11.00 AM)**

**Agenda:** Environmental Clearance (EC)/No Objection Certificate (NOC) status of commercial construction projects / shopping malls in Ghaziabad, NOIDA, Greater NOIDA, Gurgaon and Faridabad constructed in the following three regimes:

- i) January 2003 to June 2004 (projects having > 50 crore investment or >50 kl/d effluent generation or having >20000 sq m built-up area),
- ii) July 2004 to August 2006 (projects having > 50 crore investment or >50 kl/d effluent generation) and
- iii) September 2006 onwards (projects having >20000 sq m built-up area)

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Director, CSE
3. Dr. C. S. Bhatt, MS, UPPCB
4. Mr. T. U. Khan, RO, UPPCB, Ghaziabad
5. Mr. Paras Nath, RO, UPPCB, Noida
6. Mr. Nazim uddin, Environmental Engineer, CPCB

EPCA called this meeting to take stock of the EC / NOC status of commercial construction projects / shopping malls in Ghaziabad, NOIDA, Greater NOIDA, Gurgaon and Faridabad constructed in the above mentioned three regimes. However, the review of EC/NOC status of commercial construction projects / shopping malls in Gurgaon & Faridabad had to be postponed for the next week as the officers from Haryana did not attend the meeting.

1. UPPCB submitted a regime wise EC / NOC status of commercial construction projects / shopping malls in Ghaziabad, NOIDA and Greater NOIDA. EPCA desired that UP and Haryana State Pollution Control Boards should undertake surveys of such establishments at regular intervals and take action against those establishments which are coming up without obtaining EC / NOC.
2. EPCA expressed its concern that a large number of commercial complexes / shopping malls are being constructed without adequate parking facility for the visitors. Similarly, banquet halls are being constructed without adequate parking provisions of their own. This is resulting in severe traffic congestion problems in cities. EPCA desired that Govt. of U.P. and Govt. of Haryana should take necessary steps for ensuring proper parking provisions in the existing as well as new commercial complexes / shopping malls / banquet halls in cities under NCR and inform EPCA preferably within two months about the action taken.
3. EPCA desired that U.P. and Haryana State Pollution Control Board should also take steps to ensure rain water harvesting and sewage treatment & utilization in commercial complexes / shopping malls in cities under NCR.
4. EPCA also desired that Delhi Govt. and Delhi Pollution Control Committee (DPCC) should also take action in respect of commercial complexes / shopping malls / banquet halls of Delhi as expected above respectively from Governments of U.P. and Haryana and State Pollution Control Boards of U.P. and Haryana.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on January 24, 2008 (12.00 Noon)**

**Agenda:** Representation of Vasant Vihar residents concerning three flyovers on outer R-road

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Director, CSE
  
3. Mr. R. Subramaniam, E-in-C, PWD, Delhi
4. Mr. A. K. Singhal, CE (F1), PWD, Delhi
5. Mr. Umesh Mishra, PM (F2), PWD, Delhi
  
6. Mr. A. K. Jain, Commissioner (Plg.), DDA
7. Mr. H. S. Dhillon, Joint Director (Plg.), DDA
8. Mr. R. K. Sharma, AE, DDA
9. Mr. Sudhir Sharma, EO-II to EM, DDA
  
10. Mr. Nazim uddin, Environmental Engineer, CPCB

EPCA called this meeting to discuss with PWD, Delhi and DDA the points raised in the representation of Vasant Vihar residents concerning three flyovers on outer R-road.

1. PWD apprised EPCA about the purpose and objectives of construction of the three flyovers namely i) Africa Avenue – Outer Ring Road – Aruna Asaf Ali Road intersection, ii) Vivekanand Marg –Outer Ring Road – Nelson Mandela Marg – Poorvi Marg Intersections, and iii) Rao Tula Ram Marg – Outer Ring Road – BJ Marg Intersections and informed that the project has been undertaken after being approved by Traffic and Transportation Engineering Committee of the DDA and also by DUAC.
2. PWD submitted the para-wise comments on the representation of Vasant Vihar residents and also explained in the meeting their restricted position on various issues. EPCA decided to communicate these comments to Vasant Vihar residents.
3. PWD also informed EPCA about their latest interaction with Vasant Vihar residents in respect of the meeting in the office of Lieutenant Governor, Delhi held on 8.1.2008. EPCA requested PWD to submit copy of the presentation made by PWD in the meeting and to submit a copy of the traffic studies report. This would facilitate further work/ review of the flyovers.
4. EPCA brought to the attention of PWD to consider making provision for a dedicated bus route on the major arterial roads and report back on this aspect. EPCA also directed PWD to provide solution to pedestrian problems at Dhaula Kuan, Mool Chand and AIIMS flyovers on a priority basis.
5. During the course of discussions, EPCA expressed its view that improved guidelines are needed for flyovers as flyovers are not the absolute solution for traffic problems. EPCA expected DDA to ponder over this issue and formulate improved guidelines for flyovers.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on February 2, 2008 (11.00 AM)**

**Agenda:** CNG safety and related issues in Delhi

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Director, CSE
  
3. Mr. Vikas Jain, PCO, Transport Department, Delhi
4. Mr. Ajay Memoria, PCO, Transport Department, Delhi
5. Mr. Jasbir Singh, Transport Department, Delhi
6. Mr. Satinder Dabas, Transport Department, Delhi
7. Mr. Virendra Kumar, Transport Department, Delhi
8. Mr. Ramesh Negi, Chairman-cum-Managing Director, DTC
9. Mr. V. K. Bhatia, CGM (Tech), DTC
10. Mr. J S. Mehrotra, Dy. GM, DTC
11. Mr. S. C. Sharda, Manager (M), DTC
12. Mr. D. D. Dhar, DTC
13. Mr. Ved Pal, DTC
  
14. Mr. Manmohan Singh, Director (Comm) IGL
15. Mr. A. Batra, CGM (Mktg.)
16. Mr. P. K. Pandey, GM (O), IGL
17. Mr. Alok Sharma, DGM (F&S), IGL
18. Mr. Vinod K. Dhaka, DGM, IGL
  
19. Mr. Atanu Ganguli, Dy. Director, SIAM
20. Mr. Ranojoy Mukerji, Dy. Director, SIAM
21. Mr. Rahul Rijhwani, Manager, SIAM
  
22. Mr. Mahesh Gautam, Divisional Manager, Ashok Leyland Ltd.
23. Mr. N. K. Diwan, RAGM -Service, Ashok Leyland Ltd.
24. Mr. Nitin Gupta, Eicher Motors
25. Mr. S. K. Vikram, Sr. GM
26. Mr. S. Durai Raj, AGM – Institutional Commercial Service, Tata Motors Ltd.
27. Mr. S. Ramanathan, RM (North), Tata Motors Ltd
28. Mr. Mohinder Ratra, Senior Manager–Customer Support (CNG) Tata Motors Ltd.
  
29. Mr. S. A. Selvakumar, AD, TPTI, ASRTU
30. Mr. S. K. Patra, Sr. Asstt. Director, ASRTU
  
31. Dr. H. B. Mathur, Prof. IIT-D (Rtd.)
32. Mr. Nazim uddin, Environmental Engineer, CPCB

In this meeting, EPCA took stock of the progress on CNG safety and related issues and issued necessary directions to the concerned during the meeting.

**1. Removal of shortcomings observed in 26 OEM authorized workshops and 6 DTC workshops**

Reports informing removal of major shortcomings noticed during Delhi Transport Department inspections received in respect of 10 Tata Motors, 5 Ashok Leyland and 6 DTC workshops. **Delhi Transport Department asked to again inspect the workshops for verification that will be reviewed by EPCA after two months.**

## 2. Replacement of exhaust manifolds and wiring harness in DTC buses by Tata Motors

Tata Motors informed having attended 740 buses for exhaust manifolds and 718 buses for wiring harness by 31.01.2008 out of 1358 DTC buses. Tata Motors also informed about developing new supplier for exhaust manifolds because the Cummins was not able to supply in ample numbers. **EPCA consented to the time up to 31.03.08 sought by Tata Motors for completing the remaining work** however cautioning that time target will not be extended further.

## 3. Replacement of cylinder heads in DTC buses by Ashok Leyland

Compliance report informing completion of the work already received from Ashok Leyland.

## 4. Quarterly testing of buses at workshops and submission of workshop wise bus lists

EPCA was informed that about 1500 buses out of 2100 Tata buses and 1100 buses out of 1400 Ashok Leyland buses are coming for quarterly testing at authorized workshops. Besides, 3161 DTC buses and 2800 converted private buses are to go for quarterly testing to DTC workshops for which no information was presented. EPCA noticed the existing gaps in implementation and directed as below:

- a. **OEMs to give workshop wise bus list and send list of buses tested every quarter regularly to Transport Department and compliance reports to EPCA each quarter.**
- b. **DTC also to give list of all buses, list of buses tested in quarter ending Dec 2007 and to send list of buses tested every quarter regularly to Transport Department and compliance reports to EPCA each quarter.**
- c. **Transport department to prepare a master data on buses and maintain a record of buses tested in DTC and OEM authorized workshops (as per agreed format).**
- d. **Transport Department to take steps to tighten the system of verification of quarterly testing at the time of annual fitness and to inform EPCA on progress.**
- e. **Progress to be reviewed after three weeks on this issue.**

## 5. Reduction in DTC periodic test charge from private CNG buses from Rs. 500 to Rs. 300

DTC informed EPCA about the reduced periodic test charge to facilitate private bus owners.

## 6. Engraving of registration number on components at the time of periodic testing

DTC informed that the engraving of registration number on components is being done at the time of periodic testing at DTC workshops.

## 7. Life span of certain bus parts as assessed by DTC and as recommended by OEM

EPCA was informed that in spite of the meeting of the committee set up by EPCA, difference persists on the life span of two parts namely - spark plug and HT cables. DTC on the basis of actual replacement data for a large number of buses has assessed higher life span than recommended by Tata Motors and Ashok Leyland. Dr. H. B. Mathur, the expert assisting EPCA on this issue expressed that incidentally these two parts i.e spark plug and HT cables are the most critical from the safety angle. **It was agreed that the two manufacturers would review the proposal of DTC on these parts and inform EPCA of their decision. Failing consensus a mid-point would be chosen. It was also agreed that the transport department would consult private bus owner on the life span of these parts.**

**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on February 2, 2008 (12.00 Noon)**

**Agenda:** Environmental Clearance (EC)/No Objection Certificate (NOC) status of commercial construction projects / shopping malls in Gurgaon and Faridabad constructed in the following three regimes:

- a. January 2003 to June 2004 (projects having > 50 crore investment or >50 kl/d effluent generation or having >20000 sq m built-up area),
- b. July 2004 to August 2006 (projects having > 50 crore investment or >50 kl/d effluent generation) and
- iii) September 2006 onwards (projects having >20000 sq m built-up area)

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Director, CSE
  
3. Mr. D. S. Dhesi, Secretary Town & Country Planning, Haryana
  
4. Mr. A. S. Chahal, Chairman HSPCB
5. Mr. S. C. Mann, Sr. Scientist, HSPCB
6. Dr. C. V. Singh, RO, Gurgaon, HSPCB
7. Mr. S. P. Sethi, RO, Faridabad, HSPCB
  
8. Mr. Nazim uddin, Environmental Engineer, CPCB

EPCA called this meeting to take stock of the EC / NOC status of commercial construction projects / shopping malls in Gurgaon and Faridabad constructed in the above mentioned three regimes.

1. HSPCB submitted status of construction projects and informed that there are 115 projects in Gurgaon of which 80 have got EC from MoEF and 96 have got NOC from HSPCB and that there are 23 projects in Faridabad of which 9 have got EC from MoEF and 15 have got NOC from HSPCB. The figures are inclusive of other construction projects in addition to shopping malls. HSPCB also informed that conditions regarding parking space, green area, waste treatment and recycling are imposed while issuing NOC.
2. Town & Country Planning Department Haryana Govt. submitted status of commercial construction projects and informed that so far licenses to 51 projects have been issued. Of these permission for occupying have been issued to 20 projects and is yet to be issued to 31 projects. It was also informed that condition of obtaining EC/NOC is imposed in the first stage license and it is ensured before issuing permission for occupying that EC/NOC has been obtained.
3. EPCA decided as below:

**Haryana State Pollution Control Boards to take action against those establishments which are coming up without obtaining EC / NOC and to take steps to ensure rain water harvesting and sewage treatment & utilization in existing as well as new construction / commercial projects.**

**Haryana Govt. should take necessary steps for ensuring proper parking provisions in the existing as well as new construction/commercial projects and shopping malls / banquet halls.**

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on February 9, 2008 (11.00 AM)**

**Agenda:** Progress of works on Bus Rapid Transport (BRT) in Delhi

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Director, CSE
  
3. Mr. A K. Chaturvedi, Spl. Commissioner Transport, Delhi
  
4. Mr. Suresh Kumar, Consultant DIMTS
  
5. Mr. Vijay Kishore, GM (HW), RITES
6. Mr. B. S. Sehrawat, AGM RITES
  
7. Mr. N. K. Tomar, EE, DJB
  
8. Mr. Jagtar Singh, ACP Traffic (South), Delhi Traffic Police
9. Mr. Hoshiar Singh, Project Engineer, CMS
10. Mr. Bhupendru Singh, Project Engineer, CMS
  
11. Ms. Ruchi Varma, TRIPP, IIT-D
  
12. Mr. Nazim uddin, Environmental Engineer, CPCB

In this meeting, EPCA took stock of the progress on BRT first corridor in Delhi.

1. CMS informed to have completed 57 foundations out of as on date and assured of completing the remaining within 5 days. CMS further informed that 7 foundations require protection and requested RITES for the same to which RITES agreed. 2. CMS assured that whole signaling work would be ready by 28<sup>th</sup> February.2008.
  
2. DJB informed of having completed its work in all three stretches. RITES requested DJB to provide proper compaction after sand filling to avoid pavement sinking to which DJB agreed. DJB requested RITES for making payment of Rs. 68 lacs towards additional works on which RITES requested DJB to first confirm that this is final bill or put up the final bill. EPCA also asked DJB to confirm this.
  
3. BRT/METRO interface at Moolchand: EPCA was informed that the minutes of the last meeting to sort out this issue has not been issued by DMRC yet. **EPCA asked TRIP, IIT-D and RITES to pursue for this so that EPCA is also informed about the decision taken.**
  
4. EPCA decided to make a reconnaissance of the first stretch of 1<sup>st</sup> BRT corridor on 13.02.08 at 11.30 AM.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on February 9, 2008 (11.30 AM)**

**Agenda:** Bus Management Plan to improve public mass transport in Delhi

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Director, CSE
  
3. Mr. A K. Chaturvedi, Spl. Commissioner Transport, Delhi
  
4. C. K. Goyal, Sr. manager (Tech), DIMTS
5. Mr. A. K. Sinha, Sr. Manager (BO), DIMTS
6. Mr. Suresh Kumar, Consultant DIMTS
  
7. Mr. Nazim uddin, Environmental Engineer, CPCB

EPCA called this meeting to be apprised of Delhi Govt.'s plans to improve public mass transport in Delhi, especially in respect of increasing the number of buses and improving the management buses.

1. DIMTS informed about their proposed improved bus management plan in which bus routes have been grouped into 17 clusters and that the improved plan will be implemented first in only one cluster from March 2008 to gain experience and later in other clusters. It also informed that both DTC and private operators would operate buses under the proposed plan. **EPCA desired that the phased implementation of the new bus management plan should be completed as early as possible.**
  
2. DIMTS informed that 11000 new buses are planned of which 6600 (60%) will be DTC buses and 4400 (40%) of private operators. EPCA was informed that tendering process has already started for 4500 DTC buses. Of these, 1000 will be standard buses, with low floor bus features, for which tender will open on 05.03.08, with two month processing time and three month for prototype and 50 per month delivery schedule; 2500 will be low floor buses (1500 Non-AC, and 1000 AC), for which tender will open on 25.03.08, with two month processing time and six month for prototype and 18 months delivery schedule; and 1000 will be semi low floor buses, for which tender will open around 15.04.08, with some what similar time for prototype and delivery schedule. On the basis of the information gathered during the meeting, **EPCA said that there seemed to have a scope for advancing the deadlines of the process and expected DIMTS/DTC to look into it.**

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on February 9, 2008 (12.00 Noon)**

**Agenda:** Plans for strengthening dedicated inter-state bus services between Delhi and neighboring towns

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Director, CSE
  
3. Mr. A K. Chaturvedi, Spl. Commissioner Transport, Delhi
4. Mr. Pradeep Bajaj, Dy. Secretary (UD), Govt. of NCTD
5. Mr. Rajeev Malhotra, Chief Regional Planner, NCR Planning Board
  
6. Mr. Nazim uddin, Environmental Engineer, CPCB

EPCA called this meeting to be apprised of the plans of governments of Delhi, Harayana, UP and Rajasthan to improve public mass transport between Delhi and neighboring cities on NCR. The information of the meeting could not go to the Secretary, Urban Development, Government of India therefore EPCA decided to call this meeting after two weeks. NCR Planning Board provided copies of the two (draft) "Reciprocal Common Transport Agreements" related to Stage Carriage and Goods Carriage that have been finalized by the NCR Planning Board in consultation with the state governments. EPCA decided to send these draft agreement to the state governments along with the meeting notice.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on February 9, 2008 (12.30 PM)**

**Agenda:** Progress on preparation of plan to utilize multilevel parkings and implement Master Plan parking provisions

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Director, CSE
  
3. Mr. Parimal Rai, Chairman, NDMC
4. Mr. Anurag Goyal, Director (Projects), NDMC
5. Mr. Ajay Gupta, AE (Projects), NDMC
  
6. Mr. Naresh Kumar, Additional Commissioner (Engg.), MCD
7. Mr. Feroz Ahmad, CE-VII, MCD
8. Mr. J. B. Bhatia, EE (Pr.), MCD
  
9. Mr. H. S. Dhillon, Joint Director (Plg.), DDA
10. Mr. Chaman Lal, Sr. Architect, DDA
  
11. Mr. Nazim uddin, Environmental Engineer, CPCB

In this meeting, EPCA took stock of the progress on preparation of plan to utilize multilevel parkings and implement Master Plan parking provisions by MCD/NDMC/DDA.

Multilevel parkings

1. NDMC informed that agreements for all three multilevel parkings proposed in NDMC area at Baba Kharag Sing Marg, Kasturba Gandhi Marg and Sarojini Nagar have been signed and land has been handed over and the contractor has 6 months time for getting necessary clearances plus 24 months for completion and that these lots have 25% commercial space as per Master Plan provisions.
2. MCD informed that three parkings at Lajpat Nagar, Greater Kailash and Defense Colony would be awarded by mid March 2008. MCD also submitted position of rest of its 19 proposed multilevel parking lots. It clarified that there were problems associated with some of the originally reported 19 locations therefore those lots have been compensated with alternate ones.
3. An apprehension about the proposed Defense Colony parking lot affecting green land was raised in the meeting. **EPCA asked MCD to check this and if so consider alternate location, preferably near to Metro station.** EPCA reiterated its earlier stated position that green areas should not be used for developing parkings.
4. MCD also informed EPCA about its scheme to develop underground parkings below its parks at 24 locations. **EPCA while expressing concern for children's playing spaces and ground water recharge areas desired to know scheme's details and DDA's view on this.**

### Parking pricing

5. NDMC informed that it has increased car parking rates only for Dilli Haat to Rs. 10 per hour. Parking rates at other places are same as informed earlier. NDMC also mentioned that NDMC has planned these multilevel parkings to provide service and not with intention of making profits. However, the land owning agencies are now considering charging commercial rates which NDMC is resisting because this will burden NDMC.
6. **EPCA suggested MCD to study NDMC parking rates & model and consider devising their own parking policy on similar lines at the earliest. It was agreed that this matter would be discussed after deliberation by MCD and DDA. EPCA will review the matter eight weeks.**
7. NDMC also presented the idea of use of hand held electronic gadgets and exponentially increasing parking rates with respect to parking duration at congested places, which appeared interesting to EPCA.

### Nehru Place multi level parking

8. DDA informed of having reduced parking rates at Nehru Place multi level parking to improve its utilization. EPCA expressed that this may not be sufficient to discourage surface parking and it had expected an approach of increasing surface parking rates and strict enforcement to discourage surface parking. **EPCA expected DDA to respond to its observation. EPCA also expected DDA consider adopting NDMC model/rates.**
9. During the course of discussions it was mentioned that DDA is planning to develop two new more multilevel parkings. **EPCA expressed that DDA should consider to leave the responsibility of developing parkings to MCD/NDMC, who are primarily mandated for this.**

### Master Plan parking provisions for commercial streets and mixed-use areas

10. EPCA noted that no progress appeared to have been made for implementation of Master Plan parking provisions in commercial streets and mixed-use areas even though this issue was reminded to DDA and MCD in September 2007 and also instructions were given in this regard in EPCA meeting dated 06.10.2007. **EPCA expected DDA and MCD to separately apprise EPCA about the steps taken within two weeks.**

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on February 16, 2008 (11.00 AM)**

**Agenda:** Issues relating 1<sup>st</sup> Bus Rapid Transport (BRT) Corridor in Delhi as observed during field visit on 13.02.2008 of the works in its first stretch

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Mr. Manoj Head RT, DIMTS
3. Mr. V. K. Mehrotra, Sr. Consultant DIMTS
4. Mr. Suresh Kumar, Consultant DIMTS
5. Mr. Vijay Kishore, GM (HW), RITES
6. Mr. B. S. Sehrawat, AGM RITES
7. Mr. B. M. Dhaul, CE, DJB
8. Mr. S. C. Dass Gupta, EE, DJB
9. Mr. Jagtar Singh, ACP Traffic (South), Delhi Traffic Police
10. Mr. Ravindra Suri, Delhi Traffic Police
11. Mr. Sandeep Gandhi, TRIPP, IIT-D
12. Ms. Ruchi Varma, TRIPP, IIT-D
13. Mr. Hoshiar Singh, Project Engineer, CMS
14. Mr. Bhupendru Singh, Project Engineer, CMS
15. Ms. Anumita Roy Choudhary, CSE
16. Mr. Nazim uddin, Environmental Engineer, CPCB

EPCA called this meeting to discuss some issues observed during field visit on 13.02.2008 of the works in first stretch of 1<sup>st</sup> Bus Rapid Transport (BRT) Corridor.

Precautions needed in operation phase

EPCA observed that strict enforcement would be needed to ensure that buses cars & three/two wheelers, cyclist and pedestrians each use its designated lane/track. EPCA expressed that encroachment of cycle track and footpath by two wheelers could be the major violation requiring check. **EPCA expected DIMTS and Traffic Police to take adequate measures and use penalty provisions in the existing legislation to check and prevent lane violations during operation.** Responding to EPCA's concern about pedestrians and cyclist safety at road crossings, TRIP informed that there would be separate signaling phase for pedestrians/cyclists in the BRT system.

Synchronizing of signals

EPCA stated that synchronizing of signals would be very crucial else smooth passage of traffic could be difficult at some critical points. **EPCA expected DIMTS and TRIP to look into this aspect.**

Illegal parking of vehicles at road /cycle track / footpath

A large number of cars were seen parked not only on under-construction sites but also on cycle track and footpath during the field visit. Delhi Police stated they are ready to conduct special drives with RITES on any day RITES decides and informs. RITES informed to conduct the first drive on 17.02.08.

Poor quality of pre-cast signal foundations

**EPCA expressed that during the visit it has observed that quality of some pre-cast signal foundations was bad and this is when CMS is charging exorbitantly.**

Compaction of sand filled at DJB works

The compaction of the sand filled at DJB works as was expected during the last EPCA meeting was observed incomplete during the inspection. DJB assured to complete this work immediately.

Expected date of commissioning first stretch of the 1<sup>st</sup> BRT corridor

DIMTS informed that commissioning is expected by 10<sup>th</sup> March and in that case marshals will be deployed from 7<sup>th</sup> march itself to start awareness and regulate traffic.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on February 16, 2008 (11.45 AM)**

**Agenda:** Technologies available in (CNG) three wheelers

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Mr. A K. Chaturvedi, Spl. Commissioner Transport, Delhi
3. Mr. Anand Prakash, Director (RT), Department of Road Transport & Highways, Govt. of India
4. Mr. B. Bhanot, Ex Director, ARAI, c/o MORT&H
5. Mr. Atanu Ganguli, Dy. Director, SIAM
6. Mr. Ranojoy Mukerji, Dy. Director, SIAM
7. Mr. Rahul Rijhwani, Manager, SIAM
8. Mr. S. K. Patra, Director (Technical), ASRTU, New Delhi
9. Mr. S. A. Selvakumar, AD (Technical), ASRTU, New Delhi
10. Mr. Pushkar Sinha, RM-3W, Bajaj Auto Ltd
11. Mr. A. K. Seth, Manager (Ser), Bajaj Auto Ltd
12. Mr. S. Shiromani, GM, Piggio Vehicles Pvt Ltd
13. Mr. Piran Merchant, Manager Sales, Mahindra & Mahindra Ltd
14. Mr. K. C. Sharma, Manager Service, Mahindra & Mahindra Ltd
15. Mr. P. P. Sarkar, Director (Tech), Scooters India Ltd
16. Mr. B. K. Matin, CM (Design), Scooters India Ltd
17. Mr. C. L. Karnwal, Advisor, Scooters India Ltd
18. Ms. Anumita Roy Choudhary, CSE
19. Mr. Nazim uddin, Environmental Engineer, CPCB

**Background**

EPCA first took up the issue of pollution from three wheelers and submitted a report in this regard in Supreme Court November 2004. EPCA has earlier observed that a number of technological improvements are needed to control emissions from the three wheeler available in the market. The main manufacturers of three wheelers were informed about EPCA observations then. The main deficiencies observed that needed improvements were:

Poor performance at full passenger load  
Excessive lube oil consumption  
Early piston ring wear  
Frequent breakdown during rains  
Use of spurious spares due to excessive cost of spare parts

New three wheelers are banned in Delhi since several years therefore this issue was not monitored for quite some time. But EPCA is now considering recommending removal of ban on new (CNG) auto rickshaws in Delhi. For this, EPCA needed to review the technological advancement made meanwhile by the manufactures, especially in respect of earlier observations of the EPCA, so as to assess the best technologies available that can be allowed. EPCA called this meeting with the above objective.

#### **Discussions and decisions:**

1. EPCA expressed its intention of recommending removing cap on CNG auto rickshaws in Delhi and asked the manufacturers to explain the technological improvement made by them to control emissions especially in respect of the observation made and communicated by EPCA earlier.
2. Piaggio informed of introducing higher capacity 400 cc engine to improve performance at full capacity, having improved engine cooling system by providing additional oil cooling to reduce lube oil consumption by about 50%, improving spark cable orientation to avoid failure during rains and making other improvements. Baja informed of introducing higher capacity 'mega' model to improve performance at full capacity, using chrome plated rings introducing clean air intake system to avoid early piston ring wear and making other improvements. **EPCA asked all CNG three wheeler manufactures to submit detailed specification of their products in writing within a week especially mentioning the measures taken to address deficiencies observed by EPCA as detailed in the note, along with date of introduction of these measures. EPCA further asked that this information should also be submitted in respect of LPG three wheelers.**
3. Manufacturers mentioned that only about 50% three wheelers come to authorized workshops for routine service/maintenance and therefore inadequate maintenance is a major cause of excessive emissions and further mentioned that tendency of not coming to authorized workshops more prevalent in drive-based three wheelers as compared to owner-operator based. On EPCA asking the ratio of drive-based to owner-operator based three wheelers, the manufactures replied that about 60% are driver-based.
4. Mr. B. Bhanot, Ex Director ARAI, commented that since the earlier petrol engines were simply converted to CNG ones it resulted in a drop in output power due to inherent technical reasons. Therefore it was required that a little higher capacity engines should have been introduced for getting power output equivalent to the earlier petrol versions. In absence of this all sorts of problems may occur that are also reflected as over heating of engines, shorter life of piston and rings, more lube oil consumption etc. Secondly, adequate cooling system is also very crucial aspect and therefore air-cooling should no more be allowed. Thirdly, servicing through authorized workshops and use of genuine spares is also important for proper maintenance. **EPCA asked the manufacturers to note these comments and report back on these and also on steps taken for proper pricing of spare parts.**

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on February 23, 2008 at 11.00 AM**

**Agenda:** Signing the “Reciprocal common Transport Agreement” in NCR

**In attendance:**

1. Dr. Bhurelal, Chairman EPCA
2. Ms. Sujata Chaturvedi, Director (DD) Ministry of Urban Development, GOI
3. Mr. A. K. Chaturvedi, Special Commissioner Transport, Delhi
4. Mr. V.K. Bhatia, CGM (tech) DTC
5. Dr. Prasanna Kumar, Principal Secretary, Transport Haryana
6. Ms. Saroj Siwatch, State transport Controller, Haryana
7. Mr. Amar Deep Jain, J. STC, Haryana
8. Mr. Jagdish Chandra, Commissioner Transport, Rajasthan
9. Mr. Hans Kumar Sharma, Deputy Commissioner Transport Rajasthan
10. Mr. B.L. Verma, RTO Alwar
11. Mr. R. K. Karma, Director (Finance), NCRPB
12. Mr. Syed Iqbal Ahmed, Assistant Director, NCRPB
13. Mr. S.S. Siddhu, Secretary (STA), Delhi
14. Mr. Nazimuddin, Environmental Engineer, CPCB

EPCA called this meeting to expedite the signing of the “Reciprocal common Transport Agreement” between the governments of Delhi, Haryana, Uttar Pradesh and Rajasthan as per the agreement document prepared by the National Capital Region Planning Board (NCRPB) in consultation with various state governments. No representatives of Uttar Pradesh government participated in the meeting.

1. EPCA expressed that exponential growth of private vehicles because of the inadequate public transport facilities and connectivity is mainly responsible for increasing air pollution and traffic congestion. For this reason EPCA has been stressing for augmentation of public transport between Delhi and neighboring cities. EPCA desires that the signing of the common “Reciprocal common Transport Agreement” between the governments of Delhi, Haryana, Uttar Pradesh and Rajasthan in the NCR region as finalized by the NCR Planning Board in consultation with the state governments must be expedited.
2. State representatives from Delhi, Haryana and Rajasthan informed EPCA that there is no disagreement on the reciprocal agreements as such but bus routes are to be finalized on one-to-one basis among the states.
3. The following progress was informed to have been made in the respect:
  - a) Rajasthan and Haryana have already signed agreements
  - b) Delhi and UP are in the process of finalization of the discussions
4. EPCA desired that state governments should finalise the routes and report back the status of signing the “Reciprocal common Transport Agreement” within two weeks. Meanwhile, NCRPB will study the comments offered by some states on the draft agreements for their possible incorporation into the draft.

5. Referring to the stage carriage bus operations in NCR, it was agreed upon that the member states have to enter into an agreement with each other on one- to-one basis and also with the government of Delhi. While discussing the issue between the state governments of Delhi and Haryana, it emerged that the routes of the buses need to be finalized and the two parties agreed that this could be sought out by holding a meeting between the two concerned states. The date decided was 29<sup>th</sup> February 2008.
6. The issue of taxation was also raised and the member states complained about MCD toll tax and entry tax. EPCA expressed concern over differentiated tax regime in the region regarding public transport and proposed uniform tax regime in the NCR.
7. Deliberations were also initiated on operation of three-wheelers between Delhi and the neighboring states as the representatives were of the opinion that the three-wheelers play a significant role in the public transportation system. EPCA stated that a separate meeting needs to be held on this issue.
8. Since all the member states have submitted their comments to NCRB regarding the common agreement, EPCA asked the NCR Planning Board to finalize the draft agreement within 10 days.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on February 23, 2008 (12.00 Noon)**

**Agenda:** CNG safety and related issues in Delhi

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Mr. A K. Chaturvedi, Special Commissioner Transport, Delhi
3. Mr. Virender Kumar, Joint Commissioner Transport, Delhi
4. Mr. Vikas Jain, PCO (HQ), Transport Department, Delhi
5. Mr. Ajay Memoria, PCO, Transport Department, Delhi
6. Mr. Anil Chhikara, MLO, Transport Department, Delhi
7. Mr. Jasbir Singh, Transport Department, Delhi
8. Mr. Satinder Dabas, Transport Department, Delhi
9. Mr. Virendra Kumar, Transport Department, Delhi
10. Mr. Jasbir Singh, Transport Department, Delhi
  
11. Mr. V. K. Bhatia, CGM (Tech), DTC
12. Mr. J S. Mehrotra, Dy. GM, DTC
13. Mr. S. C. Sharda, Manager (M), DTC
14. Mr. D. D. Dhar, DTC
15. Mr. Ved Pal Singh, DTC
  
16. Mr. Manmohan Singh, Director (Comm) IGL
17. Mr. A. Batra, CGM (Mktg.), IGL
18. Mr. P. K. Pandey, GM (O), IGL
19. Mr. Alok Sharma, DGM (F&S), IGL
  
20. Mr. V. S. Ravichandran, Regional Manager, Ashok Leyland Ltd
21. Mr. Mahesh Gautam, Divisional Manager, Ashok Leyland Ltd
22. Mr. N. K. Diwan, RAGM -Service, Ashok Leyland Ltd
  
23. Mr. S. K. Vikram, Sr. GM, Tata Motors Ltd
24. Mr. S. Ramanathan, RM (North), Tata Motors Ltd
25. Mr. Mohinder Ratra, Senior Manager–Customer Support (CNG) Tata Motors Ltd
  
26. Mr. S. A. Selvakumar, AD, TPTI, ASRTU
  
27. Dr. H. B. Mathur, Prof. IIT-D (Rtd.)
28. Ms. Anumita Roy Choudhary, CSE
29. Mr. Nazim uddin, Environmental Engineer, CPCB

EPCA convened last meeting on CNG and related issues on 02.02.08 and issued certain instruction to the concerned. This meeting was called to review the progress made.

1. Verification of removal of shortcomings observed in 26 OEM authorized workshops and 6 DTC workshops  
Delhi Transport Department informed that the verification work is in progress.
2. Submission of workshop wise bus lists by OEMs and DTC and preparation of master record and record of quarterly testing by Transport Department  
Transport Department informed that the information received from Tata is not as per the decided format and DTC has provided information of private buses but not of its own buses and that information from Ashok Leyland has not been received. Ashok Leyland informed of having sent

the information and assured of providing a copy. DTC informed that the data for its own buses is being prepared and will be submitted soon. Prof. Mathur mentioned the observation of irrational distribution of buses among OEM workshops citing example of an Ashok Leyland workshop registering 800 buses. **EPCA desired that revised lists should be submitted redistributing the buses on rational basis.**

3. Tightening the system of verification of quarterly testing at the time of annual fitness  
Transport Department informed that if buses are found of not having got done all quarterly testing than they are challenged with a fine of Rs. 5000/-
4. Replacement of exhaust manifolds and wiring harness in DTC buses by Tata Motors  
Tata Motors informed having attended 852 buses for exhaust manifolds and 988 buses for wiring harness by February 22, 2008 out of 1358 DTC buses. Tata Motors requested DTC that since buses will be required at the rate of 27 per day and 20 per day, respectively, for completing the two jobs in the committed time period i.e 31.03.2008, DTC may ensure that buses are available in sufficient numbers on daily basis along with supply of essential spare parts. DTC assured that buses will be available and if needed spare parts will be made available through cash purchase.
5. Transport Department's drive for on road testing of buses  
EPCA expressed that during last several months only one report on special drive for on road testing has been received. **EPCA desired that Transport Department should decide a workable frequency of conducting such drives and inform.**
6. Consensus on life span of certain bus parts between DTC and OEMs  
**EPCA, expressing displeasures on OEMs attitude on this issue, desired that the committee should finalize this issue within a week and report.**
7. Fire accident in CNG bus at IGL station  
EPCA was informed about a recent fire accident in a bus in Delhi that occurred at and IGL station reportedly due to rupture of burst disk. **EPCA desired that IGL and Tata should submit their individual reports on cause of accident within two weeks.** EPCA was informed that since the rupture disk cannot be checked for rupture periodically, its replacement after certain time essential. **EPCA desired that OEM should decide time for replacement of rupture disk and inform and that its replacement should be included in the checklist of periodic testing.**
8. Age profile of converted buses  
EPCA asked Transport Department to submit age profile of converted buses within two weeks
9. Establishment of Cylinder testing facility by IGL  
Noting no progress on establishment of Cylinder testing facility by IGL jointly with OEMs, EPCA asked IGL to themselves contact OEMs to explore such possibility and inform progress to EPCA within two weeks.
10. Other issues  
During the course of discussions, EPCA was informed that DTC has started tendering process for procurement of 4500 new buses. EPCA expressed that the past experience with bus manufactures regarding their commitment for bus supply against DTC order has been very discouraging and this time again EPCA is worried about their attitude. Tata informed that they have developed sufficient capacity now, however, expressed that they are concerned about special specifications such as composite gas cylinders that are being imported by only one vendor. EPCA, while clarifying that it has neither intervened in DTC's tendering process nor it is aware of the specifications, expressed that it is of the view that OEMs should be prompt in bringing in whatever latest technology is developed and commercially available related to safety, emissions and fuel economy of CNG buses.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on March 1, 2008 (11.00 AM)**

**Agenda:** -Government policy in respect of gas supply in critically polluted cities  
-Need for a price regulatory system to check monopolistic tendencies

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Director, CSE
3. Mr. A K. Chaturvedi, Special Commissioner Transport, Delhi
  
4. Mr. D. N. Narasimha Raju, Joint Secretary, Govt. of India, MOP&NG
5. Mr. Manu Srivastava, Director, Ministry of Petroleum & Natural Gas (MoP&NG)
6. Mr. M. Singh, Director, Ministry of Petroleum & Natural Gas (MoP&NG)
7. Mr. R. C. Arora, GM (CGM), GAIL
8. Mr. S. P. Sharma, DGM (CGM), GAIL
9. Mr. Ranveer Singh, Manager (CGM), GAIL
  
10. Mr. Nazim uddin, Environmental Engineer, CPCB

EPCA discussed the issue of gas supply and pricing policy of Govt. of India with Ministry of Petroleum & Natural Gas (MoP) earlier in the meeting held on 24.11.2007 and expressed its concern on uncertainty in policy and absence of price regulatory mechanism. EPCA called this meeting to know the status and progress made since then.

Gas supply policy in polluted cities

Ministry officials informed EPCA that a gas distribution policy would be finalized by June 2008 and this would facilitate the programme. They also gave the following status:

- Lucknow (Green Gas Ltd.): delay occurring in getting some statutory permission.
- Hyderabad (Bhagyanagar Gas Ltd): Pipeline connectivity is the main issue. Krishna Godavari basin gas will be available by June 2008. (It was also clarified that the joint venture of GAIL is with HPCL and not with BPCL as was mentioned in minutes of the EPCA meeting dated 24.11.07). Representatives of gas companies informed EPCA that they had written to Reliance Gas asking for a tap off from their gas pipeline for city gas distribution.
- Pune (Maharashtra Natural gas Ltd): Gas availability possible by April 2008.

Need for price regulatory system to check monopolistic tendencies

MoP&NG stated that difference in state taxes also contribute to price differentials and offered to submit a cost breakup of gas for different cities in two weeks time.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on March 1, 2008 (11.30 AM)**

**Agenda:** - Status of compliance of influent and effluent norms  
Deficiencies in functioning observed and action taken  
Action taken against industries not conforming to inlet quality standards  
Steps taken to improve capacity utilization and the present CETP wise status  
Other issues related to CETPs in respect of Supreme Court order dated 13.2.2008

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Director, CSE
3. Mr. A K. Chaturvedi, Special Commissioner Transport, Delhi
  
4. Mr. M. K. Parida, MD, DSIDC
5. Mr. Harjeet Singh, CE, DSIDC
  
6. Mr. K. Mahesh, Member Secretary, DPCC
7. Mr. B. Kumar, SEE, DPCC
  
8. Mr. Kuldeep Pakad, Joint Commissioner of Industries, Delhi
  
9. Mr. S. K. Dahiya, EE, DJB
10. Mr. Liaqat Ali, ZE, DJB
11. Mr. V. K. Pahuja, ZE, DJB
12. Mr. Bijendar Kumar, ZE, DJB
13. Mr. S. K. Ohlan, ZE, DJB
14. Mr. N. K. Gaur, ZE, DJB
15. Mr. Shravan Kumar, AE (C) DR-X, DJB
  
16. Mr. Nazim uddin, Environmental Engineer, CPCB

EPCA called this meeting to be apprised of the status of monitoring and compliance of standards in CETPs and action taken against defaulter industrial units and to improve capacity utilization.

1. Consequent to the meeting notice asking for submission of information on relevant agenda points from DPCC, Commissioner of Industries, DSIDC and DJB, only DPCC submitted details of the monitoring of CETPs carried out by it and the action taken during the meeting. **EPCA asked DPCC to submit CETP wise consolidated results of monitoring in a week time.**
  
2. On the matter of recommendation of setting up of a CETP for Anand Parbat Industrial Estate, DSIDC clarified that the recommendation were not made by it. **EPCA asked DPCC to submit a note giving technical reasons why it wants a CETP for Anand Parbat Industrial Estate in a week time.**

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on March 1, 2008 (12.00 Noon)**

**Agenda:** -Status of compliance of influent and effluent norms  
-Identification and reporting of industries not conforming to inlet quality standards  
-Steps taken to improve capacity utilization and the present status  
-Other issues related to CETPs in respect of Supreme Court order dated 13.2.2008

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Director, CSE
3. Mr. A.K. Chaturvedi, Special Commissioner Transport, Delhi
  
4. Shri Dilip Singh Sahi, Secretary, Mayapuri CETP
5. Shri B.B. Joshi, Mayapuri, CETP
  
6. Shri K.K. Challu, Jhhilmil CETP
  
7. Shri Ravinder Gupta, DSIDC & Nagloi Udyog Nagar CETP Society
8. Shri Ish Mehra, DSIDC & Nagloi Udyog Nagar CETP Society
9. Shri Ashok Kumar, DSIDC & Nagloi Udyog Nagar CETP Society
10. Shri Sunil Monga, DSIDC & Nagloi Udyog Nagar, CETP
  
11. Shri K. L. Bansal, Chief Treasurer, North West Industrial Area SMA CETP
12. Shri Sushil Goel, President North West Industrial Area SMA CETP
  
13. Shri S.K. Diwan, Hony Secretary, Kashavpuram Industrial Area Lawrence Road CETP
  
14. Shri V.K. Luthra, Treasurer, GTK Road CETP
15. Shri S.K. Goel, Secretary, GTK Road CETP
  
16. Shri Rajender Mittal, Mangolpuri, CETP
17. Shri Ashok Alagh, Mangolpuri, CETP
  
18. Shri F.C. Batra, Vice President, Badli CETP
19. Shri Ravi Sood General Secretary, Badli, CETP
20. Shri A.S. Chawla, President, Badli CETP
  
21. Shri A.K. Sood, Okhla, CETP
22. Shri O.P. Juny, Okhla, CETP
23. Shri Kuldip Khanna, Okhla CETP
24. Shri Tilak Raj, Okhla, CETP
  
25. Mr. Nazim uddin, Environmental Engineer, CPCB

EPCA called this meeting to be apprised of the status of compliance of standards in CETPs and action taken to identify and report defaulter industrial units and to improve capacity utilization.

Consequent to the meeting notice asking for submission of information on relevant points from the 10 CETP societies, various societies offered detailed reports. **However, EPCA asked all societies to submit concise reports in one or two pages on agenda points in a week time.**

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on March 1, 2008 (12.30 PM)**

**Agenda:** Progress of works on Bus Rapid Transport (BRT) in Delhi

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Director, CSE
3. Mr. A K. Chaturvedi, Spl. Commissioner Transport, Delhi
4. Mr. Suresh Kumar, Consultant DIMTS
5. Mr. Vijay Kishore, GM (HW), RITES
6. Mr. B. S. Sehrawat, AGM RITES
7. Mr. S. C. Dass Gupta, EE, DJB
8. Mr. Ravindra Suri, Delhi Traffic Police
9. Mr. D. Elango, Asstt. Manager Projects, CMS
10. Mr. Hoshiar Singh, Project Engineer, CMS
11. Mr. Bhupendru Singh, Project Engineer, CMS
12. Mr. Sandeep Gandhi, TRIPP, IIT-D
13. Ms. Ruchi Varma, TRIPP, IIT-D
14. Mr. Nazim uddin, Environmental Engineer, CPCB

In this meeting, EPCA took stock of the progress on BRT first corridor in Delhi.

1. **Compaction of sand filled at DJB works:** EPCA was informed that RITES has finally finished the remaining work.
2. **Illegal parking of vehicles at road/cycle track/footpath:** RITES informed that Delhi Police and RITES have conducted special drives after the last meeting dated 16.2.08.
3. **Expected date of commissioning first stretch of the 1<sup>st</sup> BRT corridor:** It was informed that as per plan BRT buses are to operate now from 15.03.08 onwards on trial basis and the formal commissioning is scheduled on 2<sup>nd</sup> April 2008. RITES also informed that DIMTS is going to deploy marshals from first week of March.
4. **Signaling works:** EPCA was informed that foundation work for the signal structures has been completed. CMS further informed EPCA that they have replaced those foundations that were of poor strength due to improper curing as observed by EPCA during the field visit dated 13.02.08. However, TRIPP, IIT-D informed that in view of trial operation commencement date of 15.03.08, a review meeting was held three days ago and it was found that only 30% structures were completed and it was assessed that CMS was not in a position to complete all signal structures anyway before 15.03.08. CMS informed that it could finish the work by 20.03.08 with structures as per original design.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on March 8, 2008 (11.00 AM)**

**Agenda:** Compliance of the notification regarding Bharat Stage III norms in NCR region

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Director, CSE
  
3. Mr. A K. Chaturvedi, Spl. Commissioner Transport, Delhi
  
4. Mr. Anand Prakash, Director, Department of Road Transport and Highways, Gol
  
5. Mr. Nazim uddin, Environmental Engineer, CPCB

**Background**

EPCA had discussed in its two meetings held on 05.01.08 and 12.01.08 the matter of compliance of the Govt. of India notification G.S.R. 686 (E) dated 24<sup>th</sup> October 2004 regarding application of Bharat Stage III Mass Emission Standards for four wheeled vehicles in NCR region since 1<sup>st</sup> April 2005. It observed inadequate compliance of the said notification and therefore expected Ministry of Shipping, Road Transport and Highways, Government of India to issue necessary clarifications. Subsequently, EPCA also wrote a letter to the Ministry in this regard. EPCA called this meeting to know the status.

**Discussions and decisions**

Director, Department of Road Transport and Highways, Govt. of India informed that the consequent to the reference received from EPCA, the Ministry is in the process of bringing out necessary changes / clarification and a note in this regard has already been put up. **EPCA requested Ministry to keep it informed about the progress.**

During the course of discussions, EPCA asked Delhi Transport Department to collect record of breakup of Tourist / All India / Inter State Permit holding buses plying within NCR and outside NCR and to submit a list within 2 weeks.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on March 8, 2008 (11.30 AM)**

**Agenda:** Progress of works on Bus Rapid Transport (BRT) in Delhi

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Director, CSE
3. Mr. A K. Chaturvedi, Spl. Commissioner Transport, Delhi
4. Mr. V. K. Mehrotra, Consultant DIMTS
5. Mr. Suresh Kumar, Consultant DIMTS
6. Colonel A. K. Bhasin, GGM, RITES
7. Mr. B. S. Sehrawat, AGM RITES
8. Mr. Jagtar Singh, ACP Traffic (South), Delhi Traffic Police
9. Mr. Ravindra Suri, Delhi Traffic Police
10. Mr. D. Elango, Asstt. Manager Projects, CMS
11. Mr. Bhupendru Singh, Project Engineer, CMS
12. Mr. R. K. Singh, CMS
13. Mr. Sandeep Gandhi, TRIPP, IIT-D
14. Ms. Ruchi Varma, TRIPP, IIT-D
15. Mr. Nazim uddin, Environmental Engineer, CPCB

In this meeting, EPCA took stock of the progress on BRT first corridor in Delhi.

1. **Signaling works:** During the last review meeting held on 01.03.08, CMS committed to complete its work by 20.03.08. **CMS reassured that things are under control now and it will finish its work by 20.03.08, the committed date. It was also agreed that CMS would make temporary arrangements to facilitate operation during the sensitizing programme.**
2. **EPCA also desired that DIMTS would deploy marshals from a day before beginning of the sensitizing programme.**
3. **Remaining works of RITES:** EPCA was informed that some bus shelters are also incomplete and work relating to pavement of bicycle track and footpath in a 200 m portion where DJB work was done is still incomplete. EPCA noted that this would mean that the sensitizing programme that was scheduled to start from 14.03.08 and to continue till official commissioning of the first stretch of this BRT corridor will also be delayed due to these incomplete works. **EPCA asked RITES to complete these works expeditiously to enable earliest beginning of the sensitizing programme.**
4. **Illegal parking of vehicles at road / bicycle track / footpath:** Delhi Police informed that they conducted the drive, removed all vehicles and requested RITES to secure the area by way of barricading or using marshals to prevent re-encroachment. EPCA noted that this problem would be solved once and for all if the footpaths and cycle track were strictly put to their uses.
5. **DMRC/BRT interface at Moolchand:** EPCA took note of the letter dated 22.02.08 written by RITES to DMRC on this issue. RITES informed that all issues relating construction as well as construction phase have been resolved.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on March 15, 2008 (11.00 AM)**

**Agenda:** Representation of Vasant Vihar residents concerning three flyovers on outer R-road

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member EPCA
3. N. R. Raje, Member EPCA
4. Mr. A K. Chaturvedi, Spl. Commissioner Transport, Delhi
  
5. Mr. A. K. Singhal, CE (F1), PWD, Delhi
6. Mr. K. D. Narayan, Ex. Engineer, PWD, Delhi
  
7. Mr. Nazim uddin, Environmental Engineer, CPCB

**Background:**

EPCA received a representation from residents of Vasant Vihar concerning three proposed/under-construction flyovers on outer ring road between IIT and NH-8. This was communicated to PWD and DDA and thereafter EPCA discussed this matter with these government agencies in a meeting held on 24.01.08. PWD submitted para-wise comments on the representation of Vasant Vihar residents and also explained their restricted position on various issues in the meeting. EPCA communicate these comments to Vasant Vihar residents along with the traffic studies report submitted by PWD.

The residents of Vasant Vihar again submitted to EPCA their response to the comments of PWD. This response was also communicated to PWD for appropriate action. EPCA called this meeting to be apprised of the final standpoint of PWD on this matter.

**Discussions and decisions:**

PWD explained to EPCA the core issues and apprised EPCA about the latest decision to carry out a feasibility study for the underpass/tunnel for the right turning traffic from Panchsheel Marg.

On the basis of explanation of core issues by PWD, EPCA directed as under:

- a) PWD to ensure that the service lane width for the residents of Palam Marg remains maximum possible but not less than 7 m, instead of the proposed 5 m in the original plan.
- b) PWD to ensure that the service lane width for the residents of West End Road remains maximum possible but not less than 7 m, instead of the proposed 5 m in the original plan.
- c) PWD to apprise EPCA about the feasibility of the underpass/tunnel for the right turning traffic from Panchsheel Marg after consulting DDA within a month time
- d) PWD to give EPCA details of the pedestrian crossings planned along the flyovers and to ensure that these crossings were made simultaneously with the flyovers

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on March 15, 2008 (11.30 AM)**

**Agenda:** Progress of works on Bus Rapid Transport (BRT) in Delhi

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member EPCA
3. N. R. Raje, Member EPCA
4. Mr. A K. Chaturvedi, Spl. Commissioner Transport, Delhi
  
5. Mr. V. K. Mehrotra, Consultant DIMTS
6. Mr. Sandeep Gandhi, TRIPP, IIT-D
7. Mr. B. S. Sehrawat, AGM RITES
8. Mr. H. S. Gill, ACP Traffic, Delhi Traffic Police
9. Mr. R. K. Singh, CMS
10. Mr. Hoshier Singh, Project Engineer, CMS
  
11. Mr. Nazim uddin, Environmental Engineer, CPCB

In this meeting, EPCA took stock of the work related to signaling and RITES in the Ambedkar Nagar to Moolchand stretch of the first BRT first corridor in Delhi.

Signaling works

1. CMS reassured it will finish its work by 20.03.08, the committed date. It also assured that it is prepared to make necessary temporary arrangements from beginning of the sensitizing programme from any date. However, it brought to notice of EPCA some clarification needed from TRIPP, IIT-D as CMS finds some conflicts in signal design. **EPCA took a serious note of this and expressed concern that signal design is the most critical element of BRT system crucial to success of the system.** CMS further and they have communicated their concerns and waiting for reply. **EPCA directed that the design conflicts pointed out by CMS should be properly addressed immediately. EPCA requested representative of TRIPP, IIT-D to contact the person responsible for design and ask him to sort out the matter within one day.**

Remaining works of RITES

2. RITES informed EPCA about the incremental progress made since the last week meeting on works related to bus shelters and clearing of waste/remaining construction debris. **EPCA stated that on these small remaining works very slow progress has been observed between the field visit on 13.02.08 and now although these could be completed much earlier.**

Traffic survey report

3. **EPCA asked DIMTS to submit past and current traffic survey report for this stretch of the first BRT corridor in a week time.**

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on March 15, 2008 (12.00 Noon)**

**Agenda:** CNG safety and related issues in Delhi

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member EPCA
3. N. R. Raje, Member EPCA
4. Mr. A K. Chaturvedi, Spl. Commissioner Transport, Delhi
  
5. Mr. Vikas Jain, PCO (HQ), Transport Department, Delhi
6. Mr. Anil Chhikara, MLO, Transport Department, Delhi
7. Mr. Jasbir Singh, Transport Department, Delhi
8. Mr. Satinder Dabas, Transport Department, Delhi
9. Mr. V. K. Bhatia, CGM (Tech), DTC
10. Mr. J S. Mehrotra, Dy. GM, DTC
11. Mr. S. C. Sharda, Manager (M), DTC
12. Mr. K. G. Soti, Manager DTC
  
13. Mr. Manmohan Singh, Director (Comm) IGL
14. Mr. A. Batra, CGM (Mktg.), IGL
15. Mr. P. K. Pandey, GM (O), IGL
16. Mr. Alok Sharma, DGM (F&S), IGL
  
17. Mr. V. S. Ravichandran, Regional Manager, Ashok Leyland Ltd
18. Mr. Mahesh Gautam, Divisional Manager, Ashok Leyland Ltd
19. Mr. N. K. Diwan, RAGM -Service, Ashok Leyland Ltd
20. Mr. G. Jeevan Dass, Ashok Leyland Ltd
21. Mr. S. Ramanathan, RM (North), Tata Motors Ltd
22. Mr. Mohinder Ratra, Senior Manager–Customer Support (CNG) Tata Motors Ltd
23. Mr. D. Aswini Srinivas, Tata Motors Ltd
24. Mr. Rajeev Sharma, Tata Motors Ltd
  
25. Mr. Pankaj Karan, Asstt. Manager, SIAM
26. Mr. S. A. Selvakumar, AD, TPTI, ASRTU
  
27. Dr. H. B. Mathur, CSE (Retd. Prof. IIT-D)
28. Ms. Anumita Roy Choudhary, CSE
29. Mr. Nazim uddin, Environmental Engineer, CPCB

In view of the recent incidences of fire in CNG buses in Delhi, EPCA called this meeting to make the concerned agency address the issues of CNG safety properly to prevent recurrence of such accidents.

**Carelessness of various agencies responsible for CNG safety issues**

1. At the outset, EPCA conveyed its deep concern on the negligence being shown on CNG safety issues by various concerned agencies. EPCA has to devote a great deal of time to improve the system of mandatory quarterly inspection of buses at authorized workshops because the agencies responsible to do this do not play active role to improve the

system. In case of accidents the concerned agencies try to pass the buck. **Chairman EPCA cautioned that such attitudes are not going to be tolerated any more and in case of accident, responsibility would be fixed and serious action would follow.**

#### Workshops' attitude

2. EPCA stated it is receiving reports that authorized workshops are turning the quarterly testing system into a fruitless formality by their casual attitude. Adequately trained persons are not deployed for actual testing, testing is done by untrained staff and certificate is signed by someone else. The parts tested for leakage are not even washed before testing which makes testing a useless ritual. Bus owners are increasingly complaining about attitude of OEMs' authorized workshops. It is reported that workshop refuse to carryout testing after 5.00 PM. **EPCA desired that Transport Department and Bus manufacturers should individually address these issues and take steps to permanently improve the system.**
3. Transport Department informed that they are in the process of bringing in an improved logbook / sticker / certificate system to make some improvement in the system. EPCA appreciated the concern shown by Transport Department.

#### Preparation of master record and record of qarterly testing by Transport Department

4. Transport Department informed that workshop wise buses lists have been received. **EPCA desired that a computerized master record should be prepared at the earliest as a first step and then this record should be appended with information on bus testing received from DTC and OEM workshops from time to time.**

#### Consensus on life span of certain bus parts between DTC and OEMs

5. EPCA stated that despite extending time limit to finalize this issue several times it has not been resolved. Ashok Leyland has communicated their comments. Tata informed they are in contact with Cummins on this issue and would be able to comment within two or three day. **EPCA expected three parties to come to a consensus on this issue within a week else they may settle for an average replacement cycle for the two components, with a system of periodic testing beyond this up to the original recommended replacement limit.**

#### Issues related to IGL

6. EPCA asked IGL to explain the reasons why long queues are increasingly being observed on CNG filling stations. IGL put forward the main reason for queue as coming of 25% vehicles from outside Delhi for CNG filling. On enquiring IGL further informed the current dispensing capacity as 25 lakh kl per month and compression/filling capacity as 55% of this and filling time for three wheelers as 2 minutes. EPCA was not fully convinced with the explanations given. **It asked IGL to conduct a study to find out what steps are required to be taken to reduce the queues.**

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on March 15, 2008 (12.30 PM)**

**Agenda:** Auto LPG supply status in Pune city

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member EPCA
3. N. R. Raje, Member EPCA
4. Mr. A K. Chaturvedi, Spl. Commissioner Transport, Delhi
  
5. Mr. Manu Srivastava, Director, MoP&NG
6. Mr. B. Bhanot,
7. Mr. A. Karnatak, GM GAIL
8. Mr. A. K. Singh, DGM (C) GAIL
9. Mr. R. C. Arora, GM (City Gas Marketing), GAIL
10. Mr. S. P. Sharma, DGM (City Gas Marketing), GAIL
11. Mr. K. K. Sachan, Manager (Proj.), GAIL
  
12. Mr. S. K. Jain, Sr. manager Logistics, BPCL
13. Mr. A. K. Goel, BPCL
14. Mr. P. K. Singhal, Manager –Auto LPG, HPCL
15. Mr. L. K. S. Chauhan, IOCL
  
16. Mr. Suyush Gupta, General Secretary, Indian Auto LPG Coalition
  
17. Mr. Nazim uddin, Environmental Engineer, CPCB

EPCA learnt about some problems in auto LPG availability and supply in Pune City in recent months and therefore called this meeting to take stock of the situation.

1. EPCA stated that people have approached it with complaints about disruption in smooth availability of auto LPG in Pune city during recent months, closure of certain LPG filling stations and long queues on others. Therefore, EPCA desires to know the reasons behind this disruption and steps being taken by oil companies to set the situation right.
2. Representatives of oil companies explained to EPCA that the disruption in smooth availability of auto LPG in Pune occurred due to coinciding of routine five yearly/ annual shut down of few important filling stations for maintenance during January and February 2008. They further informed that all these filling stations have become functional by end of February 2008 and things are normal now.
3. **EPCA asked oil companies to submit quarterly reports immediately after end of each quarter on status of auto LPG distribution capacity / distribution and functioning of filling stations in Pune (and Bangalore).**
4. During the course of discussions a concern was expressed before EPCA about possible malpractices in auto LPG distribution by private payers including sourcing spurious gas from illegal producers, adulterating the LPG procured from authorized sources with this spurious gas and selling the adulterated gas without showing figures of the extra volume of gas on records. **EPCA expected MoP&NG to address these concerns and to keep EPCA informed.**

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on March 25, 2008 (11.00 AM)**

**Agenda items:** Signing the “Reciprocal Common Transport Agreement” in respect of NCR region between states

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member EPCA
3. Mr. A K. Chaturvedi, Special Commissioner Transport, Delhi
4. Ms. S. Chaturvedi, Director (DD), Ministry of Urban Development, Gol.
5. Desh Deepak Verma, Principal Secretary Transport, Govt. of U.P.
6. Mr. Vinod Shankar Singh, Dy. Transport Commissioner, Meerut
7. Mr. Ramesh Negi, CMD, DTC
8. Mr. R. B. Sharma, RM (Inter State), DTC
9. Mr. Amar Deep Jain, J. STC, Haryana
10. Mr. P. D. Sudhakar, M.S., NCR Planning Board
11. Mr. Rajeev Malhotra, CRP, NCR Planning Board
12. Mr. Syed Iqbal Ahmad, Assistant Director, NCRPB
13. Mr. S. S. Sidhu, Secretary (STA), Delhi
14. Mr. Nazim uddin, Environmental Engineer, CPCB

EPCA had convened the last meeting on 23.02.08 to expedite the signing of “Reciprocal Common Transport Agreements” in respect of NCR region between states. This meeting was convened in continuation to that meeting to know the status.

1. NCR Planning Board informed that a meeting was recently convened by Secretary, Ministry of Urban Development, Govt. of India on 14.03.08 in which all concerned States agreed to sign the “Reciprocal Common Transport Agreement” in principle and decided to work out the details of permits/routes etc. by sitting together. All suggestion put forward by the States during the meeting have been considered and accordingly the draft agreement has been modified and circulated to the States by NCR Planning Board.
2. EPCA was also informed that agreements between Haryana and Rajasthan have been finalized and will be signed shortly.
3. During the course of meeting, Govts. of U.P., Delhi, and Haryana, decided to meet the next day i.e. on 26.03.08 in Chairman cum MD, DTC office to decide details of permits/routes etc. and assured EPCA of signing agreements soon afterward. It was considered that, in the interest of commuting public of NCR, few additional points for picking/dropping/terminating not exceeding five points for the commuter bus services will have to be included which may be agreed bilaterally between the States.
4. Citing the EPCA’s recommendation for a uniform passenger tax regime in NCR, a concern was raised by U.P. about indirect taxing of passengers by some States in other ways such as the toll tax by MCD on entry in Delhi. EPCA agreed that abolishing of such indirect taxing of passengers would also be needed to implement a uniform tax regime in NCR. **EPCA desired that MCD should waive toll tax/octroi on passenger vehicles and other States should also waive similar taxes in NCR, if any.** The NCR Planning Board would be requested to give its opinion.
5. EPCA stated that the matter of signing of “Reciprocal Common Transport Agreements” is being pursued for a long time by EPCA and that it is becoming an endless affair and should come to an end now. **EPCA further decided to review progress after three weeks by which time the agreements should be finalized and signed.**

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on March 25, 2008 (11.30 AM)**

**Agenda:** Preparedness for operation of Ambedkar Nagar to Moolchand stretch of BRT corridor

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member EPCA
  
3. Mr. Manoj Aggrawal, Head RT, DIMTS
4. Mr. V. K. Mehrotra, Consultant DIMTS
5. Mr. Sandeep Gandhi, TRIPP, IIT-D
  
6. Colonel A. K. Bhasin, GGM, RITES
7. Mr. B. S. Sehrawat, AGM RITES
  
8. Mr. Jagtar Singh, ACP Traffic (South), Delhi Traffic Police
9. Mr. D. Elango, Asstt. Manager Projects, CMS
10. Mr. Bhupendru Singh, Project Engineer, CMS
11. Mr. R. K. Singh, CMS
  
12. Mr. Nazim uddin, Environmental Engineer, CPCB

In this meeting, EPCA took stock of the preparedness for operation of Ambedkar Nagar to Moolchand stretch of the first BRT first corridor in Delhi.

1. EPCA was apprised status of completion of various works. Based on the current status and discussion in the meeting, the concerned agencies finally proposed and committed the following deadlines for completion of remaining works in Ambedkar Nagar-to-Moolchand stretch of BRT corridor during the meeting.

Work	Committed deadline to finish the work	Responsibility
Installation of remaining traffic signal structures	31 <sup>st</sup> March 2008	CMS
Finishing civil work at the remaining junction points after installation of remaining traffic signal structures	7 <sup>th</sup> April 2008	RITES
Computer programming on signaling in respect of latest modifications in design by IIT-D for removal of conflicts	31 <sup>st</sup> March 2008	CMS
Bus shelter lighting	31 <sup>st</sup> March 2008	RITES
Completion of all signage and marking on the bus, MV and NMV lanes	5 <sup>th</sup> April 2008	RITES
Submission of signage related to bus shelter	25 <sup>th</sup> March 2008	IIT-D
Completion of all signage related to bus shelter	5 <sup>th</sup> April 2008	RITES
Installation of LED panels at bus shelter (this work is not limiting operation)	10 <sup>th</sup> April 2008	DIMTS

2. An issue of bus stop for buses turning to ring road from the BRT corridor was raised in the meeting. DIMTS/RITES assured to address this issue.

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**Fax**

**Deadlines proposed and committed by different agencies for completion of work in Ambedkar Nagar-to-Moolchand stretch of BRT corridor in EPCA meeting dt. 25.03.08**

<b>Work</b>	<b>Committed deadline to finish the work</b>	<b>Responsibility</b>
Installation of remaining traffic signal structures	31 <sup>st</sup> March 2008	CMS
Finishing civil work at the remaining junction points after installation of remaining traffic signal structures	7 <sup>th</sup> April 2008	RITES
Computer programming on signaling in respect of latest modifications in design by IIT-D for removal of conflicts	31 <sup>st</sup> March 2008	CMS
Bus shelter lighting	31 <sup>st</sup> March 2008	RITES
Completion of all signage and marking on the bus, MV and NMV lanes	5 <sup>th</sup> April 2008	RITES
Submission of signage related to bus shelter	25 <sup>th</sup> March 2008	IIT-D
Completion of all signage related to bus shelter	5 <sup>th</sup> April 2008	RITES
Installation of LED panels at bus shelter (this work is not limiting operation)	10 <sup>th</sup> April 2008	DIMTS

**Copy for information to:**

**Chief Secretary, Govt. of NCT of Delhi**

(Tel: 23392100, Fax: 23392102)

**Commissioner (Transport), Government of NCT of Delhi**

(Tel: 23933829, Fax: 23933069)

**Managing Director, DIMTS**

(Tel: 23860971, 23860968, Fax: 23860966)

**Joint Commissioner of Police (Traffic), Delhi Police**

(Fax: 23490436)

**Managing Director and CEO, RITES Ltd.**

(Fax: 95124 2571660)

**Dr. Geetam Tiwari, Associate Professor, IIT Delhi**

(Fax: 26858703, 26851169)

**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on March 31, 2008 (10.30 AM)**

**Agenda:** Issues related to parking in Delhi

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Director, CSE
  
3. Ms. Asma Manzar Commissioner (L), DDA
  
4. Mr. Amiya Chandra, Additional Commissioner (RP Cell), MCD
5. Mr. Pawan Tomar, Additional Commissioner (Revenue), MCD
6. Mr. Feroz Ahmad, CE-VII, MCD
7. Mr. J. B. Bhatia, EE (Pr.), MCD
  
8. Mr. G. Sudhakar, Director (Enforcement), NDMC
9. Mr. Anurag Goyal, Director (Projects), NDMC
  
13. Mr. Jagtar Singh, ACP Traffic (South), Delhi Traffic Police
  
10. Mr. Nazim uddin, Environmental Engineer, CPCB

In this meeting, EPCA took stock of the progress on EPCA's expectations from MCD/DDA/NDMC on various issues related to parking in Delhi.

1. EPCA stated that it has been pursuing various issues related to parking with MCD/DDA/NDMC for long but is not observing any significant progress and that it wants results now. EPCA reminded the pending issues related to parking as below:
  - A) Implementation of Master Plan provisions for parking in commercial streets and mixed areas.
  - B) Early construction of new multilevel parkings and integration of their locations with transport interchange points and other important hubs.
  - C) Proper parking pricing policy from MCD and DDA on the lines of NDMC which charges rates to compensate land use.
  - D) Proper policy for maximum utilization of multilevel parkings and discouraging surface parking in the same areas.
  - E) Removal of unauthorized surface parkings and streamlining of authorized surface parkings
  
2. EPCA stated that a large number of streets have been converted into commercial un mindful of the problems in providing parking facilities at these places as per the provisions of the new Master Plan. The traders are only required to pay a certain amount of money to MCD and then MCD becomes liable to provide parking facilities under these provisions. The absence of parking facilities at these places is creating havoc at these places. If creating parking facilities is difficult at a place than this should not have been declared as commercial. Therefore, EPCA wants MCD/DDA to come out with a solution to this situation; they should either create parking facilities for these commercial streets or should revert the status of these streets, if creating parking facilities is not possible.  
**EPCA directed that to begin with, MCD/DDA would prepare and submit specific**

**plans in respect of 500 streets (out of more than 2000 such streets) within two weeks.**

3. **EPCA asked for early construction of the proposed / under construction multilevel parkings of MCD, DDA and NDMC and integration of their locations with transport interchange points and other important hubs. EPCA asked MCD and DDA to submit statements indicating location of the proposed / under construction multilevel parkings, starting and ending dates of construction, and details about their proximity to important transport interchange points and hubs. EPCA also asked NDMC to submit schedule of construction of its multilevel parkings.**
4. **EPCA asked MCD and DDA to immediately act for formulating their own parking pricing policy on the lines of NDMC which disincentives personal vehicle use. EPCA expressed that as a first step to this areas will have to be categorized as A, B and C. MCD and DDA offered to give notes on this to EPCA within two week.**
5. **EPCA also asked MCD and DDA to formulate proper parking / pricing policy for maximum utilization of multilevel parkings and discouraging surface parking in the same areas. EPCA stated that when this issue was stressed earlier, DDA reduced parking prices in Erore multilevel parking at Nehru Place where as steps were actually required to discourage surface parking in the same area. EPCA expressed its opinion that surface parking should not be allowed near multilevel parkings until it is fully utilized.**
6. **On removal of unauthorized parkings, MCD agreed to the assertion that parking on footpaths should not be allowed. MCD assured to check all authorized surface parkings and stop parking on footpaths. EPCA also asked MCD to stop parking on roads. It was agreed that MCD will submit details of 225 authorized parking lots in the city to the Delhi Police for review in terms of obstruction to traffic.**
7. **Delhi Police expressed that boundaries of authorized surface parkings should be properly barricaded and boards should be displayed at all parkings indicating the size/dimensions of the authorized parking space so that its authenticity is certified and the contractor is not able to illegally extend the parking area. EPCA agreed to the point and asked MCD to act on this.**

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on March 31, 2008 (11.00 AM)**

**Agenda:** Status of finalisation of toll plaza tenders

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Director, CSE
  
3. Mr. R. S. Meena, DC (TT), MCD
4. Mr. R. P. Agrawal AC (TT), MCD
  
5. Mr. Nazim uddin, Environmental Engineer, CPCB

In this meeting, EPCA took stock of the progress on finalisation of toll plaza tenders with inclusion of conditions to hold the toll plaza company responsible for enforcement of the restrictions on entry of non-destined commercial vehicles in Delhi.

1. Officers of the MCD informed that MCD has included conditions in the new tenders to hold the toll plaza company responsible for enforcement of these restrictions.
2. EPCA also took note of the report submitted by MCD in this respect during the meeting vide letter dated 31.03.08 of DC (TT).

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on March 31, 2008 (11.30 AM)**

**Agenda:** Status of remaining works limiting operation of 1<sup>st</sup> stretch of BRT corridor

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member EPCA
  
3. Mr. Manoj Aggrawal, Head RT, DIMTS
4. Mr. R. S. Minhas, Sr. Manager (BRT), DIMTS
5. Mr. Ridhi Raj, Sr. Engineer, DIMTS
6. Mr. Suresh Kumar, Consultant DIMTS
7. Mr. Sandeep Gandhi, TRIPP, IIT-D
8. Mr. Vijay Kishore, GM, RITES
9. Mr. B. S. Sehrawat, AGM RITES
10. Mr. Jagtar Singh, ACP Traffic (South), Delhi Traffic Police
11. Mr. Johny Joseph, Regional Manager, CMS
12. Mr. D. Elango, Asstt. Manager Projects, CMS
13. Mr. Bhupendru Singh, Project Engineer, CMS
14. Mr. R. S. Negi, SE (S), DJB
  
15. Mr. Nazim uddin, Environmental Engineer, CPCB

In this meeting, EPCA took stock of the progress on remaining works limiting operation of Ambedkar Nagar-to-Moolchand stretch of BRT corridor.

1. EPCA was apprised about status of completion of various works vis-à-vis deadlines committed in the last EPCA meeting held on 25.03.08. The following changes were reported by the concerned.

Work	Deadline committed in meeting dated 25.03.08	Responsibility	Reported extended deadlines
Installation of remaining traffic signal structures	31 <sup>st</sup> March 2008	CMS	2 <sup>nd</sup> April 2008
Finishing civil work at the remaining junction points after installation of remaining traffic signal structures	7 <sup>th</sup> April 2008	RITES	No change
Computer programming on signaling in respect of latest modifications in design by IIT-D for removal of conflicts	31 <sup>st</sup> March 2008	CMS	3 <sup>rd</sup> April 2008
Bus shelter lighting	31 <sup>st</sup> March 2008	RITES	1 <sup>st</sup> April 2008
Completion of all signage and marking on the bus, MV and NMV lanes	5 <sup>th</sup> April 2008	RITES	No change
Submission of signage related to bus shelter	25 <sup>th</sup> March 2008	IIT-D	No change
Completion of all signage related to bus shelter	5 <sup>th</sup> April 2008	RITES	No change
Installation of LED panels at bus shelter (this work is not limiting operation)	10 <sup>th</sup> April 2008	DIMTS	No change

2. Delhi Police informed that all encroachments have been removed except for at one place where construction material for some work on a drain was underway and two tah-bazar contractors near Pushp Bhawan for which RITES will have to send requisition for cancellation of contract to MCD. RITES assured to remove remaining construction material/waste and encroachments by 7<sup>th</sup> April.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on April 8, 2008 (10.00 AM)**

**Agenda:** Status of remaining works limiting operation of 1<sup>st</sup> stretch of BRT corridor

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member EPCA
3. Mr. Manoj Aggrawal, Head RT, DIMTS
4. Mr. R. S. Minhas, Sr. Manager (BRT), DIMTS
5. Mr. Suresh Kumar, Consultant DIMTS
6. Mr. Sandeep Gandhi, TRIPP, IIT-D
7. Ms. Ruchi Varma, TRIPP, IIT-D
8. Colonel A. K. Bhasin, GGM, RITES
9. Mr. Rajvir Jain, JGM, RITES
10. Mr. Amaneet Singh, Manager RITES
11. Mr. Jamal, Project Manager, RITES
12. Mr. Desh Raj Yadav, Addl. SHO Ambedkarnagar, Delhi Police
13. Mr. D. Elango, Asstt. Manager Projects, CMS
14. Mr. Bhupendru Singh, Project Engineer, CMS
15. Mr. Nazim uddin, Environmental Engineer, CPCB

In this meeting, EPCA took stock of the progress on remaining works limiting operation of Ambedkar Nagar-to-Moolchand stretch of BRT corridor.

1. EPCA was apprised about status of completion of various works vis-à-vis deadlines committed in the EPCA meeting held on 25.03.08. The following changes were reported by the concerned.

Work	Deadline committed in meeting dated 25.03.08	Responsibility	Reported status / extended deadlines in the present meeting
Installation of remaining traffic signal structures (with signaling)	31 <sup>st</sup> March 2008	CMS	All structures installed, painting and signaling to be completed by 9 <sup>th</sup> April
Finishing civil work at the remaining junction points after installation of remaining traffic signal structures	7 <sup>th</sup> April 2008	RITES	Possibly by 12 <sup>th</sup> , but in any case by 15 <sup>th</sup> April
Computer programming on signaling in respect of latest modifications in design by IIT-D for removal of conflicts	31 <sup>st</sup> March 2008	CMS	Completed
Bus shelter lighting	31 <sup>st</sup> March 2008	RITES	Completed
Completion of all signage and marking on the bus, MV and NMV lanes	5 <sup>th</sup> April 2008	RITES	10 <sup>th</sup> April
Submission of signage related to bus shelter	25 <sup>th</sup> March 2008	IIT-D	Completed
Completion of all signage related to bus shelter	5 <sup>th</sup> April 2008	RITES	10 <sup>th</sup> April
Installation of LED panels at bus shelter (this work is not limiting operation)	10 <sup>th</sup> April 2008	DIMTS	No change in committed deadline
Complete removal of all debris, encroachments on footpath, cycle track	7 <sup>th</sup> April 2008 (decided in 31 <sup>st</sup> April Meeting)	RITES & Delhi Police	10 <sup>th</sup> April

2. EPCA was also informed about the proposed cycle rally being organized on 13<sup>th</sup> April and DIMTS plan to start buses in the bus lanes from 14<sup>th</sup> April.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on April 12, 2008 (10.30 AM)**

**Agenda:** Status of remaining works limiting operation of 1<sup>st</sup> stretch of BRT corridor

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member EPCA
3. Mr. N. R. Raje, Member EPCA
  
4. Mr. Manoj Aggrawal, Head RT, DIMTS
5. Mr. R. S. Minhas, Sr. Manager (BRT), DIMTS
6. Mr. Suresh Kumar, Consultant DIMTS
7. Ms. Ruchi Varma, TRIPP, IIT-D
8. Colonel A. K. Bhasin, GGM, RITES
9. Mr. B. S. Sehrawat, AGM RITES
10. Mr. H. S. Gill, ACP Traffic, Delhi Traffic Police
11. Mr. Bhupendru Singh, Project Engineer, CMS
12. Mr. Rakesh Kumar Singh, Project Engineer, CMS
  
13. Mr. Nazim uddin, Environmental Engineer, CPCB

The last meeting to review the progress on remaining works limiting operation of Ambedkar Nagar-to-Moolchand stretch of BRT corridor was held on 08.04.08. This meeting was convened to take stock of further progress made since then.

1. EPCA was apprised about status of completion of various works vis-à-vis deadlines committed in the EPCA meeting held on 25.03.08. The following changes were reported by the concerned.

Work	Deadline committed in meeting dated 25.03.08	Responsibility	Reported status / deadlines in the present meeting
Installation of remaining traffic signal structures (with signaling)	31 <sup>st</sup> March 2008	CMS	Completed
Finishing civil work after installation of remaining traffic signal structures	7 <sup>th</sup> April 2008	RITES	15 <sup>th</sup> April
Computer programming on signaling in respect of latest modifications in design by IIT-D for removal of conflicts	31 <sup>st</sup> March 2008	CMS	Completed
Bus shelter lighting	31 <sup>st</sup> March 2008	RITES	Completed
Completion of all signage and marking on the bus, MV and NMV lanes	5 <sup>th</sup> April 2008	RITES	Completed
Submission of signage related to bus shelter	25 <sup>th</sup> March 2008	IIT-D	Completed
Completion of all signage related to bus shelter	5 <sup>th</sup> April 2008	RITES	Completed
Complete removal of all debris, encroachments on footpath, cycle track	7 <sup>th</sup> April 2008 (committed on 31 <sup>st</sup> March)	RITES & Delhi Police	12 <sup>th</sup> April
Installation of LED panels at bus shelter (this work is not limiting operation)	10 <sup>th</sup> April 2008	DIMTS	Installed (but not activated, and devices installed in 40 buses)

2. EPCA was also informed that preparation for the proposed cycle rally on 13<sup>th</sup> April have been completed and that DIMTS now plans to start buses in the bus lanes from 18<sup>th</sup> instead of 14<sup>th</sup> April.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on April 12, 2008 (11.00 AM)**

**Agenda:** Status of restructuring of bus management and procurement of new buses in Delhi

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member EPCA
3. Mr. N. R. Raje, Member EPCA
4. Mr. A. K. Chaturvedi, Special Commissioner Transport, Delhi
5. Mr. A. K. Srivastava, Assistant Commissioner Transport, Delhi
6. Mr. S. S. Sidhu, Secretary (STA), Delhi
7. Mr. C. K. Goyal, Sr. Manager, DIMTS
8. Mr. Ajay Gupta, Manager, DIMTS
9. Mr. Manoj Aggrawal, Head RT, DIMTS
10. Mr. V. K. Bhatia, CGM (Tech), DTC
11. Mr. V. K. Sehgal, CGM, DTC
12. Mr. J. S. Melhotra, Dy. CGM, DTC
13. Mr. A. K. Goyal, Dy. CGM (Tr), DTC
14. Mr. Nazim uddin, Environmental Engineer, CPCB

**Background**

EPCA convened last meeting on February 9, 2008 to know about Delhi Govt.'s plans to improve public mass transport in Delhi, especially in respect of improving the management buses increasing the number of buses. In that meeting DIMTS informed EPCA about their proposed improved bus management plan in which bus routes have been grouped into 17 clusters and the plan to bring in 11000 new buses of which 6600 (60%) will be DTC buses and 4400 (40%) of private operators. EPCA was also informed that tendering process has already started for 4500 DTC buses. EPCA called this meeting to take stock of the progress made since then.

**Discussions and Decisions**

DIMTS & DTC informed that bid for the first cluster will be received by 25<sup>th</sup> April 2008 and the concession contract will be award within two months. DIMTS & DTC further informed that based on the experience gained in the first cluster, 8 to 10 other clusters will be taken up in the second phase and rest of the clusters will be taken up in the third phase and the whole exercise will be complete by December 2008.

DTC submitted a statement on milestones of the procurement process for 4500 buses. (**Annexure**).

**EPCA asked DIMTS and DTC to interact with bus manufactures to ensure that they are able to supply buses to meet their requirements**

**EPCA also asked DIMTS and DTC to submit in four week their time scheduled plan indicating by which date how much total number of buses will be actually plying on road in order to comply with directions of Honble Supreme Court in this regard.**

DTC officers expressed concern before EPCA that number of DTC depots might have to increase to more than two times the existing numbers to cater for 4500 new buses but presently DTC is not having land for new depots. DTC officers also stated that recruitment of large number of new drivers & conductors will also be required. On these concerns, EPCA expressed that it is incumbent on Delhi Govt. to adequately plan for and create simultaneously whatever new facility is necessary to comply with the directions of Supreme Court regarding ensuring plying adequate number of buses in Delhi. **EPCA expected Delhi Govt. to submit its response on these concerns within four weeks through Principal Secretary Cum Transport Commissioner, Delhi.**

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on April 12, 2008 (11.30 AM)**

**Agenda:** Viewpoint of the transport associations in respect of the matter of registration of BS-III compliant four wheeled vehicles in the NCR region

**In attendance:**

1. Dr. Bhure Lal, Chairman EPCA
2. Ms. Sunita Narain, Member EPCA
3. Mr. N. R. Raje, Member EPCA
4. Mr. Anand Prakash, Director, Department of Road Transport & Highways (DoRT&H), GoI
5. Mr. Vivek Ashish, Under Secretary, DoRT&H, Govt. of India (GoI)
6. Mr. A. K. Chaturvedi, Special Commissioner Transport, Delhi
7. Mr. A. K. Srivastava, Assistant Commissioner Transport, Delhi
8. Mr. S. S. Sidhu, Secretary (STA), Delhi
9. Mr. Chitranjan Das, VP, All India Confederation of Goods Vehicles Owners' Associations
10. Mr. Inder Bir Singh, All India Motor Transport Congress
11. Mr. Nazim uddin, Environmental Engineer, CPCB

**Background**

EPCA had discussed in its two meetings held on 05.01.08 and 12.01.08 the matter of compliance of the Govt. of India notification G.S.R. 686 (E) dated 24<sup>th</sup> October 2004 regarding application of Bharat Stage III Mass Emission Standards for four wheeled vehicles in NCR region since 1<sup>st</sup> April 2005. It observed inadequate compliance of the said notification and therefore expected Ministry of Shipping, Road Transport and Highways, Government of India to issue necessary clarifications. Subsequently, EPCA also wrote a letter to the Ministry in this regard. The Ministry requested EPCA to consider hearing three major unions/organizations of transporters on this issue. EPCA therefore called this meeting to hear viewpoint of the three major unions/organizations of transporters on this matter in which two of the three major organizations participated.

**Discussions and Decisions**

Representatives of the organizations of transporters broadly discussed and put forwarded following three points:

- a. There are difficulties in compliance of the said notification due to non-availability of service facilities and spare parts for BS-III compliant vehicles and BS-III fuel out side NCR.
- b. BS-III compliant heavy trucks are not available at present.
- c. Checking of overloading of vehicles is much more important than implementation of BS-III notification to reduce pollution

EPCA stated that while it can assist in resolving operational problems, these issues would not affect the decision to restrict the use of non-BS-III compliant vehicles in NCR. The representatives of transporters agreed with this and said that they were not against the change in notification.

**EPCA directed MORT&H, Govt. of India to issue on priority basis the clarifications/modifications in the CMVR.**

Delhi Transport Department presented data on breakup of Tourist / All India / Inter State Permit holding buses for one year. **EPCA asked them to submit time series data from 2004-05 onwards as was requested in the meeting notice.**

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on April 19, 2008 (10.30 AM)**

**Agenda:** Status of remaining works limiting operation of 1<sup>st</sup> stretch of BRT corridor

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member EPCA
3. Mr. A. K. Chaturvedi, Special Commissioner Transport, Delhi
  
4. Mr. Manoj Aggrawal, Head RT, DIMTS
5. Mr. R. S. Minhas, Sr. Manager (BRT), DIMTS
6. Mr. A. K. Sinha, Sr. Manager (Bus oper.), DIMTS
7. Mr. Vijay Malhotra, Sr. Consultant DIMTS
8. Mr. Suresh Kumar, Consultant DIMTS
9. Dr. Geetam Tiwari, TRIPP, IIT-D
10. Mr. Vijay Kovvali, IIT
11. Ms. Ruchi Varma, TRIPP, IIT-D
  
12. Colonel A. K. Bhasin, GGM, RITES
13. Mr. B. S. Sehwat, AGM RITES
  
14. Mr. Jagtar Singh, ACP Traffic, Delhi Traffic Police
15. Mr. Bhupendru Singh, Project Engineer, CMS
16. Mr. Rakesh Kumar Singh, Project Engineer, CMS
  
17. Mr. Nazim uddin, Environmental Engineer, CPCB

The last meeting to review the progress on remaining works limiting operation of Ambedkar Nagar-to-Moolchand stretch of BRT corridor was held on 12.04.08. This meeting was convened to take stock of further progress made since then and preparedness for its operation.

1. EPCA was apprised that all works needed for start of trial operation of BRT in Ambedkar Nagar - Moolchand segment that were being monitored by EPCA in recent meetings have been completed and the system testing is planned from 20.04.08.
2. DIMTS informed that some coordination issues are to be sorted out which DIMTS would be able to resolve by sitting together with the concerned after this meeting.
3. An issue of removal debris relating construction work at a drain was brought to notice of EPCA. Chairman EPCA talked to concerned Additional Commissioner of MCD on telephone who assured to arrange its removal within a day.
4. EPCA was informed that re-opening of a cut at Swaminagar is appearing necessary to sort out the traffic congestion problem and that Chief Secretary, Delhi has also discussed this issue with Transport Department and Traffic Police and opening of this cut is under consideration of Delhi Govt. EPCA stated that it has no objection to the proposed change and Chairman EPCA expressed the same view to Chief Secretary, Delhi on telephone during the meeting. However, **EPCA desired that DIMTS should monitor traffic movement after opening of the cut to justify the modification.**
5. EPCA stated that recently EPCA has been concentrating on monitoring of progress of the first segment of BRT corridor therefore it apprehend that progress on the second segment between Moolchand and Delhi Gate might have been neglected. **EPCA desired that works in the second phase should not be delayed.**

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on April 19, 2008 (11.00 AM)**

**Agenda items:** Signing the “Reciprocal Common Transport Agreement” in respect of NCR Region between states

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member EPCA
  
3. Mr. P. D. Sudhakar, M.S., NCR Planning Board
4. Mr. Rajeev Malhotra, CRP, NCR Planning Board
5. Mr. Syed Aqeel Ahmad, Assistant Director, NCRPB
  
6. Mr. A K. Chaturvedi, Special Commissioner Transport, Delhi
7. Mr. Ramesh Negi, CMD, DTC
8. Mr. R. B. Sharma, RM (Inter State), DTC
9. Mr. S. S. Sidhu, Secretary (STA), Delhi
10. Mr. H. N. Bairwa, Addl. TC, Rajasthan
  
11. Mr. Nazim uddin, Environmental Engineer, CPCB

EPCA had convened the last meeting on 25.03.08 to expedite the signing of “Reciprocal Common Transport Agreements” in respect of NCR region between states. This meeting was convened in continuation to that meeting to know the status.

1. NCR Planning Board informed that a meeting was recently convened by Secretary, Ministry of Urban Development, Govt. of India on 16.04.08 in which intensive discussion took place between states and all states have taken final decision to sign the “Reciprocal Common Transport Agreement” for contact carriages as a first step. The states are now in the process for getting political clearance for the same.
2. NCR Planning Board further informed that the states are simultaneously working with each other for signing of the “Reciprocal Common Transport Agreement” for stage carriage also. Delhi-Rajasthan have taken final decision to sign the agreement and Delhi-UP and Delhi-Haryana are near to finalization of the agreements to be signed. The process for all states is likely to be complete by 30.04.08.
3. EPCA was informed that after finalisation of agreements to be signed the states will also have to follow the procedure of public notice before signing.
4. **EPCA expressed that progress on this matter will be reviewed after two weeks.**
5. During the course of discussions EPCA reminded the states that the vehicles under common agreements were supposed to be only CNG vehicles. On this, **all states reassured EPCA that condition of only CNG vehicles would be there in the agreements.**

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on April 19, 2008 (11.30 AM)**

**Agenda:** Issues related to parking in Delhi

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Director, CSE
3. Mr. A K. Chaturvedi, Special Commissioner Transport, Delhi
  
4. Mr. Amiya Chandra, Additional Commissioner (RP Cell), MCD
5. Mr. P. S. Tomar, Additional Commissioner (Revenue), MCD
6. Mr. Feroz Ahmad, CE-VII, MCD
7. Mr. Sanjay kumar Jain, SE (PR-VIII), MCD
8. Mr. J. B. Bhatia, EE (Pr-MCP), MCD
9. Mr. D. K. Girotia, Ex. Engineer (C), NDMC
10. Mr. Ajay Gupta, AE (Projects), NDMC
11. Mr. R. M. Lal, Director (TT), DDD
12. Mr. R. K. Sharma, DD (CL), DDA
13. Mr. K. Srirangan, DD (Plg.)
14. Ms. Manjit Bhalla, DD (Plg.) TT, DDA
  
15. Mr. Nazim uddin, Environmental Engineer, CPCB

**Background**

EPCA has been pursuing various issues related to parking with MCD/DDA/NDMC. EPCA convened the last meeting on 31.03.08 to discuss the following issues related to parking in Delhi:

- A) Implementation of Master Plan provisions for parking in commercial streets and mixed-use streets.
- B) Early construction of new multilevel parkings and integration of their locations with transport interchange points and other important hubs.
- C) Formulation of proper parking pricing policy by MCD and DDA on the lines of NDMC which charges rates to compensate land use.
- D) Formulation of proper policy for maximum utilization of multilevel parkings and discouraging surface parking in these areas.
- E) Streamlining of authorized surface parkings.

This meeting was convened in order to be to be apprised of the compliance/progress made on the instructions given to the concerned by EPCA in the meeting dated 31.03.08.

**Discussions and Decisions**

1. Before starting the review of progress on parking issues discussed in the last meeting, EPCA asked DDA to explain if any amendments in parking requirements for plot size upto 100 sq m are being considered by DDA. DDA officer stated that it is being considered to reduce parking requirement to 2 equivalent-car-space (ecs) for plot size upto 100 sq m in place of the earlier requirement based on FAR which effectively required 7 ecs in a 100 sq m plot. EPCA stated that once Delhi Govt. has submitted a parking policy before Supreme Court how can it bring in such drastic changes in that

policy without seeking approval from Supreme Court. **EPCA directed DDA not to go ahead with these changes and keep these on hold as the parking policy is under review.**

2. EPCA had asked MCD/DDA in the meeting dated 31.03.08 to prepare and submit within two weeks specific plans in respect of 500 streets (out of more than 2000 such streets) to begin with. MCD/DDA did not prepare and submit the required plans and sought further two weeks time. **EPCA agreed to give further two weeks time. EPCA asked MCD to take 500 streets from the Master Plan list(s) and submit street wise plans with details such as i) Name & code of the street as per Master Plan, ii) Penalty collected, iii) Penalty due, iv) Parking required v) Land identified for the parking facility vi) Planned area vii) Money required to develop parking.**
3. EPCA had asked MCD/DDA in the meeting dated 31.03.08 to submit statements indicating location of the proposed / under construction multilevel parkings, starting and ending dates of construction, and remark about their proximity to important transport interchange points and hubs. MCD submitted the asked information in respect of its 12 proposed multilevel parkings. DDA informed status of its two proposed multilevel parkings at Manglam Place (Rohini) and Nehru Place. Tenders for these plots have been received and bids are under examination and expected to be finalized in next one month. **EPCA again asked DDA and NDMC to submit schedule of construction of their proposed / under construction multilevel parkings.**
4. EPCA had asked directed MCD/DDA in the meeting dated 31.03.08 to formulate their own parking pricing policy on the lines of NDMC charges rates to compensate land use. EPCA had also indicated that as a first step to this areas will have to be categorized as A, B and C as done by NDMC. DDA has expressed its reservation on this through Dy. Director (CE) letter dated 7.4.08. EPCA explained that by stressing on adopting NDMC model by MCD and DDA, EPCA is working towards the same end of having uniform parking pricing policy as mentioned by DDA in its letter. EPCA further stated that it agrees with NDMC ideas of categorization of areas on the basis of congestion and implementing differential charges. When EPCA asked DDA to respond, **DDA officer expressed that DDA is agreeable to adopt and implement parking pricing policy of MCD because after completion of development it hands over areas to MCD. EPCA expected DDA to inform the stated stand in writing. EPCA directed MCD to immediately formulate their parking pricing policy on the lines of NDMC.**
5. EPCA in the meeting dated 31.03.08 had expressed its opinion that surface parking should not be allowed near multilevel parkings until it is fully utilized. This becomes more important as DDA has expressed inability in regulating parking pricing in multilevel parkings through Dy. Director (CE) letter dated 7.4.08. **EPCA expected DDA to respond within two weeks to EPCA's opinion that surface parking should not be allowed near multilevel parkings until it is fully utilized.**
6. EPCA in the meeting dated 31.03.08 had expected MCD to submit details of 225 authorized parking lots in the city to the Delhi Police for review in terms of obstruction to traffic. MCD informed of having submitted the list to Delhi Police as desired by EPCA.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on April 26, 2008 (11.00 AM)**

**Agenda:** Environmental Clearance (EC) / No Objection Certificate (NOC) status of shopping malls in Delhi

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Director, CSE
  
3. Mr. B. Kumar, SEE, DPCC
4. Mr. Rajeev Sharma, DPCC
  
5. Mr. Nazim uddin, Environmental Engineer, CPCB

The Environment Pollution (Prevention & Control) Authority for the National Capital Region” (EPCA) convened last meeting on 12.01.08 to discuss Environmental Clearance (EC) / No Objection Certificate (NOC) status of shopping malls / commercial construction projects in Delhi in which it was decided that DDA shall prepare information on shopping malls established in the three regimes namely - i) January 2003 to June 2004 (projects having > 50 crore investment or >50 kl/d effluent generation or having >20000 sq m built-up area), ii) July 2004 to August 2006 (projects having > 50 crore investment or >50 kl/d effluent generation), and iii) September 2006 onwards (projects having >20000 sq m built-up area)- and based on this information DPCC shall prepare the EC / NOC status of all shopping malls so that this matter can be taken up further by EPCA.

EPCA decided to write to DDA to ask for the data expedetiously.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on May 3, 2008 (12.00 Noon)**

**Agenda:** Progress on “Action Plans for Air Quality Improvement” for Hyderabad (AP), Ahmedabad (Gujarat), Bangalore (Karnataka), Sholapur & Pune (Maharashtra), Chennai (Tamil Nadu) and Kanpur & Lucknow (UP)”

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member EPCA
3. Mr. A. K. Chaturvedi, Special Commissioner Transport, Delhi

AP

4. Mr. Rajeshwar Tiwari, IAS, Member Secretary, Andhra Pradesh Pollution Control Board
5. Mr. B.S.S. Prasad, IFS, Special Secretary, EFS&T Department, Govt. of Andhra Pradesh
6. Mr. A. V. Sarma, MD, Bhagyanagar Gas Ltd.

Gujarat

7. Mr. Sanjiv Tyagi, IFS, Member Secretary, Gujarat Pollution Control Board
8. Sanjiv Vaijanapurkar, Dy. Environmental Engineer, Gujarat Pollution Control Board

Karnataka

9. Mr. Aravind Ramachandra Jannu, IAS, Secretary (Ecology & Environment), FE&E Department, Govt. of Karnataka

Maharashtra

10. Mr. Shyamlal Goyal, IAS, Secretary (Environment), Govt. of Maharashtra
11. Mr. Ajay Deshpande, Maharashtra Pollution Control Board

Tamil Nadu

12. Mr. R. Rajagopal, IAS, Secretary (Environment & Forests), Govt. of Tamil Nadu
13. Dr. V. N. Rayudu, TNPCB, Chennai

CPCB

14. Nazim uddin, Environmental Engineer, CPCB

**Background and chronology of events**

On August 14, 2003, the Hon'ble Supreme Court directed state governments of Maharashtra (Sholapur), Andhra Pradesh (Hyderabad) Gujarat (Ahmedabad), Uttar Pradesh (Kanpur, Lucknow) Karnataka (Bangalore) and Tamil Nadu (Chennai) to draw up action plans for lowering air pollution in the cities and also directed that the plan, once finalised, should be placed before EPCA.

**Hon'ble Supreme Court order August 14, 2003**

*“CPCB's report shows that the Respirable Suspended Particulate Matter (in short “RSPM”) levels in Ahmedabad, Kanpur, Sholapur, Lucknow, Bangalore, Chennai, Hyderabad, Mumbai and Kolkata are alarming.”*

*“Issue notices to the States of Maharashtra, Andhra Pradesh, Gujarat, Uttar Pradesh, Karnataka and Tamil Nadu. In the meantime, we direct that the Union of India and the respective States shall draw a plan for lowering the rate of RSPM level in the aforesaid cities. After the plan is drawn, the same would be placed before EPCA. This may be done within a period of two months. We are excluding Mumbai and Kolkata where the respective High Courts are stated to be monitoring the RSPM levels in those cities. EPCA after examining the matter shall submit a report to this Court within a period of four weeks thereafter.”*

In response to this order of the Hon'ble Court, the EPCA had submitted an interim report in November 2003 pointing out that the plans submitted by the individual states were weak and lacked data and proposals for controlling pollution. EPCA had assessed each plan and drew up a common format for the cities, so that they could plan for each element of the action strategy and then had discussed these plans with the state governments to draw up the first ever, comprehensive plan for each city. On submission of the interim report, the Hon'ble Court passed the following direction on November 24, 2003:

**Hon'ble Supreme Court order – November 24, 2003**

*"States of Maharashtra, Karnataka, Andhra Pradesh and Gujarat are granted two weeks' time to supply the requisite material in format which is an Annexure to the Interim Progress Report on "Particulate Pollution Control Strategy in Critically Polluted Cities", which shall be considered by the Environment Pollution (Prevention & Control) Authority within further period of two weeks. The final report may be submitted by the Authority within eight weeks."*

EPCA submitted the final report to the Hon'ble Court in January 2004, detailing out the plans for each city, as agreed with the state and city administration. The report also outlined the crosscutting issues that needed attention. These air pollution control plans have since become the basis of monitoring and implementation in the 7 cities.

In February 2005, EPCA submitted its second progress report to the Hon'ble Court. The Report informed about the status and progress of work, observations and also highlighted the issues, which were impeding the successful implementation of the action plan.

In October 2006, EPCA submitted its third progress report to the Hon'ble Court. The Report provides information about progress in implementing the city action plans and the deadlines set by EPCA for implementation in each city. Pune was not listed in the directive of August 14, 2003 of the Hon'ble Court that were asked to develop action plans to control particulate pollution and to place the same before EPCA. The report also presented reasons and ground to bring Pune within the current monitoring scope of the Hon'ble Court in addition to the seven cities also citing some orders of Hon'ble Supreme Court concerning pollution problem in Pune following which Pune had already developed an action plan.

The city of Pune was listed in the Hon'ble Supreme Court order directives of April 5, 2002 as one amongst the most polluted cities in India. The Court order stated:

*'.....there appears to be no effective action plan to address the problem of these cities.....If no immediate action is taken, then it may become necessary for some orders being passed so as to bring relief to the residents of those cities.'*

The May 9, 2002 order of the Hon'ble Supreme Court directed the Union government to develop gaseous fuel programmes in these key polluted cities of India. The Court order stated:

*'Union of India will give a scheme with regard to compulsory switch over of all two wheelers, three wheelers and motor vehicles to LPG/CNG in cities other than Delhi which are equally or more polluted.'*

EPCA has mentioned in its last report submitted to Hon'ble Supreme Court about having identified four key areas that have the potential to engineer a fundamental transition. These include:

1. Gaseous fuel programmes, both CNG and LPG to leapfrog from current polluting diesel to cleaner fuel, particularly in grossly polluting segments like public buses and autorickshaws.
2. Public transport and transport demand management to reduce the demand for growth of private motorisation and reduce emissions.
3. Vehicle inspection programme for the on-road vehicles to combat pollution from large fleets of existing vehicles.
4. Management of transit traffic and phasing out of old vehicles to reduce the burden of pollutants in the city

EPCA had also stated in its Oct 2006 report that it will monitor tightly deadlines set by EPCA for implementation in each city and have been agreed upon by States and that EPCA will continue to bring reports on progress to the Hon'ble Court. In that report the matter related to management of transit traffic and phasing out of old vehicles could not been included as that required more discussions with the respective state governments.

Since submission of its last report to Supreme Court in October 2006, EPCA has held several progress review meetings for different city as below:

Meeting convened on 15.11.06 in Ahmedabad for reviewing the Action Plan for Ahmedabad city  
Meeting convened on 07.01.07 in Pune for reviewing the Action Plans for Pune and Sholapur  
Meeting convened on 07.09.07 in Bangalore for reviewing Action Plan for Bangalore city  
Meeting convened on 27.11.07 in Ahmedabad for reviewing the Action Plan for Ahmedabad city  
Meeting convened on 28.12.07 in Lucknow for reviewing Action Plans for Lucknow and Kanpur

This meeting was convened to review the progress made on the deadlines set by EPCA for implementation in each city and the further instructions given in review meetings from time to time.

## **Discussions**

### **A. Chennai:**

1. Officers from Tamil Nadu apprised EPCA about the salient points of the latest progress report on implementation of the action plan in Chennai submitted for the meeting. In addition, they also informed EPCA about the air quality trends in Chennai that slight rise in RSPM levels is being observed.
2. EPCA expressed that more progress should have been made for augmentation of public transport by increasing the number of buses in Chennai as buses have only been replaced because of the phasing out of old fleets. **EPCA stated that it is interested in augmentation of buses to control increase in number of private vehicles.**
3. Officers from Tamil Nadu also informed EPCA that the parking for Chennai has been finalized in 2007 but it is part of the new Master Plan that is still to be cleared. **EPCA desired that the parking policy for Chennai should be submitted as early as possible.**
4. EPCA was informed about the conversion programme in Chennai of 33,700 petrol autos to LPG of which 5000 have already converted and that negotiations are underway on subsidy for converting the remaining autos.
5. EPCA was also informed about introduction of Green Tax in Chennai and the upgrading of 76 PUC centers in Chennai.

### **B. Hyderabad:**

6. Officers from Andhra Pradesh apprised EPCA about the salient points of the latest progress report on implementation of the action plan in Hyderabad submitted for the meeting. In addition, they also informed EPCA about the air quality trends in Hyderabad that there was a declining trend upto 2004 but after that slight rise in RSPM levels is being observed mainly due to increase in number of private vehicles.
7. MD, Bhagyanagar Gas Ltd informed EPCA about having received a letter from the Petroleum & Natural Gas Regulatory Board (P&NGRB) saying that the Bhagyanagar Gas Ltd is not being considered as the authorized entity for Hyderabad and is required to apply afresh to the Regulatory Board.
8. EPCA asked for submission of time schedule of implementation of BRTS in Hyderabad and information on parking charges in Hyderabad.

### **C. Pune & Sholapur:**

9. Officers from Maharashtra apprised EPCA about the salient points of the latest progress report on implementation of the action plans in Pune and Sholapur.
10. It was also informed that deadline for CNG in Pune is now extended to June 2008 instead of March 2008.

### **D. Bangalore:**

11. Officer from Karnataka apprised EPCA about the salient points of the latest progress report on implementation of the action plan in Bangalore.
12. In addition, Officer from Karnataka also informed EPCA about the proposed parking policy for Bangalore which is under finalisation. He also brought to the notice of EPCA that concentration of pollutants in samples collected at breathing height are observed much higher than in sample collected at height.

### **E. Ahmedabad:**

13. Officer from Gujarat apprised EPCA about the salient points of the latest progress report on implementation of the action plan in Ahmedabad. In addition, they also informed that air quality in Ahmedabad has gradually improved over the years resulting in upgrading of its rank in terms of air quality among polluted cities. It was also informed that they are not depending only on compliance of annual average standards but also analyze compliance level of daily values.
14. Officer from Gujarat also informed HPCL having received a letter from the Petroleum & Natural Gas Regulatory Board (P&NGRB) saying that the HPCL is not being considered as the authorized entity for Ahmedabad and is required to apply afresh to the Regulatory Board.
15. It was informed that Gujarat Govt. is considering bringing out parking policy for Ahmedabad and may take 3-4 months to finalise.

### **Decisions**

1. EPCA expressed that auto LPG programme appear to be under threat in near future because presently the price of petrol is controlled but the price of LPG is not controlled and as a result LPG price is rising and might reach to a point to make petrol to LPG conversion unviable. However, given the increasing price of petrol, it was felt that the conversion would still be viable. It was also discussed how the conversion would be further incentivised through fiscal measures.
2. EPCA asked States with access to CNG to step up momentum on their CNG programmes. EPCA decided to write to the Ministry of Petroleum & Natural Gas to clarify position to the P&NGRB that which company is the authorized entity for which critically polluted cities.
3. EPCA asked States to send details of present taxation on private vehicles and buses in the critically polluted cities. EPCA also desired that states should share information among them on introduction of the Green tax and diesel cess in Delhi. It was agreed that a paper would be circulated on the fiscal issues related to air pollution.
4. EPCA asked states to prepare revised bus augmentation plan based on proper assessment of public transport needs and considering other modes of public transport, existing or planned, and submit to EPCA. It was agreed that the focus of the next meeting would be on this issue.
5. EPCA asked states to prepare and implement parking policy in the critically polluted cities. The Bangalore policy was circulated for information.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on May 6, 2008 (10.30 AM)**

**Agenda:** Status of operation of first segment and progress on second segment of the Ambedkar Nagar-Delhi Gate BRT corridor

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member EPCA
3. Mr. A. K. Chaturvedi, Special Commissioner Transport, Delhi
  
4. Mr. Manoj Aggrawal, Head RT, DIMTS
5. Mr. V. K. Malhotra, Sr. Consultant DIMTS
6. Mr. Suresh Kumar, Consultant DIMTS
7. Mr. Sandeep Gandhi, TRIPP, IIT-D
  
8. Colonel A. K. Bhasin, GGM, RITES
9. Mr. Vijay Kishore, GM, RITES
  
10. Mr. Harendra, ACP Traffic, Delhi Traffic Police
11. Mr. Rakesh Kumar Singh, Project Engineer, CMS
  
12. Mr. Nazim uddin, Environmental Engineer, CPCB

In this meeting, EPCA took stock of the status of operation of first segment and progress on second segment of the Ambedkar Nagar-Delhi Gate BRT corridor.

1. In the beginning, EPCA expressed that some people are bent upon criticizing the BRT project without realizing that with the pace at which number of private vehicles are increasing, traffic will be totally unmanageable after a few years from now unless public transport is given a push. Any shortcomings in the design can be improved but BRT the real solution to traffic problems. DIMTS and RITES expressed their agreement with EPCA's views.
2. EPCA was informed that the signals are being operated manually and traffic patters are being studied to start automatic signaling. **EPCA desired that necessary modifications in the original automatic signal cycle should be completed and the modified automatic signaling should be started at the earliest.** EPCA was informed that the normal signal cycle is of 2 to 2:40 minute but at some points at the time of peak traffic it is as high as 6 minutes. It was also expressed before the EPCA that for cars/bikes the signal cycle is almost same as before the operation of BRT. EPCA expressed that everyone recognizes that automatic and advance signaling is needed.
3. An issue of parking of vehicles near schools in Sadiq Nagar area was also brought to the notice of EPCA. Delhi Police informed that parking of buses is not a big problem but parking of cars is the main problem. It was also informed that show cause notice has been issued and the issue is likely to be resolved in a day or two.
4. DIMTS informed EPCA that some modification in bus shelters is under consideration to ease boarding in buses.
5. **EPCA stated that during the next meeting on Friday, May 9, 2008, it would especially like to know what has been learnt from the experience with the operation of the first segment that can be used to improve engineering in the BRT system.**

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on May 9, 2008 (10.00 AM)**

**Agenda:** Status of operation of first segment and progress on second segment of the Ambedkar Nagar-Delhi Gate BRT corridor

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member EPCA
3. Mr. Ajay Chagti, Joint Commissioner Transport, Govt. of NCT of Delhi
  
4. Mr. Manoj Aggrawal, Head RT, DIMTS
5. Mr. V. K. Malhotra, Sr. Consultant DIMTS
6. Mr. Suresh Kumar, Consultant DIMTS
7. Ms. Ruchi Verma, TRIPP, IIT-D
  
8. Mr. Vijay Kishore, GM, RITES
9. Mr. B. S. Sehrawat, AGM RITES
  
10. Mr. Harendra, ACP Traffic, Delhi Traffic Police
11. Mr. Johny Joseph, RM, CMS
12. Mr. Rakesh Kumar Singh, Project Engineer, CMS
  
13. Mr. Nazim uddin, Environmental Engineer, CPCB

In this meeting, EPCA took stock of the status of operation of first segment and progress on second segment of the Ambedkar Nagar-Delhi Gate BRT corridor.

1. EPCA discussed various issues related to the first segment of 1<sup>st</sup> BRT corridors follows:
  - a) **Signal system:** DIMTS and Delhi Traffic Police informed that the signals are still being controlled manually. EPCA expressed that it would like to know that who would run and by when the proposed intelligent traffic system. **EPCA directed Transport department to keep EPCA informed on the decisions taken by the Delhi Government including its time frame.**
  - b) **Construction of additional road between Press Enclave and Outer Ring Road:** EPCA was informed that feasibility study is underway and this new road will be complete by August 15, 2008.
  - c) **Horticulture work:** RITES informed that work has already been restarted and will be complete before onset of monsoon.
  - d) **Passenger Information System:** DIMTS informed that PIS for low floor buses will be done by 31.05.08. DTC may ensure that the data entry related to PIS is done meticulously.
  - e) **Number of buses in corridor:** EPCA expressed that it would like to know from Transport Department what is their plan on changing number of buses in the BRT corridor and also about changes made in routes, if any.

- f) **Bus stop:** EPCA expressed that that people are concerned about i) Bus not stopping at specific points, ii) Lack of conveniences, iii) No facility for sitting etc. EPCA expected DIMTS to look into problems related to bus stops and do the needful.
  - g) **Parking along corridor:** EPCA expressed that provision for parking at beginig or other important points is important. EPCA expected RITES to come back to EPCA on this. Transport Department may take up this matter with MCD for integration of parking lots with important points.
  - h) **Foot over bridge:** EPCA asked DIMTS to inform about plans for footbridges.
  - i) **Changes in operation in the first segment:**
    - Closure of traffic at Jagmohan cut: Delhi Police informed that while substantial number of vehicle come to Jagmohan cut from Malviya Nagar side, very small number of vehicles (8 to 10) use this cut for right or U-turning but cause obstruction to the straight going vehicles. Delhi Police suggested that closure of right and U-turning traffic at this cut would help in smooth flow of traffic. EPCA showed no objection to the proposal but expressed that the situation will change when the new road between Press Enclave and Outer Ring road will be operational and therefore Delhi Police should review this decision then.
    - Unused left turn for buses: It was mentioned before EPCA that at some junctions there are provisions for left turning buses but no stage carriage buses takes turn. EPCA desired DIMTS to look into the matter and do the needful.
  - j) **Management of corridor:** EPCA expressed that DIMTS is the agency responsible for management and all issue related to managements will be addressed by DIMTS.
2. **EPCA directed Transport Department and DIMTS to inform by the next meeting plans for the second segment of 1<sup>st</sup> BRT corridor and its schedule.**

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on May 9, 2008 (11.00 AM)**

**Agenda items:** Signing the “Reciprocal Common Transport Agreement” in respect of NCR Region between states

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member EPCA
  
3. Mr. Sumit Chatterjee, Under Secretary, MoUD, Govt. of India
4. Mr. Rajeev Malhotra, CRP, NCR Planning Board
5. Mr. Syed Aqeel Ahmad, Assistant Director, NCRPB
  
6. Ms. Saroj Siwatch, State Transport Controller, Haryana
7. Mr. S. S. Sidhu, Secretary (STA), Delhi
8. Mr. H. N. Bairwa, Addl. Transport Commissioner, Rajasthan
9. Mr. Vinod Shankar Singh, Dy. Transport Commissioner, Meerut
  
10. Mr. Nazim uddin, Environmental Engineer, CPCB

EPCA had convened the last meeting on 19.04.08 to expedite the signing of “Reciprocal Common Transport Agreements” in respect of NCR region between states. This meeting was convened in continuation to that meeting to know the status.

1. NCR Planning Board informed EPCA that Secretary, Urban Development, Govt. of India is also reviewing progress of this matter at regular intervals. The last meeting was held on 29<sup>th</sup> April 2008 and the next is scheduled on 16<sup>th</sup> May 2008.
2. EPCA was informed following progress in respect of signing of the “Reciprocal Common Transport Agreements”:
  - a) Rajasthan: First notification issued
  - b) UP: Approved by Government, sent for cabinet approval
  - c) Delhi: Finalised, sent to Law department  
(Confirmation awaited from UP and few remaining issues are being resolved with Haryana)
  - d) Haryana: Approved by Govt. but some clarification on revenue sought
3. **EPCA desired that UP should convene a Secretary level meeting between UP and Haryana at the earliest to resolve remaining issues.**
4. **EPCA directed all concerned States to inform EPCA the deadlines committed to Secretary Urban Development, Govt. of India by them for finalisation of agreements and finalisation of routes.** EPCA decided to convene the next review meeting on this matter in the end of May 2008.
5. Rajasthan also informed EPCA about imposition of green tax. EPCA appreciated this and circulated a copy of the notification to other states.
6. While discussing the taxation in different NCR states, it was observed that there are wide variations in the taxation on vehicles in these states and the tax is least in Haryana. The other States expressed that a common taxation in NCR region might be ultimately required. It was also observed that current taxation of vehicles provides disincentive to public transport.

**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on May 9, 2008 (11.45 AM)**

**Agenda:** Issues related to parking in Delhi

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Director, CSE
3. Mr. Amiya Chandra, Additional Commissioner (RP Cell), MCD
4. Mr. Sanjay Kumar Jain, SE (PR-VIII), MCD
5. Mr. J. B. Bhatia, EE (Pr-MCP), MCD
6. Mr. Anurag Goyal, Director (Projects), NDMC
7. Mr. G. Sudhakar, Director, NDMC
8. Mr. D. K. Girotia, Ex. Engineer (C), NDMC
9. Mr. R. M. Lal, Director (TT), DDA
10. Mr. P. V. Mahashabdey, Director (Plg), DDA
11. Mr. Mohan Chandra, Dy, Director (B), DDA
12. Mr. Nazim uddin, Environmental Engineer, CPCB

EPCA has been pursuing various issues related to parking with MCD/DDA/NDMC for a long time. EPCA convened the last meeting on 19.04.08 to discuss parking. This meeting was convened in continuation to that meeting to discuss the progress made since then.

Proposed changes in MPD-2021 on parking requirement for plot size upto 100 q m

1. During the last meeting dated 19.04.08, EPCA discussed with DDA the changes being considered by DDA in the parking requirements for plot size upto 100 sq m by way of reducing it to two equivalent-car-space (ecs) for a plot size of 100 sq m from the earlier requirement based on build up area which effectively required 7 ecs for a 100 sq m plot at 3.5 FAR. EPCA had expressed that once DDA has submitted a parking policy in Supreme Court it should not make such alterations without seeking approval from Supreme Court. EPCA directed DDA not to go ahead with the modifications as the parking provisions under MPD are being reviewed.
2. DDA informed EPCA about the Gazette notification dated 22.06.07 issued by Ministry of Urban Development, Govt. of India (MoUD, Gol) in respect of the one-time charges for development of parking on plot area basis (one ECS per 50 sq. m basis) which came after notification of MPD-2021 (notified on 07.02.07) envisaging parking charges on built up area basis (two ECS per 100 sq. m of built up area).
3. DDA informed EPCA about having written to MoUD, Gol vide letter dated 24.08.07 that provisions of the Gazette notification dated 22.06.07 are not in conformity with the MPD-2021 provisions and therefore amendment in either Gazette notification dated 22.06.07 or in MPD-2021 will be required. DDA has expressed its concern in its letter that if amendmend in MPD-2021 is done then parking provisions on plot area basis will substantially affect the parking for respective mixed-use activities and will also require simultaneous amendments in the norms for other use zones. DDA also expressed in its letter to MoUD, Gol that amendment in the Gazette notification dated 22.06.07 may be the preffered option from planning point of view.

4. DDA further informed EPCA that the proposed amendment in 'MPD-2021-Parking provisions in the Mixed Use regulations' has already been cleared/recommended by the Technical Committee of DDA in meeting dated 07.03.08 and by DDA in meeting dated 10.04.08.
5. **EPCA reiterated its view that as the DDA has submitted the parking policy in Supreme Court it should not make alterations in that policy without seeking approval from Supreme Court and directed DDA to defer the proposed amendments in MPD-2021 while the parking policy is under review.**

#### Implementation of MPD-2021 provisions for parking in mixed-use areas/commercial streets

6. EPCA had asked MCD/DDA in the meeting dated 31.03.08 to prepare and submit within two weeks specific plans in respect of 500 streets (out of more than 2000 such streets) to begin with. When MCD/DDA could not comply with these instructions, further two weeks time was given in the meeting dated 19.04.08.
7. MCD/DDA did not prepare and submit the required plans and MCD expressed before EPCA that the exercise might take about two months. EPCA expressed that delay occurring is indicating that solution to the whole problem is not easy. **EPCA asked MCD to prepare and submit plans for just 10 streets within a week so that some idea about the seriousness of the problem is available.**

#### Formulation of proper parking pricing policy for areas under MCD and DDA

8. EPCA had asked directed MCD/DDA in the meeting dated 31.03.08 to formulate their own parking pricing policy on the lines of NDMC charges to compensate land use. In the meeting dated 19.04.08, DDA had expressed that it is agreeable to adopt and implement parking pricing policy of MCD and NDMC in the respective areas because after completion of development it hands over areas to MCD or NDMC on which EPCA had asked DDA to inform the stated stand in writing to EPCA, MCD and NDMC. In the meeting dated 19.04.08, EPCA had again directed MCD to immediately formulate their parking pricing policy on the lines of NDMC.
9. EPCA observed that MCD has not made any progress for formulation of the parking pricing policy on the lines of NDMC. **EPCA directed MCD and DDA to complete classification of areas under their jurisdiction on the lines of NDMC as a first step and submit the same to EPCA within a week.** MCD assured to submit the classification within a week and DDA officers assured to communicate it to the concerned officers in DDA.

#### Construction of new multilevel parkings

10. MCD apprised EPCA that projects for Defense colony and Greater Kailash have been awarded.

#### Review of 225 authorized parkings by Delhi Police

11. MCD had informed EPCA in meetings dated 31.03.08 and 19.04.08 about submission of list of 225 authorized surface parkings to Delhi Police for their review. EPCA desired that Delhi Police should be called in the next meeting to know the progress on this.

**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on May 9, 2008 (12.30 AM)**

**Agenda:** Bus augmentation programme & restructuring of bus operation management

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member EPCA
3. Mr. C. K. Goyal, Sr. Manager, DIMTS
4. Mr. V. K. Sehgal, CGM, DTC
5. Mr. Nazim uddin, Environmental Engineer, CPCB

EPCA has convened last meeting on April 12, 2008 to review progress on Bus augmentation programme and restructuring of bus operation management in Delhi. This meeting was called in continuation to that meeting to know the progress made since then and to further discuss this issue.

1. DIMTS had earlier informed EPCA about their plan to bring in 11000 new buses of which 6600 (60%) will be DTC buses and 4400 (40%) of private operators. During the last meeting, DTC had submitted a statement on milestones of the procurement process for 4500 buses on which EPCA asked DIMTS and DTC for further submission of a time scheduled plan indicating by which date how much total number of buses will be actually plying on road in order to comply with directions of Hon'ble Supreme Court.
2. In respect of point 1, DTC informed the following time schedule during this meeting:

**Table 1: Time schedule for procurement of new buses by DTC for Delhi**

Description	Ordered/ Order Quantity			Likely induction by	Remarks
	Non-AC	AC	Total		
Lot of 525 LF + Lot of 125 LF buses	500+125	25	650	525 by Aug'08 (25 Ac ones by June) 125 by Oct'08 (but will be expedited)	Already 216 inducted upto 30.04.08
Lot of 1000 Std. buses	1000	-	1000	Sep'08 to Jun'09 (Tech-comm. bid opened on 14.03.08, order to be placed by Jun'08)	Order will be placed by June end
Lot of 2500 LF buses	1500	1000	2500	Dec'08 to Jul'10 (Tech-comm. bid opened on 21.04.08, order to be placed by Jul'08)	Order likely to be placed by July end
Lot of 1000 Semi LF buses	750	250	1000	Jan'09-Jan'10 (Bid due on 30.05.08, order to be placed by Aug'08)	Order likely to be placed by July end
<b>Total</b>	<b>3875</b>	<b>1275</b>	<b>5150</b>		

**Summary:** 2150 buses (=650+700+500+300) in 2008-09,  
2500 buses (=0+300+1500+700) in 2009-10,  
500 buses (=0+0+500+0) in 2010-11

3. EPCA expected DTC to expedite procurement process for the 4500 buses being ordered.
4. EPCA also clarified that while discussing the matter of procurement of buses in its meeting dated February 23, 2008, EPCA expressed certain observations that were meant to ensure that Delhi Government/DIMTS/DTC get the readily available technology in terms of safety, emissions and fuel economy of CNG buses and these observations should not be made a premise to insist upon composite gas cylinders, which are not easily available.
5. In respect of point 1, DIMTS informed the following time schedule during this meeting:

**Table 2: Time schedule for acquisition of private stage carriage buses for Delhi**  
(under the planned corporate model)

Cluster No.	No. of buses	Award of contract	Supply schedule breakup	
			The first 25% within six months (D1=D0+6 Months)	The rest 75% within next three months (D2=D1+3 Months)
Cluster-1	217	Jul'08	55	162
Cluster-2 to 10	2445	Oct'08	610	1835
Cluster-11 to 17	1747	Dec'08	435	1312
<b>Total</b>	<b>4409</b>		<b>1100</b>	<b>3309</b>

**Summary:** 827 buses in 2008-09  
3582 buses in 2009-10

6. DIMTS also informed EPCA about their meeting with two main manufacturers Ashok Leyland and Tata Motors to ensure supply of buses, however clarifying that procurement of private stage carriage buses will be done directly by the contract awardees.

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**(draft) Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on May 16, 2008 (03.30 PM) in Room No. 119 Vikas Saudha, Bangalore**

**Agenda:** Progress on parking policy for Bangalore

**In attendance:**

1. Dr. Bhure Lal, Chairman,  
Environment Pollution (Prevention and Control) Authority for the NCR EPCA
2. Ms. Vatsala Watsa, Additional Chief Secretary, Govt. of Karnataka
3. Mr. Aravind Ramachandra Jannu, Secretary (Forests, Ecology & Environment),  
Govt. of Karnataka
4. –
5. –
6. –
7. –
8. –
9. --
10. –
11. –
12. –
13. --

--. Nazim uddin, Environmental Engineer, CPCB

While reviewing progress on 'Action Plans for Air Quality Improvement in Eight Cities" in its recent meeting held on 03.05.08, "Environment Pollution (Prevention and Control) Authority for the NCR" (EPCA) noted that Govt. of Karnataka is in the process of preparing a parking policy for Bangalore. The present meeting was convened to know the progress and discuss this issue with the concerned authorities.

1. Commissioner, Mahanagara Palike Bangalore made a presentation on the draft parking policy of Bangalore in the meeting (**Annexure**).
2. Chairman, EPCA stated that parking policy is very important for Bangalore city because progress and prosperity of the city is linked to mobility and the parking policy will help improve mobility.
3. Chairman, EPCA expressed his appreciation on comprehensive identification and elucidation of parking problems and objectives of parking policy in the draft parking policy for Bangalore.
4. Chairman, EPCA desired that once the parking policy is finalized and adopted it might require some amendments or changes in the existing laws / rules / bylaws or in the Master Plan which should be taken up immediately thereafter. A timeframe for implementation of the principles enshrined in the policy and a mechanism for monitoring progress of its implementation would also be needed.
5. Chairman, EPCA expressed few general observations on parking policy:

- a) Parking facility are essential at important transit points
  - b) Parks should not be destroyed to create parking
  - c) Multilevel parking is acceptable provided the commercial space is kept minimum
  - d) No compromise on parking area requirements should be made. Required Effective Car Space (ECS) should be linked to built-up area.
  - e) If residential buildings are allowed commercial activities without parking space, it affects quality of life.
  - f) Street parking if allowed will make movement difficult
6. Chairman, EPCA also stated that there are many things that can be done in respect of parking under the present laws and rules even before the parking policy.
- a) Encroachment on roads due to parking should be removed. If required, enabling provisions can be brought in on the basis of analogy with laws enacted elsewhere in the country.
  - b) Parking on footpath should be stopped forthwith.
  - c) Shop owners should not be allowed to park their cars on roads/footpaths
  - d) Existing commercial buildings and business centers should be asked to create parking within a certain timeframe.
  - e) Management of authorized parking lots should be improved in terms of defined boundaries, display of proper signboards etc.
  - f) Schools should be asked to not allow continuous vehicles parking and to instead allow parking at fix hours only.
  - g) Entry of heavy vehicles in the city should be restricted. Their parking should be allowed in outskirts areas.
7. Chairman, EPCA also expressed that EPCA is in favour of parking charges that discourage private vehicles and prolonged parking.
8. Chairman, EPCA, stressed that emphasis should be given to improve public transport system to check rising number of private vehicles because buses occupy only small road space and cater to majority of commuters whereas cars occupy major part of road space but cater to only few commuters. Chairman, EPCA also stressed to give importance to integrated public transport system. He further stated that improvement in the present taxation system is also needed because bus passengers are being taxed more.
9. Chairman, EPCA stated that if private vehicles are allowed to increase at the present pace it would be difficult to move on roads after few years. It was also discussed that corporate sector should also be requested to promote use of public transport by its employees because presently they are encouraging purchase and use of private vehicles.
10. The meeting ended with vote of thanks to the Chair

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on May 17, 2008 (10.30 AM)**

**Agenda:** Status of operation of first segment and progress on second segment of the Ambedkar Nagar - Delhi Gate BRT corridor

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member EPCA
3. Mr. A. K. Chaturvedi, Special Commissioner Transport, Delhi
4. Mr. R. S. Minhas, AGM (BRT), DIMTS
5. Mr. Manoj Aggrawal, Head RT, DIMTS
6. Mr. V. K. Malhotra, Sr. Consultant DIMTS
7. Mr. Suresh Kumar, Consultant DIMTS
8. Mr. Sandeep Gandhi, SGA
9. Col. A. K. Bhasin, GGM, RITES
10. Mr. Vijay Kishore, GM, RITES
11. Mr. B. S. Sehrawat, AGM RITES
12. Mr. Harendra K. Singh, ACP Traffic, Delhi Traffic Police
13. Nazim uddin, Environmental Engineer, CPCB

EPCA took stock of the progress on Ambedkar Nagar-Delhi Gate BRT corridor during the last meeting dated 09.05.08 and made certain observations on various points. This meeting was convened in continuation to the last meeting to review further progress.

1. EPCA discussed progress of various issues related to the 1<sup>st</sup> segment of BRT corridor as follows:

Issue	Progress reported / decision taken in meeting dated 09.05.07	Progress reported / decision taken in the present meeting
<b>Signal system</b>	TD to keep EPCA informed on the Govt. decision that who would run and by when the proposed intelligent traffic system including its timeframe.	The decision is likely by coming Tuesday. <b>EPCA to be informed about the decision in the next meeting.</b>
<b>Construction of road between Press Enclave and Outer Ring Road</b>	Feasibility study is underway and the new road will be complete by August 15, 2008	
<b>Horticulture work</b>	Work will be complete before onset of monsoon.	EPCA suggested RITES to plant bigger plants with guards.
<b>Passenger Information System</b>	DIMTS informed that PIS, which is for low floor buses, will be done by 31.05.08. DTC will ensure that the data entry related to PIS is done meticulously	
<b>Number of buses in corridor</b>	TD to inform EPCA about plans on changing number of buses in the BRT corridor and also about changes made in routes, if any.	
<b>Bus stop</b>	DIMTS to look into problems related to bus stops and do the needful	

Issue	Progress reported / decision taken in meeting dated 09.05.07	Progress reported / decision taken in the present meeting
<b>Parking along corridor</b>	RITES to report back to EPCA on this. TD to take up the matter with MCD for integration of parking lots with important points.	DIMTS informed about having received tenders for the parking.
<b>Foot over bridge</b>	DIMTS to inform about plans for footbridges	Intersections are at 0.00, 0.78, 1.40 and 2.00 km, people are asking for footbridge between 0.30 to 0.40, which is difficult due to HT line. <b>RITES to suggest solution.</b>
<b>Closure of traffic at Jagmohan cut</b>	No objection to closing of right and U-turning vehicles which are few in numbers but Delhi Police to review this decision when the new road between Press Enclave and Outer Ring road will be operational.	Closing of right and U-turning vehicles effected and DP noted improvement in traffic situation.
<b>Unused left turning signal phase for buses at some intersections</b>	DIMTS to look into the matter and do the needful.	
<b>Management of corridor</b>	DIMTS is the agency responsible for management and all issue related to managements will be addressed by DIMTS	
<b>Design changes in second segment and time deadlines for works</b>	Transport Department and DIMTS to inform by the next meeting plans for the second segment of BRT corridor, and its schedule	EPCA requested TRIPS, IIT-D to prepare presentations on pros and cons of the two BRT designs based on centre and side bus lanes immediately.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on May 17, 2008 (11.15 AM)**

**Agenda:**

- i) Government policy on auto CNG supply in polluted cities:
  - a) Issuance of clarification to the Regulatory Board in respect of authorized entities
  - b) Progress of works for CNG supply in polluted cities
  - c) Progress on development of price regulatory mechanism
  
- ii) Difficulties / long queues at IGL's auto CNG dispensing stations in Delhi:
  - a) Schedule of maintenance of compressors and dispensers
  - b) Break down rate of compressors and dispensers
  - c) Number of compressors and dispensers which remain out of order on an average
  - d) Whether any safety audit has been done or not. If done then the result thereof

**In attendance:**

- 1. Dr. Bhure Lal, Chairman, EPCA
- 2. Ms. Sunita Narain, Member EPCA
- 3. Mr. A K. Chaturvedi, Spl. Commissioner Transport, Delhi
  
- 4. Mr. Manu Srivastava, Director, MoP&NG
  
- 5. Mr. M. Ravindran, CEO (CGS), GAIL
- 6. Mr. S. P. Sharma, DGM (City Gas Marketing), GAIL
- 7. Mr. Ranveer Singh, GAIL
  
- 8. Mr. Manmohan Singh, Director (Comm) IGL
- 9. Mr. A. Batra, CGM (Mktg.), IGL
- 10. Mr. P. K. Pandey, GM (O), IGL
- 11. Mr. Alok Sharma, DGM (F&S), IGL
  
- 12. Nazim uddin, Environmental Engineer, CPCB

EPCA convened this meeting to discuss i) Government policy on auto CNG supply in polluted cities with MoP&NG and ii) Long queues at IGL's auto CNG dispensing stations in Delhi with IGL.

- 1. EPCA had requested Ministry of Petroleum & Natural Gas, Govt. of India (MoP&NG) vide letter dated 09.05.08 to issue clarifications to the Petroleum & Natural Gas Regulatory Board (P&NGRB) in the matter of authorized entities for auto CNG supply in critically polluted cities. MoP&NG informed EPCA during the meeting that letter has already been written to the P&NGRB in respect of IGL, which is the authorized entity for NCR. A copy of the letter to the P&NGRB was given EPCA for its reference. EPCA was informed that letters in respect of other cities and the authorized entities would be issued within a week.
  
- 2. MoPN&G also informed EPCA that it would soon submit a report on CNG pricing.

3. Regarding IGL, EPCA expressed its concern on the problem of long queues at auto CNG stations in Delhi that also leads to traffic jams. It stated that long queues was a phenomon observed in early days of auto CNG stations introduction in Delhi and it is surprising that things have still not improved. EPCA expressed that EPCA can no more afford to see the situation unimproved by IGL.
4. EPCA asked IGL to give information in writing to EPCA within two weeks on the following points.
  - i) Break-down rate of compressors & dispensers,
  - ii) Schedule of maintenance of compressors & dispensers,
  - iii) IGL's analysis of reasons for long queues and its plans to improve the situation
  - iv) New station added during the last two years and plans for new CNG stations in Delhi and NCR
  - v) Daughter-Booster stations - operating as well as planned if any
  - vi) Details of diversions of CNG to other cities or commercial customers, if any
  - vii) Details of safety audits and result of such safety audits
  - viii) Whether building plans are approved by Chief Controller of Explosives.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on May 17, 2008 (12.00 Noon)**

**Agenda:** Issues related to parking in Delhi

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Director, CSE
  
3. Mr. Amiya Chandra, Additional Commissioner (RP Cell), MCD
4. Mr. J. B. Bhatia, EE (Pr-MCP), MCD
  
5. Mr. Anurag Goyal, Director (Projects), NDMC
6. Mr. G. Sudhakar, Director, NDMC
7. Mr. D. K. Girotia, Ex. Engineer (C), NDMC
8. Mr. Ajay Gupta, AE (Projects), NDMC
  
9. Mr. S. N. Shrivastava, Joint Commissioner of Police, Delhi Traffic Police
10. Mr. Kewal Singh, Delhi Police
  
11. Mr. Yashpal Singh, DDA
  
12. Nazim uddin, Environmental Engineer, CPCB

EPCA has been pursuing various issues related to parking with MCD, DDA, and NDMC for a long time. EPCA convened a meeting on 31.03.08 on parking and made certain observations on various issue. The progress on this issues was further dicussed in meetings dated 19.04.08 and 09.05.08. This meeting was convened in continuation, to discuss the progress made further on these issues.

1. EPCA discussed progress on various issues related to parking as follows:

Issue	Decision taken/ progress reported in the meetings dated 31.03.08, 19.04.08 & 09.05.08	Progress reported / decision taken in the present meeting
Implementation of MPD-2021 provisions for parking in mixed-use areas and commercial streets	<p>EPCA directed on 31.03.08 that to begin with, MCD/DDA would prepare and submit specific plans in respect of 500 streets (out of more than 2000 such streets) within two weeks.</p> <p>EPCA again asked MCD on 19.04.08 to take top 500 streets from the Master Plan list(s) and submit street wise plans with details such as i) Name &amp; code of the street as per Master Plan, ii) Penalty collected, iii) Penalty due, iv) Parking required (ecs required on the basis of FAR, v) Land identified for the parking facility vi) Planned ecs vii) Money required to develop.</p> <p>EPCA asked MCD to prepare and submit plans for just 10 streets within a week so that some idea about the seriousness of the problem is available.</p>	<p>MCD informed of having convened a meeting with stakeholders – traders, RWAs, Delhi Police etc. - to discuss this and various other issues related to parking such as differential parking charges. It was also discussed that EPCA might address all DCs in MCD on this issue to ask for early accomplishment of the task.</p>

Issue	Decision taken/ progress reported in the meetings dated 31.03.08, 19.04.08 & 09.05.08	Progress reported / decision taken in the present meeting
Proper parking pricing policy from MCD and DDA on the lines of NDMC which charges rates to compensate land use	<p>On 31.03.08, EPCA asked MCD and DDA to immediately act for formulating their own parking pricing policy on the lines of NDMC which charges rates to compensate land use. MCD and DDA offered to give notes on this to EPCA within two week.</p> <p>On 19.04.08, DDA officer expressed that DDA is agreeable to adopt and implement parking pricing policy of MCD and NDMC in the respective areas because after completeion of development it hands over areas to MCD or NDMC. EPCA expected DDA to inform the stated stand in writing to EPCA, MCD and NDMC. EPCA directed MCD to immediately formulate their parking pricing policy on the lines of NDMC.</p> <p>On 09.05.08, EPCA directed MCD and DDA to complete classification of areas under their jurisdiction on the lines of NDMC as a first step and submit the same to EPCA within a week.</p>	<p>MCD informed of having circulated a note on parking pricing including proposed categorization to the stakeholders. On the parking charges for 30 minutes, a common view was expressed in the meeting that this time span is too short and at least one hr might be required.</p> <p>DDA submitted a note on parking which included details of present rate structure.</p> <p>Parking charges of NDMC and DDA for surface and ground/basement parking are annexed (<b>Annexure I</b>)</p>
Early construction of new multilevel parkings and integration of their locations with transport interchange points and other important hubs	<p>EPCA asked MCD and DDA on 31.03.08 to submit statements indicating location of the proposed multilevel parkings, starting and ending dates of construction, and details about their proximity to important transport interchange points and hubs. EPCA also asked NDMC to submit schedule of construction of its multilevel parkings.</p> <p>MCD submitted information on 19.04.08 in respect of its 12 parkings. EPCA again asked DDA on 19.04.08 to submit schedule of construction of proposed/underconstruction multilevel parkings.</p> <p>MCD apprised EPCA on 09.05.08 that projects for Defense colony and Greater Kailash have been awarded</p>	<p>DDA submitted a note on its 19 (2+7+10) multilevel parking projects.</p> <p>List of MCD, NDMC and DDA multilevel parking projects is annexed (<b>Annexure II</b>)</p>
Proper policy for maximum utilization of multilevel parkings and discouraging surface parking in the same areas	<p>On 31.05.08, EPCA asked MCD and DDA to formulate proper parking / pricing policy for maximum utilization of multilevel parkings and discouraging surface parking in the same areas.</p> <p>On 19.04.08, EPCA expected DDA to respond within two weeks to EPCA's opinion that surface parking should not be allowed near multilevel parkings until it is fully utilized</p>	
Streamlining of authorized surface parking lots	<p>EPCA asked MCD on 31.03.08 to act on suggestions made by Delhi Police for regulation of authorized surface parkings</p>	<p>MCD informed having invited tenders for making improvements in the authorized surface parking management</p>
Review of authorized surface parking by Delhi Traffic police in	<p>It was decided On 31.03.08, that MCD will submit details of 225 authorized parking lots in the city to the Delhi Police for review in terms of</p>	<p>Delhi Police informed of having reviewed 251 authorised surface parkings that included</p>

Issue	Decision taken/ progress reported in the meetings dated 31.03.08, 19.04.08 & 09.05.08	Progress reported / decision taken in the present meeting
terms of obstruction to traffic	<p>obstruction to traffic.</p> <p>MCD informed on 19.04.08 of having submitted the list to Delhi Police as desired by EPCA.</p> <p>EPCA decided on 09.05.08 to call Delhi Police in the next meeting to know progress on this.</p>	<p>old as well as new parkings. Of these 165 have been cleared. It was decided that MCD will convene a meeting within a week to discuss the remaining 86 parkings with Delhi Police.</p> <p>EPCA asked Delhi Police to finalise MCD list and to review DDA list of 66 authorised surface parkings within two weeks and NDMC list list of 53 authorised surface parkings by the end of third week.</p> <p>List of authorized surface or ground/basement parkings of MCD, DDA and NDMC is annexed (<b>Annexure III</b>)</p>
Proposed changes in MPD-2021 on parking requirement for plot size upto 100 sq m	<p>EPCA directed DDA on 19.04.08 not to go ahead with the changes in MP 2021 to reduce parking requirement to 2 equivalent-car-space (ecs) for plot size upto 100 sq m in place of the earlier requirement based on FAR which effectively required 7 ecs in a 100 sq m plot, without seeking approval from Supreme Court.</p> <p>EPCA reiterated its view on 09.05.08 that as the DDA has submitted the parking policy in Supreme Court it should not make alterations in the policy without seeking approval from Supreme Court. EPCA directed DDA not to make the proposed amendments in MPD-2021 without seeking the approval.</p>	

#### Other issues

2. MCD informed EPCA of having received some proposals from RWAs for creation of common underground parkings below public parks. **EPCA expressed apprehension that this will definitely affect lands of the parks and reduce green area.**
3. Delhi Police also mentioned the problem of parking for mixed use arterial roads. **EPCA decided to call PWD in the next meeting on parking.**

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on May 24, 2008 (11.00 AM)**

**Agenda:** Issues related to Lawrence Road CETP

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Director, CSE
3. Mr. Dharmendra, Commissioner Industries Delhi Govt.
4. Mr. J. S. Chaudhary, Joint Commissioner, Industries Department, Delhi Govt.
5. Mr. Prem Prakash, Asstt. Commissioner, Industries Department, Delhi Govt.
6. Mr. K. Mahesh, Member Secretary, DPCC
7. Mr. Madhukar, ED, DSIIDC
8. Mr. Harjeet Singh, CE (E), DSIIDC
9. Mr. Sharat Kumar, EE, DSIIDC
10. Nazim uddin, Environmental Engineer, CPCB

This meeting was called to discuss issues related to Lawrence Road CETP which is still not handed over to the CETP Society.

1. EPCA was informed by DPCC and DSIIDC that the quality of treated effluent generally exceeds slightly than the permissible limits for important parameters. DSIIDC further informed EPCA that it has requested DPCC to apply discharge standards for effluent application on land that are relaxed than the standards for discharge into surface waters applicable on the ground that it is proposing to utilize the treated effluent for horticulture purpose through tankers. **EPCA expressed that it has no confidence in enforcement part of the proposal. EPCA stated that it is not inclined to relax standards in the current situation because tankers are not reliable and acceptable means of effluent transport.**
2. DPCC informed EPCA that NEERI has suggested inclusion of sequential batch reactors in the treatment scheme to improve its performance. DSIIDC stated that it fears that the improvement suggested by NEERI might not be successful. DSIIDC also stated that sufficient land might not be available at the CETP site for carrying out the changes. **EPCA expressed that DPCC and DSIIDC should sort out the issue within two weeks.**
3. On being asked about monitoring of CETPs, DPCC informed EPCA that CETPs are being monitored on regular basis and the results are being forwarded to Department of Industries for taking action. Department of Industries stated that DPCC should take action under the relevant pollution control acts as they are mainly mandated for this.
4. EPCA expressed that it observes that there are some serious management issues that need to be addressed to ensure satisfactory operation of handed over CETPs. The multiplicity of authorities without clarity on role of each authority is creating problems. Problems related to individual industries are of pretreatment and payment of dues and that to the CETPs operating Societies are of adequate operation and reporting of erring individual industries to the authorities. Then, there are DPCC and Department of Industries that can take action against individual industries and CETPs operating Societies. However, there is lack of clarity on what and how much to be monitored, who should take action against whom etc. **EPCA directed DPCC and Department of Industries to come back to EPCA within two weeks with notes on what approach they want to adopt so that the role of each authority is clearly defined.** EPCA further suggested that the approach should include provisions of taking action against few erring individual industries to help improve performance of CETP as well as against all industries and office bearers of the CETP operating society if situation so demands.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on May 24, 2008 (11.30 AM)**

**Agenda:** Status of operation of 1<sup>st</sup> segment and progress on 2<sup>nd</sup> segment of the Ambedkar Nagar – Delhi Gate BRT corridor

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member EPCA
3. Mr. A. K. Chaturvedi, Special Commissioner Transport, Delhi
  
4. Mr. Asok K. Singh, GM (RT) DIMTS
5. Mr. R. S. Minhas, AGM (BRT), DIMTS
6. Mr. V. K. Malhotra, Sr. Consultant DIMTS
7. Mr. Suresh Kumar, Consultant DIMTS
8. Mr. Sandeep Gandhi, SGA
9. Ms. Sweety Sharma, Project Asstt. IIT
10. Mr. Vijay Kishore, GM, RITES
11. Mr. B. S. Sehwat, AGM RITES
12. Mr. Harendra K. Singh, ACP Traffic, Delhi Traffic Police
  
13. Nazim uddin, Environmental Engineer, CPCB

EPCA took stock of the progress on Ambedkar Nagar-Delhi Gate BRT corridor in the meeting dated 09.05.08 and made certain observations on various points. The progress was further reviewed on 17.05.08. This meeting was convened in continuation to the last meeting to review further progress.

1. A discussed progress of various issues related to the 1<sup>st</sup> segment of BRT corridor as follows:

Issue	Progress reported / decision taken in meeting dated 09.05.07 and 17.05.08	Progress reported / decision taken in the present meeting
<b>Signal system</b>	<p><b>09.05.08:</b> TD to keep EPCA informed on the Govt. decision that who would run and by when the proposed intelligent traffic system including its timeframe.</p> <p><b>17.05.08:</b> TD informed the decision is likely by coming Tuesday. EPCA desired to be informed about the decision in the next meeting.</p>	<p>TD informed EPCA that Delhi Govt. has decided that DIMTS will be agency responsible for signal system</p> <p><b>EPCA desired that DIMTS will come back to EPCA by next week with time schedule</b></p>
<b>Construction of road between Press Enclave and Outer Ring Road</b>	<p><b>09.05.08:</b> Feasibility study is underway and the new road will be complete by August 15, 2008</p>	
<b>Approach Roads</b>		<p><b>EPCA asked RITES to improve surface of the main approach roads near intersections at BRT corridor route, especially the Mehrauli Badarpur Road</b></p>

Issue	Progress reported / decision taken in meeting dated 09.05.07 and 17.05.08	Progress reported / decision taken in the present meeting
<b>Horticulture work</b>	<b>09.05.08:</b> RITES informed that work will be complete before onset of monsoon.	
	<b>17.05.08:</b> EPCA suggested RITES to plant bigger plants with guards.	
<b>Passenger Information System</b>	<b>09.05.08:</b> DIMTS informed that PIS, which is for low floor buses, would be done by 31.05.08. DTC will ensure that the data entry related to PIS is done meticulously	
<b>Number of buses in corridor</b>	<b>09.05.08:</b> TD to inform EPCA about plans on changing number of buses in the BRT corridor and also about changes made in routes, if any.	<b>EPCA directed DIMTS to give data on bus schedule before and after BRT operation and inform whether the earlier schedule is being maintained or there is a dip in number of buses on BRT corridor routes</b>
<b>Change in routes of buses</b>	<b>09.05.08:</b> TD to inform EPCA about changes made in routes, if any.	<p data-bbox="1057 869 1442 1205">On asking about any change in route of bus number 423, EPCA was informed that it does not go inside Devli village now because longer LF buses have been introduced. <b>EPCA desired that DIMTS should think about solutions such as introducing some free/nominal charge feeder service to address this issue.</b></p> <p data-bbox="1057 1241 1442 1329">EPCA was informed that no changes have been made in the routes of bus number 548 &amp; 581</p>
<b>Bus stop</b>	<b>09.05.08:</b> DIMTS to look into problems related to bus stops and do the needful	<b>EPCA was informed that some changes are needed to prevent damage to bus stops. EPCA directed IIT-D to analyse the problem and suggest the changes and RITES to complete the work in a week</b>
<b>Parking along corridor</b>	<b>09.05.08:</b> RITES to report back to EPCA on this. TD to take up the matter with MCD for integration of parking lots with important points.	
	<b>17.05.08:</b> DIMTS informed about having received tenders for parking.	
<b>Foot over bridge</b>	<b>09.05.08:</b> DIMTS to inform about plans for footbridges	<b>EPCA asked DIMTS to inform status by next week.</b>

Issue	Progress reported / decision taken in meeting dated 09.05.07 and 17.05.08	Progress reported / decision taken in the present meeting
<p><b>Closure of traffic at Jagmohan cut</b></p>	<p><b>17.05.08:</b> EPCA was informed that intersections are at 0.00, 0.78, 1.40 and 2.00 km, and people are asking for footbridge between 0.30 to 0.40, which is difficult due to HT line. EPCA asked RITES to suggest solution.</p> <p><b>09.05.08:</b> EPCA expressed no objection to closing of right and U-turning vehicles which are few in numbers but Delhi Police to review this decision when the new road between Press Enclave and Outer Ring road will be operational.</p> <p><b>17.05.08:</b> Closing of right and U-turning vehicles effected and DP noted improvement in traffic situation.</p>	
<p><b>Unused left turning signal phase for buses at some intersections</b></p>	<p><b>09.05.08:</b> DIMTS to look into the matter and do the needful.</p>	<p>IITD-D suggested that at some intersections the present signal cycle of 7 to 8 minutes can be changed to about 4 minutes for betterment. <b>EPCA expressed that this suggestion should be tried on experimental basis.</b></p>
<p><b>Management of corridor</b></p>	<p><b>09.05.08:</b> DIMTS is the agency responsible for management and all issue related to managements will be addressed by DIMTS</p>	
<p><b>Design changes in second segment and time deadlines for works</b></p>	<p><b>09.05.08:</b> Transport Department and DIMTS to inform by the next meeting plans for the second segment of BRT corridor, and its schedule.</p> <p><b>17.05.08:</b> EPCA requested TRIPS, IIT-D to prepare presentations on pros and cons of the two BRT designs based on centre and side bus lanes immediately.</p>	<p>EPCA was informed that plans/design changes in the second segment have not been finalized yet.</p>

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on May 24, 2008 (12.00 Noon)**

**Agenda:** Delhi Govt. plans to provide requisite facilities in future for augmented bus fleet

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member EPCA
3. Mr. A K. Chaturvedi, Spl. Commissioner, Transport Department, Delhi
4. Mr. Ajay K. Bisht, Sr Dy. Commssioner, Transport Department, Delhi
5. Mr. S. S. Sidhu, Secretary (STA), Delhi
6. Mr. Vikas Jain, PCO (HQ), Transport Department, Delhi
7. Mr. Ajay Mamoriaya, PCO, Transport Department, Delhi
8. Mr. Sanjay Dewan, PCO, Transport Department, Delhi
9. Mr. Anil Chhikara, MLO, Transport Department, Delhi
10. Mr. Jasbir Singh, Transport Department, Delhi
11. Mr. Satinder Dabas, Transport Department, Delhi
12. Mr. V. K. Bhatia, CGM (Tech), DTC
13. Mr. J S. Melhotra, Dy. CGM, DTC
14. Mr. S. C. Sharda, Manager (M), DTC
15. Mr. D. D. Dhal, DTC
16. Mr. Ved Pal Singh, DTC
17. Mr. G. S. Rawat, DTC
18. Nazim uddin, Environmental Engineer, CPCB

**Background**

The DIMTS has informed EPCA in its meeting dated February 9, 2008 about their plan to bring in 11000 new buses (60% DTC and 40% private) and the DTC has expressed concern in EPCA meeting dated April 12, 2008 that number of DTC depots might have to increase to more than two times the existing numbers to cater for 4500 new buses but presently DTC is not having land for new depots. DTC officers also stated that recruitment of large number of new drivers & conductors will also be required. On this, EPCA had expressed that it is Delhi Govt. responsibility to adequately plan for and create simultaneously whatever new facility is necessary to comply with the directions of Supreme Court regarding ensuring plying adequate number of buses in Delhi. EPCA had asked Delhi Govt. to submit its response on these concerns within four weeks through Principal Secretary Cum Transport Commissioner, Delhi. This meeting was called to now the progress.

**Discussions and Decisions**

**EPCA directed Transport Department to inform EPCA about its plans to provide the required facilities for expanded fleet of buses, both DTC and private, in future. The plan should address elements such as parking space, recruitment and training of drivers/conductors, service and maintenance etc. EPCA also desired that Transport Department should desist from diverting DTC depots' land to commercial activities / hotels etc. because its first priority should be to ensure the required facility for buses whereas commercial activities and hotel can be developed elsewhere.**

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on May 24, 2008 (12.30 PM)**

**Agenda:** Issues related to CNG safety

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member EPCA
3. Prof. H. B. Mathur, Retd. Prof. IIT-D
  
4. Mr. A K. Chaturvedi, Spl. Commissioner, Transport Department, Delhi
5. Mr. Ajay K. Bisht, Sr Dy. Commssioner, Transport Department, Delhi
6. Mr. S. S. Sidhu, Secretary (STA), Delhi
7. Mr. Vikas Jain, PCO (HQ), Transport Department, Delhi
8. Mr. Ajay Mamoriaya, PCO, Transport Department, Delhi
9. Mr. Sanjay Dewan, PCO, Transport Department, Delhi
10. Mr. Anil Chhikara, MLO, Transport Department, Delhi
11. Mr. Jasbir Singh, Transport Department, Delhi
12. Mr. Satinder Dabas, Transport Department, Delhi
  
13. Mr. V. K. Bhatia, CGM (Tech), DTC
14. Mr. J S. Melhotra, Dy. CGM, DTC
15. Mr. S. C. Sharda, Manager (M), DTC
16. Mr. D. D. Dhal, DTC
17. Mr. Ved Pal Singh, DTC
18. Mr. G. S. Rawat, DTC
  
19. Mr. Manmohan Singh, Director (Comm) IGL
20. Mr. Sudhir Singh, Chief manager Business Development, IGL
21. Mr. A. Batra, CGM (Mktg.), IGL
22. Mr. P. K. Pandey, GM (O), IGL
23. Mr. Alok Sharma, DGM (F&S), IGL
  
24. Mr. Mahesh Gautam, Divisional Manager, Ashok Leyland Ltd
25. Mr. N. K. Diwan, RAGM -Service, Ashok Leyland Ltd
  
26. Mr. Aditya Goel, Regional Sr. Manager, Ashok Leyland Ltd
27. Mr. Mohinder Ratra, Senior Manager–Customer Support (CNG) Tata Motors Ltd
28. Mr. S. Duariraj, Head (Customer Care Buses), Tata Motors L
29. Mr. A. Ganguli, Dy Director, SIAM
  
30. Nazim uddin, Environmental Engineer, CPCB

EPCA took stock of the progress made on CNG safety and related issues by various stakeholders.

1. Recent fire incidencts in DTC bus: Prof. H. B. Mathur, Retd. Prof., IIT-D apprised EPCA about the causes of firing incidencts in DTC bus DL-1PB5405 which had been jointly examined by him, OEMs' representatives and DTC technical personnel. Prof. Mathur explained the various lapses and deficiencies in the concerned DTC depot's inspection and maintenance measures that contributed to the fire incident (**Annexure I**). EPCA

observed that definitely there are negligences in maintenance and monitoring system of DTC as observed by EPCA in the past firing incidents and EPCA's own observation of smoking on-road DTC buses. **EPCA directed DTC to submit a time bound schedule for the implementation of corrective I/M measures as listed in Annexure II. EPCA further desired that DTC should fix responsibility for I/M lapses and punish the persons responsible for lapses in its maintenance and monitoring system, to prevent further fire incidents.**

2. Preparation of master record and quarterly testing record: Transport Department informed EPCA about having entered in computer all information received from DTC and OEM workshops. EPCA was pleased to note this development and requested Transport Department to move to the next stage of utilizing the master record for monitoring the quarterly mandatory testing programme on the basis of feedback received from OEM and DTC workshops. **EPCA requested Transport Department to enter the first set of quarterly testing reports in the Master Record and show it to EPCA in the next meeting.**
3. Replacement period of HT cable and Spark plug: EPCA stated that despite constant pursual of EPCA, this issue has not been sorted out. DTC stated that if bus manufacturers are not agreed to increase the replacement period, they should allow procurement of these parts from reputed vendors in the market that are offering longer life span at competitive prices. EPCA decided that if the manufacturers are not ready to increase the replacement period, EPCA is not insisting on reduction because of the importance of these two parts from safety considerations. However, in that case **bus manufacturers (TATA and Ashok Leyland) should either offer to DTC revised competitive prices for these two items or allow it to purchase from some reputed vendors. EPCA asked bus manufacturers to come back on this to EPCA in the next meeting.**
4. Issues related to IGL: **EPCA directed IGL to come back to EPCA with information sought in the meeting dated 17.05.08 in the next meeting.**

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## Annexure I

### **Deficiencies/Lapses in DTC depots inspection and maintenance measures that contributed to the firing incident in DTC bus DL-1PB 5405 – a case study**

1. LP hose had not been replaced even after the vehicle had traveled more than 4 lakh Km. It's useful life is only 80 thousand Km.
2. The self-starter relay had not been replaced even after 4 Lakh Km. travel. It needs replacement after every 70-80 thousand Km.
3. The vehicle was taken out without checking the battery condition. The weak battery got drained on switching on the lights resulting in stoppage of the bus. Repeated attempts by the driver to operate the self-starter led to short circuiting involving the self-starter relay.
4. The mandatory rule of two fire extinguishers in the bus was not implemented.
5. The one fire extinguisher in the bus was presumably of expired date/non-functional, forcing the driver/conductor to attempt dousing the initial fire at the wires of self-starter with soil dust.
6. The bus was taken directly from the police station, where it had been impounded, to the route without first bringing it to the depot and proper inspection there with regard to the fitness.
7. The driver had been challenged by Traffic Police twice within a fortnight for over-speeding / overtaking resulting in impounding the bus twice.
8. The driver did not close the main gas shut-off valve when the fire started. As a consequence gas continued to flow and feed the fire. It appears he had inadequate knowledge about the Dos and Don'ts in case of appearance of fire/flame in the bus.

## Annexure II

### **Suggested Corrective Inspection, Maintenance and Monitoring Measures**

DTC should submit a time bound schedule for implementation of the following inspection, maintenance and monitoring measures as approved in EPCA meeting of 24.05.08.

1. Fitment of 2 fire extinguishers (one each in driver and passenger compartments) in each and every DTC bus and replacement of the expired-date units presently in place, if any.
2. Training of DTC drivers and conductors on the safety measures and the Dos and Don'ts to be followed by them in case of fire.
3. Periodic mock drills for drivers and conductors on fire fighting/use of fire extinguishers (IGL had earlier volunteered to provide the necessary facilities for such programmes being run by IGL for their own staff).
4. Mechanism for strict enforcement of ARAI mandated schedules for daily, weekly and monthly maintenance measures in all their depots (ASO24 Annexure–VIII)
5. Mechanism to ensure daily that no vehicle is allowed to leave the depot without being checked for gas leakage, battery condition, starter motor earthing and current leakage.
6. Put in place a mobile van/vehicle with leak detector, multi-meter and other necessary tools/spares to carry out checks on the non-road DTC buses.
7. Put in place in each depot adequate stocks of commonly used/replacement components and consumables so that timely replacements can be carried out and the buses are not plied with worn-out components/consumables.

**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on May 31, 2008 (11.00 AM)**

**Agenda:** Compliance of the notification regarding Bharat Stage III norms in NCR region

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member EPCA
3. Mr. A K. Chaturvedi, Spl. Commissioner, Transport Department, Delhi
4. Mr. Anand Prakash, Director (RT), MoSRT&H, Govt. of India
5. Nazim uddin, Environmental Engineer, CPCB

**Background**

EPCA had discussed in its two meetings held on 05.01.08 and 12.01.08 the matter of compliance of the Govt. of India notification G.S.R. 686 (E) dated 24<sup>th</sup> October 2004 regarding application of Bharat Stage III Mass Emission Standards for four wheeled vehicles in NCR region since 1<sup>st</sup> April 2005. It observed inadequate compliance of the said notification and therefore expected Ministry of Shipping, Road Transport and Highways, Government of India to issue necessary clarifications. EPCA also wrote a letter to the Ministry in this regard. During its meeting dated 12.04.08, EPCA again directed MORT&H, Govt. of India to issue on priority basis the clarifications/modifications in the CMVR. EPCA called this meeting to know the progress.

**Discussions and Decisions**

The Ministry (MoSRT&H, GoI) assured EPCA during the meeting that the Ministry will expedite the work of issuing the clarification.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on May 31, 2008 (11.30 AM)**

**Agenda:** Progress on 1<sup>st</sup> BRT Corridor in Delhi

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member EPCA
  
3. Mr. A K. Chaturvedi, Spl. Commissioner, Transport Department, Delhi
4. Mr. R. K. Kasana, Dy. CGM, DTC
5. Mr. Manoj Aggrawal, Head RT, DIMTS
6. Mr. R. S. Minhas, AGM (BRT), DIMTS
7. Mr. V. K. Malhotra, Sr. Consultant DIMTS
8. Mr. Suresh Kumar, Consultant DIMTS
9. Ms. Ruchi Varma, TRIPP, IIT-D
10. Ms. Sweety Sharma, Project Asstt. TRIPP, IIT-D
11. Mr. B. S. Sehrawat, AGM RITES
12. Mr. Jyoti Maurya, TI, Delhi Traffic Police
  
13. Nazim uddin, Environmental Engineer, CPCB

EPCA took stock of the progress of some of the works of 1<sup>st</sup> BRT corridor

1. **Signal system:** DIMTS informed EPCA that a proposal for Intelligent Traffic System (ITS) has been received from Siemens that is being studied. However, no time schedule was informed.
2. **Maintenance of bus schedule:** DIMTS submitted the bus operation plan on BRT corridor (Annexure). DIMTS and DTC informed EPCA that the bus schedule that existed before BRT operation is being maintained and number of buses have not decreased.
3. **Change in route of bus no. 423:** EPCA was informed that DTC will ply some standard buses on this route that will go to Deoli village as a short-term measure till decision to run some feeder service is taken by DIMTS.
4. **DJB construction/repair work on pipeline on BRT route:** EPCA was informed that the pace of work being carried out by DJB is very slow which is affecting smooth operation of BRT corridor. **EPCA desired that DJB should expedite the work.**
5. **Signal system:** Delhi Police informed EPCA that vehicles are using the cut at Madangir, which is meant for only pedestrians. **EPCA asked RITES to modify the median to prevent misuse of the cut by vehicles.**
6. **Terminals on BRT route:** It was also discussed that if some terminals to interchange buses with facilities for parking bicycles/scooters/motorcycles etc. could be constructed at a few important points along BRT corridor, these would be very helpful to BRT users. **EPCA asked DIMTS to examine this suggestion and respond.**

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on May 31, 2008 (12.00 Noon)**

**Agenda:** Issues relating parking

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member EPCA
3. Mr. A K. Chaturvedi, Spl. Commissioner, Transport Department, Delhi
4. R. Subramanian, E-in-C, PWD, Delhi
5. Mr. O. P. Gaddhyan, CE, PWD, Delhi
6. Mr. Yashpal Singh, Director, DDA
7. Ms. Manjit Bhalla, Dy. Director, DDA
8. Mr. J. Chander, Asstt. Director, DDA
9. Mr. Amiya Chandra, Additional Commissioner (RP Cell), MCD
10. Mr. J. B. Bhatia, EE (Pr-MCP), MCD
11. Mr. D. K. Girotia, Ex. Engineer (C), NDMC
12. Mr. Ajay Gupta, AE (Projects), NDMC
13. Mr. Kewal Singh, Additional Commissioner Police (PHQ), Delhi
13. Nazim uddin, Environmental Engineer, CPCB

EPCA took stock of the progress made on parking related issues by various stakeholders.

1. **Implementation of MPD-2021 provisions for parking in mixed-use and commercial streets:** Observing no progress, EPCA expressed that if no progress is being made to create parkings, EPCA will stress for 'no commercialization without parking' policy. EPCA decided to write to Commissioner, MCD and Vice Chairman, DDA on this matter.
2. **Proper parking pricing policy:** MCD and NDMC assured EPCA to provide within a week the category wise lists of authorized surface parking, as a first step.
3. **Review and streamlining of authorized surface parkings:** EPCA was assured that MCD would convene a meeting next week to discuss the uncleared parkings with Delhi Police. Delhi Police also assured to review surface parkings of NDMC and DDA. EPCA expressed that the next thing required will be the physical demarcation of authorized surface parkings.
4. **Parking on PWD roads:** PWD clarified to EPCA that it has not authorized any parking on its roads nor it wants to legalise such parkings. EPCA stated that Delhi Police has been expressing that main roads and service roads should not be used for parking as it causes congestion. **EPCA to review progress after two weeks.**

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on May 31, 2008 (12.30 PM)**

**Agenda:** Issues related to CNG safety

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member EPCA
3. Prof. H. B. Mathur, CSE (Retd. Prof. IIT-D)
  
4. Mr. A K. Chaturvedi, Spl. Commissioner, Transport Department, Delhi
5. Mr. Ajay K Bisht, Sr. Dy. Commissioner, Transport Department, Delhi
6. Mr. Vikas Jain, PCO (HQ), Transport Department, Delhi
7. Mr. Jasbir Singh, Transport Department, Delhi
8. Mr. Satinder Dabas, Transport Department, Delhi
9. Mr. Ajay Memoria, Transport Department, Delhi
10. Mr. V. K. Bhatia, CGM (Tech), DTC
11. Mr. S. C. Sharda, Manager (M), DTC
12. Mr. G. S. Rawat, DTC
13. Mr. Vep Pal Singh, DTC
14. Mr. D. D. Dhar, DTC
15. Mr. Manmohan Singh, Director (Comm) IGL
16. Mr. Ashim Batra, CGM (Mktg.), IGL
17. Mr. P. K. Pandey, GM (O), IGL
18. Mr. Alok Sharma, DGM (F&S), IGL
19. Mr. Sudhir Singh, CM-BD, IGL
20. Mr. N. K. Diwan, RAGM -Service, Ashok Leyland Ltd
21. Mr. Aditya Goel, Regional Service Manager (North), Tata Motors Ltd
22. Mr. Mohinder Ratra, Senior Manager–Customer Support (CNG) Tata Motors Ltd
23. Mr. S. A. Selvakumar, AD, TPTI, ASRTU
  
24. Nazim uddin, Environmental Engineer, CPCB

EPCA took stock of the progress made on the following three issues related to CNG safety:

1. Preparation of master record and quarterly testing record: STA showed EPCA the format on which Master Records have been entered. EPCA expressed that full address of the bus owners should be entered in the master record. EPCA also asked STA to write to Swaraj Mazda who is not providing records of its authorized workshops. EPCA directed that OEMs workshop and DTC will provide records of periodic testing for each quarter of calendar year by 15<sup>th</sup> of the next month and STA will compile the records by the end of the month. OEMs workshop and DTC will provide the records of periodic leakage testing for the second quarter (April-June) by 15<sup>th</sup> July 2008 and STA will compile the records by the end of July 2008. DTC informed EPCA that presently adjustments are being made in its depots to accommodate the fleet of new low-floor buses that might affect submission of periodic leakage testing records.
2. Replacement period of HT cable and Spark plug: EPCA had asked bus manufacturers (TATA and Ashok Leyland) in the last meeting to either offer to DTC revised competitive prices or allow DTC to purchase these two items from some reputed vendors. Observing no progress, EPCA decide to meet the following week to resolve this issue.
3. Issues related to IGL: Transport Department clarified that land is available for IGL stations at nine DTC depots namely-Shadipur, Naraina, Dilshadgarden, Seemapuri, Gumanheda, Dichaon Kalan, Bawana, Noida and Ambedkar nagar.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on June 7, 2008 (11.00 AM)**

**Agenda:** Progress on 1<sup>st</sup> BRT Corridor in Delhi

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member EPCA
3. Mr. N. R. Raje, Member EPCA
  
4. Mr. A K. Chaturvedi, Spl. Commissioner, Transport Department, Delhi
5. Mr. B. M. Dhaul, CE (South) DJB
6. Mr. R. K. Kasana, Dy. CGM, DTC
7. Mr. Sandeep Gandhi, SGA
8. Ms. Sweety Sharma, Project Asstt. TRIPP, IIT-D
9. Mr. Vijay Kishore, GM, RITES
10. Mr. B. S. Sehrawat, AGM RITES
11. Mr. Hoshiar Singh, ACP Traffic, Delhi Traffic Police
  
12. Nazim uddin, Environmental Engineer, CPCB

EPCA took stock of the progress of some of the works of 1<sup>st</sup> BRT corridor.

1. **Signal system:** EPCA expressed that it has been persuing DIMTS to give a time schedule for the proposed Intelligent Traffic System (ITS) and EPCA urgently need answer on this now. DIMTS assured to give the schedule in a week.
2. **Change in route of bus no. 423:** EPCA was informed that DTC bus service upto Deoli village has been started.
3. **DJB construction/repair work on pipeline:** DJB informed that besides the current repair work, 4 old pipelines are to be taken up for replacement and this work can be completed in 24 hrs. EPCA asked DJB to first take up the present repair work only. For replacement work, ensure that all required materials are first ready on site and decide with RITES to take up the work on weekend.
4. **Development of approach to BRT on Badarpur-Mehrauli Road and Terminals:** EPCA decided to convene an on-spot meeting on 09.06.08 to analyse problems / issues.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on June 7, 2008 (11.30 AM)**

**Agenda:** Issues related to CNG safety

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member EPCA
3. Mr. N. R. Raje, Member EPCA
4. Prof. H. B. Mathur, Retd. Prof. IIT-D
  
5. Mr. A K. Chaturvedi, Spl. Commissioner, Transport Department, Delhi
6. Mr. Ajay K Bisht, Sr. Dy. Commissioner, Transport Department, Delhi
7. Mr. Vikas Jain, PCO (HQ), Transport Department, Delhi
8. Mr. Jasbir Singh, Transport Department, Delhi
9. Mr. Satinder Dabas, Transport Department, Delhi
10. Mr. V. K. Bhatia, CGM (Tech), DTC
11. Mr. Sh. J.S. Malhotra, Dy. CGM (MS-II), DTC
- 12.
13. Mr. Om Narayan, MD, IGL
14. Mr. Manmohan Singh, Director (Comm) IGL
15. Mr. Ashim Batra, CGM (Mktg.), IGL
16. Mr. P. K. Pandey, GM (O), IGL
17. Mr. Alok Sharma, DGM (F&S), IGL
18. Mr. Sudhir Singh, CM-BD, IGL
19. Mr. N. K. Diwan, RAGM -Service, Ashok Leyland Ltd
20. Mr. Mahesh Gautam,
21. Mr. Aditya Goel, Regional Service Manager (North), Tata Motors Ltd
22. Mr. Mohinder Ratra, Senior Manager–Customer Support (CNG) Tata Motors Ltd
23. Mr. S. K. Patra, Director (Tech), ASRTU
  
24. Nazim uddin, Environmental Engineer, CPCB

EPCA took stock of the progress made on some of the CNG safety issues by various stakeholders.

1. **Preparation of master record and quarterly leakage testing record:** STA showed EPCA the finalized format of Master Records and summary reports of quarterly leakage testing records. EPCA reminded that OEMs workshop and DTC will provide records of periodic testing for each quarter of calendar year by 15<sup>th</sup> of the next month and STA will compile the records by the end of the month. EPCA also asked STA to give a public notice to bus owners about the new system of master record / quarterly testing record.

EPCA also expresses that system of master record and quarterly testing record is a good step but it will not be enough. We will have to ensure that the testing is done actually and genuinely otherwise even this effort will lead us nowhere.

2. **Replacement period of HT cable and Spark plug:** Bus manufactures expressed that as regard offering competitive price, they can take up this matter further with their vendors if we get bulk orders. EPCA expressed that we are interested in company certified parts to ensure safety. DTC presented a comparative chart of replacement period prescribed and price charged by the two bus manufacturers (TATA and Ashok Leyland). Bus manufactures pointed out some additional information in respect of tax / discount offered which was not reflected in the chart. EPCA asked DTC to submit revised chart with complete information.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on June 7, 2008 (12.00 Noon)**

**Agenda:** Possible scenarios of CNG consumption in private vehicles vis-à-vis CNG availability for public transport (buses/autos) if the difference in price of petrol/diesel and CNG widens due to increase in petrol/diesel prices

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member EPCA
3. Mr. N. R. Raje, Member EPCA
  
4. Mr. A K. Chaturvedi, Spl. Commissioner, Transport Department, Delhi
  
5. Mr. Om Narayan, MD, IGL
6. Mr. Manmohan Singh, Director (Comm) IGL
7. Mr. Ashim Batra, CGM (Mktg.), IGL
8. Mr. P. K. Pandey, GM (O), IGL
9. Mr. Alok Sharma, DGM (F&S), IGL
10. Mr. Sudhir Singh, CM-BD, IGL
  
11. Nazim uddin, Environmental Engineer, CPCB

EPCA called this meeting to have an assessment of possible scenarios of CNG consumption in private vehicles vis-à-vis CNG availability for public transport (buses/autos) if the difference in price of petrol/diesel and CNG widens due to increase in petrol/diesel prices.

1. EPCA expressed its concern on the widening difference in price of petrol/diesel and CNG due to increase in petrol/diesel prices because this might result in switch over of large number of private cars to CNG. If this happens, rationale of providing low priced auto fuel in city for public transport becomes questionable and if the price of CNG is increased with the objective to charge private cars, economic viability of public transport system might be at risk. Therefore, some mechanism is urgently needed to be evolved to tackle this problem because recently the price differential has widened substantially.
2. EPCA further expressed that it is also concerned that a combined effect of the price difference between petrol and diesel and the steps taken to tackle the problem of switch over to CNG might lead to dieselisation of private vehicles. Therefore, parallel strategy to check dieselisation is also urgently needed.
3. Indraprastha Gas Limited presented before EPCA the information on the present CNG stations and compression capacity, the present average and peak sales, the break-up of CNG based public and private vehicles and CNG consumption in public and private transport sectors, the distribution of vehicles of Delhi, UP, Haryana, other states, the present rate of addition of CNG vehicles per month and the expected sales in March 2009 based on assumption that per month addition in CNG vehicles increases by 50% due to widening in price differentials (IGL presentation at **Annexure I**). IGL also informed that on the basis of the presented assessment, IGL is in a position to cater to public and private transport in near future.

4. IGL apprised EPCA with the following additional information:
  - a) According to IGL's assessment there are about 1,30,000 CNG using cars plying in Delhi whereas in Delhi Transport Department's record of June 2006 there are only 18000 dual fuel (CNG/petrol) cars and 919 CNG cars.
  - b) The present CNG utilization is 1.7 million standard cubic metres (SCM) against the allocation of 2 million SCM for Delhi. Of the 2 million SCM allocation, allocation for commercial sector is 0.1 million SCM and there is no allocation for industrial sector.
  - c) Total allocation for city transport sector in the country is 6 million SCM
5. Various possible strategies to tackle conversion of private cars to CNG were discussed that included allowing private bus filling only at stations at DTC depots, reserving majority of stations for autos only and allowing cars to fill up only at few stations, adopting differential pricing for public transport and private cars.
6. EPCA expected IGL to submit additional information on the following points:
  - a) Bifurcation of CNG consumption in public transport into buses and autos
  - b) Bifurcation of figures of 20% vehicles from outside into buses, cars, autos
  - c) Scenario if 50% of cars converts to CNG
  - d) Spread of CNG stations and suggestions on stations at which filling of CNG in cars can be permitted while restricting it on rest of stations.
7. EPCA further asked IGL to identify DTC bus depots where IGL stations can serve private buses.
8. EPCA expected Delhi Transport Department to submit information on the following points:
  - a) Current legal recruitments/practices of authorization/registration of private CNG and Dual fuel (Petrol/CNG) vehicles.
  - b) Number of authorized/registered private CNG and Dual fuel (Petrol/CNG) vehicles.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on June 9, 2008 (05.00 PM)**

**Agenda:** On-spot assessment of issues related to operational segment of BRT Corridor

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member EPCA
  
3. Mr. B. M. Dhaul, CE (South) DJB
4. Mr. Ajay K Bisht, Sr. Dy. Commissioner, Transport Department, Delhi
5. Mr. Ravi Malhotra, PWD
6. Mr. R. K. Kasana, Dy. CGM, DTC
7. Mr. S.K.Chillar, Depot Manager, Ambedkar Nagar Depot, DTC
14. Mr. Manoj Aggrawal, Head RT, DIMTS
15. Mr. R. S. Minhas, AGM (BRT), DIMTS
16. Mr. Suresh Kumar, Consultant DIMTS
8. Mr. Sandeep Gandhi, SGA
9. Ms. Ruchi Varma, TRIPP, IIT-D
10. Mr. B. S. Sehrawat, AGM RITES
11. Mr. Sharat Kumar Sinha, ACP Traffic, Delhi Traffic Police
  
12. Nazim uddin, Environmental Engineer, CPCB

EPCA convened this meeting for an on-spot assessment of issues important for smooth operation of BRT.

1. The approach roads to Ambedkar Nagar T-junction (0.0 km of BRT) at Tughlakabad-Mehrauli road and the operational Ambedkar Nagar to Moolchand segment of BRT corridor was inspected by EPCA and officials present and the following issues were identified as important to smooth operation of BRTS:
  - a) Land for terminal near Deoli village / Sangam Vihar for feeder buses
  - b) Modification of culvert at Ambedkar Nagar T-junction for streamlining of the road
  - c) Demarcation of PWD / Defense land near Ambedkar Nagar T-junction
  - d) Closing of bus stop adjacent to Defense land near Ambedkar Nagar T-junction
  - e) Dismantling of unused toilets near Ambedkar Nagar T-junction on both sides of Tughlakabad –Mehrauli road and proper development of approach roads to BRTS
  - f) Redesigning of U-turn near Sainik Farm road turning point to ease U-turning of the long Low floor buses
  - g) Early completion of the drain construction work near Ambedkar Nagar T-junction by MCD
  - h) Action against motorcycle/scooter & car users encroaching upon bicycle track/footpath
  - i) Redesigning of an island at Chirag Dilli intersection and widening of road to ease left turning traffic entering the BRT corridor
  - j) Demonstration of reduced time phase signal cycle by TRIPP, IIT-D to train CMS personal
  - k) Completion of DJB boundary wall and water pipeline related works

2. EPCA asked PWD:
  - a) to demarcate PWD / Defense land near Ambedkar Nagar T-junction on the Tughlakabad-Mehrauli road
  - b) to properly develop approach roads to Ambedkar Nagar T-junction on both sides of Tughlakabad–Mehrauli road.
  - c) to redesign U-turn near Sainik Farm road turning point to ease U-turning of the long Low floor buses
3. EPCA asked Transport Department/DIMTS:
  - a) to close south side bus stop between Ambedkar Nagar T-junction and Sainik farm turning point on the Badarpur-Mehrauli road to ease traffic congestion.
  - b) to take action against motorcycle/scooter & car users encroaching upon bicycle track/footpath
  - c) to redesigning of an island at Chirag Dilli intersection and widening of road to ease left turning traffic entering the BRT corridor
4. EPCA asked Delhi Police to collect and submit CMS's 3-day records of signal operation.
5. EPCA asked DIMTS and TRIPP, IIT-D to demonstrate BRT operation at reduced time phase signal cycle to train CMS personal.
6. DJB assured EPCA to complete the remaining work of boundary wall construction and related works within two weeks.
7. EPCA decided to convene a meeting to monitor progress and discuss the above issues. It was decided to invite DDA, MCD and Defense officers also in the next meeting.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on June 14, 2008 (11.00 AM)**

**Agenda:** Progress on 1<sup>st</sup> BRT Corridor in Delhi

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member EPCA
3. Mr. N. R. Raje, Member EPCA
  
4. Mr. Ajay Chagti, Joint Commissioner, Transport Department, Delhi
5. Mr. A. K. Chawla, Sr. Manager, DTC
6. Mr. S.K.Chillar, Depot Manager, Ambedkar Nagar Depot, DTC
  
7. Mr. R. S. Minhas, Sr. Manager (BRT), DIMTS
8. Mr. Suresh Kumar, Consultant DIMTS
9. Mr. Sandeep Gandhi, SGA
10. Ms. Ruchi Varma, TRIPP, IIT-D
11. Mr. Vijay Kishore, GM, RITES
12. Mr. B. S. Sehrawat, AGM RITES
  
13. Mr. Hoshiar Singh, ACP Traffic, Delhi Traffic Police
14. Mr. Jyoti Maurya, TI, Delhi Traffic Police
  
15. Mr. Feroz Ahmed, CE-VII, MCD
16. Mr. Rajesh Sharma, EE, MCD
17. Mr. Ajay Agrawal, EE, MCD
18. Mr. B. N. Singh, ADC (L&E), MCD
  
19. Nazim uddin, Environmental Engineer, CPCB

EPCA took stock of the progress of some of the works of 1<sup>st</sup> BRT corridor.

1. EPCA was apprised about the latest meeting convened by CoT, Delhi Govt. this week in which it has been decided that final designs of the second 8.0 to 14.3 km segment of BRT corridor are to be completed by 15<sup>th</sup> July 2008 and all works are to be completed by Oct 2008. EPCA was not satisfied with the deadlines and expressed that these deadlines can be compressed.
2. The following deadlines were committed before EPCA for completion of various works related to operational segment and the 8.0 km to 14.3 km segment of BRET corridor during the meeting.

	<b>Work</b>	<b>Deadline committed</b>
<b>A.</b>	<b><u>Operational segment of the 1<sup>st</sup> BRT corridor</u></b>	
<b>1.</b>	<b>Mehrauli-Badarpur approach to BRT</b>	
1.1	Completion of the proposed survey of approach roads on Mehrauli-Badarpur road by RITES	19 <sup>th</sup> June 2008
1.2	Preliminary presentation for development of the approach roads by TRIPP, IIT-D to PWD, Defense, MCD, DIMTS and RITES	21 <sup>st</sup> June 2008

1.3	Final presentation for development of the approach roads by TRIPP, IIT-D to PWD, Defense, MCD, DIMTS and RITES	23 <sup>rd</sup> June 2008
<b>2.</b>	<b>Signal System</b>	
2.1	Finalisation of agency for Intelligent Traffic System (ITS) by DIMTS	21 <sup>st</sup> June 2008
2.2	Finalisation of report on Intelligent Traffic System (ITS)	Within four weeks from 21 <sup>st</sup> June 2008
2.3	Award of work to the agency for Intelligent Traffic System (ITS)	Within six weeks after from 21 <sup>st</sup> June 2008
2.4	Commissioning of Intelligent Traffic System (ITS) by DIMTS*	31 <sup>st</sup> August 2008 / 20 <sup>th</sup> September 2008*
<b>B.</b>	<b><u>8.0 to 14.3 km segment of the 1<sup>st</sup> BRT corridor</u></b>	
1.	Submission of the final design of 9.0 to 11.2 km segment by IIT-D to RITES (the final design of 8.0 to 9.0 km already submitted by IIT-D to RITES)	16 <sup>th</sup> June 2008
2.	Submission of the draft design of 11.2 to 12.6 km by IIT-D to RITES	16 <sup>th</sup> June 2008
3.	Communication of comments by RITES to IIT-D on the draft design of 11.2 to 12.6 km	18 <sup>th</sup> June 2008
4.	Submission of the final design of 11.2 to 12.6 km segment by IIT-D to RITES	Earliest by 26 <sup>th</sup> June 2008 to latest by 28 <sup>th</sup> June 2008
5.	Submission of the draft design of 12.6 to 14.3 km by IIT-D to RITES	18 <sup>th</sup> June 2008
6.	Communication of comments by RITES to IIT-D on the draft design of 12.6 to 14.3 km	20 <sup>th</sup> June 2008
7.	Submission of the final design of 12.6 to 14.3 km segment by IIT-D to RITES	Earliest by 28 <sup>th</sup> June 2008 to latest by 30 <sup>th</sup> June 2008
<b>C.</b>	<b><u>5.8 to 8.0 km segment of the 1<sup>st</sup> BRT corridor</u></b>	
1.	RITES to submit schedule of completion	

\*DIMTS after internal discussions suggested that the previous deadline as August 31<sup>st</sup> given in the CoT meeting might not be achievable. It suggested instead that at the latest September 20<sup>th</sup> be taken. The milestones given above had not been previously detailed.

3. EPCA expressed that it is interested in earliest implementation of Intelligent Traffic System (ITS) on BRT corridor therefore DIMTS should expedite it for BRT corridor.
4. RITES stated that it needs clarity from the Delhi Government on the type of bus queue shelters it has to construct in the second segment. It was agreed that DIMTS and Transport Department would clarify this point urgently.

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**Fax**

**Deadlines proposed and committed by different agencies for completion of work in Ambedkar  
Nagar-to-Delhi Gate BRT corridor in EPCA meeting dt. 14.06.08**

	<b>Work</b>	<b>Deadline committed</b>
<b>A.</b>	<b><u>Operational segment of the 1<sup>st</sup> BRT corridor</u></b>	
<b>1.</b>	<b>Mehrauli-Badarpur approach to BRT</b>	
1.1	Completion of the proposed survey of approach roads on Mehrauli-Badarpur road by RITES	19 <sup>th</sup> June 2008
1.2	Preliminary presentation for development of the approach roads by TRIPP, IIT-D to PWD, Defense, MCD, DIMTS and RITES	21 <sup>st</sup> June 2008
1.3	Final presentation for development of the approach roads by TRIPP, IIT-D to PWD, Defense, MCD, DIMTS and RITES	23 <sup>rd</sup> June 2008
<b>2.</b>	<b>Signal System</b>	
2.1	Finalisation of agency for Intelligent Traffic System (ITS) by DIMTS	21 <sup>st</sup> June 2008
2.2	Finalisation of report on Intelligent Traffic System (ITS)	Within four weeks from 21 <sup>st</sup> June 2008
2.3	Award of work to the agency for Intelligent Traffic System (ITS)	Within six weeks after from 21 <sup>st</sup> June 2008
2.4	Commissioning of Intelligent Traffic System (ITS) by DIMTS*	31 <sup>st</sup> August 2008 / 20 <sup>th</sup> September 2008*
<b>B.</b>	<b><u>8.0 to 14.3 km segment of the 1<sup>st</sup> BRT corridor</u></b>	
1.	Submission of the final design of 9.0 to 11.2 km segment by IIT-D to RITES (the final design of 8.0 to 9.0 km already submitted by IIT-D to RITES)	16 <sup>th</sup> June 2008
2.	Submission of the draft design of 11.2 to 12.6 km by IIT-D to RITES	16 <sup>th</sup> June 2008
3.	Communication of comments by RITES to IIT-D on the draft design of 11.2 to 12.6 km	18 <sup>th</sup> June 2008
4.	Submission of the final design of 11.2 to 12.6 km segment by IIT-D to RITES	Earliest by 26 <sup>th</sup> June 2008 to latest by 28 <sup>th</sup> June 2008
5.	Submission of the draft design of 12.6 to 14.3 km by IIT-D to RITES	18 <sup>th</sup> June 2008
6.	Communication of comments by RITES to IIT-D on the draft design of 12.6 to 14.3 km	20 <sup>th</sup> June 2008
7.	Submission of the final design of 12.6 to 14.3 km segment by IIT-D to RITES	Earliest by 28 <sup>th</sup> June 2008 to latest by 30 <sup>th</sup> June 2008
<b>C.</b>	<b><u>5.8 to 8.0 km segment of the 1<sup>st</sup> BRT corridor</u></b>	
1.	RITES to submit schedule of completion	

\*DIMTS after internal discussions suggested that the previous deadline as August 31<sup>st</sup> given in the CoT meeting may not be achievable. It suggested instead that at the latest September 20<sup>th</sup> be taken. The milestones given above had not been previously detailed.

**Copy for information to:**

**Chief Secretary, Govt. of NCT of Delhi**  
(Tel: 23392100, Fax: 23392102)

**Commissioner (Transport), Government of NCT of Delhi**  
(Tel: 23933829, Fax: 23933069)

**Managing Director, DIMTS**  
(Tel: 23860971, 23860968, Fax: 23860966)

**Managing Director and CEO, RITES Ltd.**  
(Fax: 95124 2571660)

**Dr. Geetam Tiwari, Associate Professor, IIT Delhi**  
(Fax: 26858703, 26851169)

**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on June 14, 2008 (12.00 Noon)**

**Agenda:** Steps needed to control dieselisation of private vehicles in NCT of Delhi

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member EPCA
3. Mr. N. R. Raje, Member EPCA
  
4. Mr. Anand Prakash, Director (RT), Ministry of Shipping, Road Transport & Highways
  
5. Mr. Vivek Kumar, Director, Ministry of Petroleum & Natural Gas
  
6. Mr. Anand Kumar, Director (R&D) Indian Oil Corporation Ltd.
7. Dr. R. K. Malhotra, Executive Director (R&D), Indian Oil Corporation Ltd.
8. Mr. R. N. Mathur, Chief Manager, Hindustan Petroleum Corporation Ltd.
9. Mr. C. S. Krishnaswamy, GM (R&D and QC), Hindustan Petroleum Corporation Ltd.
10. Mr. A. K. Gupta, Manager –Reatails, Hindustan Petroleum Corporation Ltd.
11. Mr. D. K. Saini, Sr. Manager, Bharat Petroleum Corporation Ltd.
  
12. Mr. R. C. Arora, GM (CGM), GAIL (India) Ltd
13. Mr. S. P. Sharma, DGM (CGM), GAIL (India) Ltd.
  
14. Mr. Ajay K Bisht, Sr. Dy. Commissioner, Transport Department, Delhi
15. Mr. Vikas Jain, PCO (HQ), Transport Department, Delhi
16. Mr. Ajay Mammoria, PCO (HQ), Transport Department, Delhi
17. Mr. Jasbir Singh, Transport Department, Delhi
18. Mr. Satinder Dabas, Transport Department, Delhi
19. Mr. V. K. Bhatia, CGM (Tech), DTC
20. Mr. Sh. J.S. Malhotra, Dy. CGM (MS-II), DTC
  
21. Nazim uddin, Environmental Engineer, CPCB

EPCA convened this meeting to discuss steps needed to control dieselisation of private vehicles in NCT of Delhi given the growing differential between petrol and diesel prices.

1. EPCA stated that while the price rise in petroleum products is inevitable, it is concerned that the growing difference in the price of petrol and diesel will lead to an increased shift towards diesel fuel to run private vehicles. This shift will impact the environment, as it will lead to the use of diesel fuel in cities, which are already extremely polluted.
  
2. EPCA observed that in India the price of diesel is primarily kept low because of its use for railways and goods transport vehicles. But it is for this reason that the Authority is concerned that this fuel be 'allowed' to be used for private vehicles. It pointed out in its report No. 33 (February 2007), *Controlling pollution from the growing number of diesel cars in Delhi*, submitted to the Hon'ble Supreme Court the Authority has drawn attention to the fact that car manufactures have started exploiting this loophole and are bringing more and more diesel cars into the market, knowing fully well that government will not be able to increase the price of diesel to bring parity with petrol. As a result, use of diesel car is on increase, with the most expensive cars today consuming subsidized diesel. In the current

situation, when oil companies are losing heavily on every litre of diesel sold (higher than petrol), the use of diesel in vehicles is untenable. It will lead to both losses for the oil companies and growing pollution in cities.

3. MoP&NG officer agreed with EPCA's concern that the price differential on diesel would increase its use in private vehicles, which given the losses and under-recoveries of the oil companies would definitely not be advisable. He explained that the ministry and all the representatives of the oil companies shared this concern.
4. It was agreed by all that best approach would be to bring price parity between diesel and petrol sold to private vehicles. However, it was also agreed that dual pricing strategies do not work often and lead to increased corruption and harassment.
5. The meeting then discussed various options and agreed that these would be explored so that some action could be taken. The following measures were suggested to be done:
  - a) **Sale of only super branded diesel in NCT and NCR/Delhi urban agglomeration:** Oil companies agreed to explore options of better quality of fuel, with lower pollution potential to be mandated to be sold in this region. The price of this fuel would be higher than currently sold diesel. However, it was also discussed that current sale of 'branded' fuel is only 11 per cent in the region. (Action: Oil companies to revert back)
  - b) **Increase in central excise duty on diesel cars to provide the needed disincentive to the sale of these vehicles.** It was discussed that the excise duty reduction that has been made in the last few Union budgets has promoted the use of diesel vehicles particularly in the small vehicle category. (Action: the Ministry of Petroleum and Natural Gas agreed to explore this option with the Ministry of Finance and revert back.)
  - c) **Increase in taxes and registration charges on diesel cars by governments.** Currently only Delhi government has imposed a cess on the sale of diesel. Given also that the road tax, VAT and other registration fees are lower for cars than for public transport, it would be possible for state governments to consider increase of taxes on diesel vehicles. However, it was also clear that state governments would take this action, based on the directives from the Central government and measures taken to increase excise duty.
6. EPCA observed that in its view either price parity should be brought in the fuels or there would be no option but to work to ban the manufacture of diesel vehicles. It was agreed that the options listed above would be explored so that suitable action can be taken.
7. EPCA directed it would re-convene the meeting after two weeks to discuss the options and directions needed.

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**Press Note**  
(17.06.08/----)

The Environment Pollution (Prevention and Control) Authority for the National Capital Region (EPCA) is deliberating on the increased use of compressed natural gas (CNG) in Delhi and its implications for availability of gas for public transport vehicles. With the conversion of increasing number of private cars to CNG, the infrastructure of Indraprastha Gas Limited (IGL) is already under pressure and new stations and enhanced compression capacity are needed to cater to this increasing demand.

During its meetings with officials of IGL, EPCA has made it clear that the CNG programme was primarily promoted because of the directions of the Hon'ble Supreme Court for use in public buses and autorickshaws. It is because of this large conversion of diesel run vehicles that the city has seen better quality of air. It is therefore imperative that the gains of CNG, because of its use in public transport vehicles is not lost. According to EPCA, the auto-CNG is for first and primary use by public transport vehicles -- buses, taxis and autorickshaws -- and only if available can be used by private vehicles. EPCA also informed IGL about the need to enhance capacity of both stations and compression capacity to meet the growing needs from public transport vehicles in Delhi as well as in the NCR. It will be noted that under the proposed common transport agreement to be signed in the NCR, only CNG fuelled vehicles will be allowed to ply.

During the meeting, EPCA also discussed various options for ensuring that the CNG programme for public transport is not jeopardised. It agreed to monitor the situation carefully and to consider taking steps, including differential pricing for public transport and cars and limiting stations for filling of private cars etc.

EPCA is also concerned with the growing dieselisation of private vehicles in the city, also because of the growing differential in price between petrol and diesel. It is clear that this transition towards diesel will add to the pollution challenge in the city and the region as a whole. It is therefore considering various options to check this problem.

**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on June 17, 2008 (11.00 AM)**

**Agenda:** Possible scenarios of CNG consumption in private vehicles if the difference in price of petrol/diesel and CNG widens due to increase in petrol/diesel prices

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member EPCA
  
3. Mr. Om Narayan, MD, IGL
4. Mr. Manmohan Singh, Director (Comm) IGL
5. Mr. Ashim Batra, CGM (Mktg.), IGL
6. Mr. P. K. Pandey, GM (O), IGL
7. Mr. Sudhir Singh, CM-BD, IGL
  
8. Mr. R. P. Gupta, Dy. Commissioner, Transport Department, Delhi
9. Mr. Vikas Jain, PCO (HQ), Transport Department, Delhi
  
10. Nazim uddin, Environmental Engineer, CPCB

EPCA had called a meeting on 07.06.08 to have an assessment of possible scenarios of CNG consumption in private vehicles vis-à-vis CNG availability for public transport (buses/autos) if the difference in price of petrol/diesel and CNG widens due to increase in petrol/diesel prices. This meeting was convened in continuation to discuss the matter further.

1. In EPCA's meeting dt. 07.06.08, Indraprastha Gas Limited presented before EPCA certain information on the CNG consumption in Delhi. EPCA had asked IGL to provide some additional information on the following points:
  - a) Bifurcation of CNG consumption in public transport into buses and autos
  - b) Bifurcation of figures of 20% vehicles from outside into buses, cars, autos
  - c) Scenario if 50% of cars converts to CNG
  - d) Spread of CNG stations and suggestions on stations at which filling of CNG in cars can be permitted while restricting it on rest of stations.

IGL provided the enclosed information on point a) and b) during the presenty meeting (**Annexure**).

2. It was agreed that IGL would come back within two weeks with suggestions on implementation of differential pricing and segregation of filling stations for public transport and private cars.
3. EPCA had asked Delhi Transport Department during the last meeting dt. 07.06.08 to submit information on the following points:
  - a. Current legal recruitments/practices of authorization/registration of private CNG and Dual fuel (Petrol/CNG) vehicles.
  - b. Number of authorized/registered private CNG and Dual fuel (Petrol/CNG) vehicles.

Delhi Transport Department informed during the present meeting that 35000 cars have installed CNG kits in Delhi with authorization of Transport Department.

4. IGL informed EPCA that progress could not be made on CNG stations on DTC land. EPCA agreed to take up the issue with DTC next week.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on June 21, 2008 (11.00 AM)**

**Agenda:** Progress on 1<sup>st</sup> BRT Corridor in Delhi

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member EPCA
3. Mr. Ajay Chagti, Joint Commissioner, Transport Department, Delhi
4. Col. Ashok, GM (RT), DIMTS
5. Mr. A K. Sinha, AGM (ART), DIMTS
6. Mr. V. K. Mahritra, Sr. Consultand, DIMTS
7. Mr. Suresh Kumar, Consultant DIMTS
8. Mr. Sandeep Gandhi, SGA
9. Ms. Ruchi Varma, TRIPP, IIT-D
10. Mr. Ankur Dadheech, TRIPP, IIT-D
11. Mr. Vijay Kishore, GM, RITES
12. Mr. B. S. Sehrawat, AGM RITES
13. Mr. Gyani Ram, EE, PWD
14. Mr. S. C. Dasgupta, EE, DJB
15. Mr. Jyoti Maurya, TI, Delhi Traffic Police
16. Nazim uddin, Environmental Engineer, CPCB

EPCA took stock of the progress of some of the works of 1<sup>st</sup> BRT corridor.

1. **Signal system:** EPCA was informed that no progress has been made to improve the signals operation on BRT. EPCA expressed its displeasure that despite operation of BRT for about two months DIMTS has not taken the issue seriously and has made no efforts to fix this problem. EPCA expressed that DIMTS officials will have to work on grounds to demonstrate operation of signals at the design time phase of about 240 seconds as against the 5 to 10 minutes time phase at which CMS is operating the signals.
2. **Demarcation of defense land near Ambedkar Nagar T-junction:** DIMTS informed that this has been fixed with MCD/Defense officials for 30<sup>th</sup> June 2008.
3. **Design for development of the approach roads near Ambedkar Nagar T-Junction:** TRIPP, IIT-D presented a Preliminary design for development of the approach roads near Ambedkar Nagar T-junction. It was decided that TRIPP, IIT-D will give the concept plan to DIMTS and the DIMTS will look into it and come back. DIMTS agreed however mentioning that it is a new work and it will have to seek approval. It was also decided that only the road improvements components in the design will be taken up and commercial component will not be taken up so that the work can be taken up immediately without need of any clearance from DDA.
4. **DJB construction work / repair work on pipeline:** DJB informed that during field visit of 09.06.08 it has informed that the work will be finished in two weeks time but now it may take 2-3 days more, i.e. the work will be complete by 26<sup>th</sup> June 2008.
1. **Work on 2<sup>nd</sup> segment of BRT:** RITES informed that final drawings up to 11.2 km have been issued to the contractor. EPCA directed RITES to give deadlines. RITES further mentioned that permission is awaited for cutting of trees that are required to be cut as result of change in design. EPCA directed Transport Department to ensure that project is not delayed due to the last minute changes in design requiring for further clearances that take time.
2. **Decision on type of bus queue shelters in second segment of BRT:** EPCA directed DIMTS to clarify this point immediately to RITES.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on June 21, 2008 (11.45 AM)**

**Agenda items:** Signing the "Reciprocal Common Transport Agreement" in respect of NCR

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member EPCA
3. Mr. Rajeev Malhotra, CRP, NCR Planning Board
4. Mr. R. C. Shukla, Joint Director, NCR Planning Board
5. Mr. Amar Deep Jain, Joint Transport Controller, Haryana
6. Mr. Ajay Chagti, Joint Commissioner, Transport Department, Delhi
7. Mr. H. N. Bairwa, Addl. Transport Commissioner, Rajasthan
8. Mr. Vinod Shankar Singh, Dy. Transport Commissioner, UP
9. Mr. Nazim uddin, Environmental Engineer, CPCB

EPCA had convened the last meeting on 09.05.08 to expedite the signing of "Reciprocal Common Transport Agreements" in respect of NCR region between states. This meeting was convened in continuation to that meeting to know the status.

1. NCR Planning Board informed EPCA that a meeting has been convened recently on 17<sup>th</sup> June 2008 in the office of NCR Planning Board to review the progress made on signing of "Reciprocal Common Transport Agreements" in respect of NCR region between states and the progress observed was as follows:

a) Rajasthan: Draft agreement for Contract carriage published on 02.05.08

Draft agreement for Goods and Stage Contract carriage will be finalized after the signing of bilateral agreements by all the NCR States among themselves.

b) Delhi: Draft agreement for Contract carriage published on 11.05

Draft agreement for Goods and Stage Contract carriage will be finalized after the signing of bilateral agreements with Haryana. Other bilateral agreements have already been signed

c) UP: Both draft agreement will be published soon

d) Haryana: Both draft agreement will be published soon

Bilateral agreements with UP and Delhi would be signed by the end of June, 2008

7. NCRPB informed EPCA that final decision on colour of vehicles under NCR agreements is yet to be taken. EPCA expressed that this may be expedited and it should not delay the implementation.
8. EPCA was informed that MCD has not waived of the entry tax on passenger vehicles so far. EPCA decided to take up this matter further once actual figures on passenger vehicles under NCR agreements is available.
9. EPCA decided to convene the next meeting on this matter in first week of July 2008 and to call IGL also in the meeting to know about possibilities of enhancing the capacity at boarders.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on June 21, 2008 (12.30 PM)**

**Agenda items:** Delhi Government's plans to provide requisite facilities in future for augmented bus fleet and New IGL stations at DTC depots

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member EPCA
  
3. Mr. A. K. Jain, Commissioner (Plg.), DDA
4. Mr. R. Bhatnagar, Director (land), DDA
  
5. Mr. Sudhir Singh, CM-BD, IGL
6. Mr. Amalan Talukdar, Manager Planning, IGL
7. Mr. Anadi Mishra, Dy Manger, Marketing, IGL
  
8. Mr. Ajay Chagti, Joint Commissioner, Transport Department, Delhi
9. Mr. V. K. Bhatia, CGM (Tech), DTC
10. Mr. B. B. Jain, Dy. CGM, DTC
11. Mr. A. K. Sinha, AGM, DTC
  
12. Mr. Nazim uddin, Environmental Engineer, CPCB

EPCA had convened this meeting to know about Delhi Govt. plans to provide requisite facilities in future for augmented bus fleet and status of construction of new IGL stations at DTC bus depots.

1. DTC informed that presently it has 35 depots out of which at 23 stations IGL's CNG dispensing facilities have been set up and are operational. DTC wants CNG dispensing facilities at all the remaining 12 DTC depots as well as at the 7 DTC depots under-construction:

Existing 12 DTC depots at which CNG dispensing facilities are required

Ambedkar Nagar Depot  
Naraina Depot  
Shadipur Depot  
Dichaon Kalan Depot  
Bawana Depot  
Noida Depot  
Seemapuri Depot  
Dilshad Garden Depot  
Gumanheda Depot  
Hari Nagar Depot-III  
Yamuna Vihar Depot  
Ghazipur Depot

Under-construction 7 DTC depots at which CNG dispensing facilities are required

Dwarka Sector 8  
Dwarka Sector-2  
Kanjhawala-I  
Kanjhawala-II  
Narela  
Rohini-IV (Sector-18)  
Dwarka Sector-2

(The first six are likely to be completed by Dec 2008 and the last one by May 2009)

2. IGL informed that it is going to take up only 6 depots in the first stage for setting up CNG dispensing facilities.

DTC depots being taken by IGL in first stage for setting CNG dispensing facilities

Patparganj  
Mayur Vihar Phase 1  
Nehru Place  
Keshopur  
Uttam Nagar  
Najafgarh

EPCA directed IGL to consider all the existing as well as under construction DTC depots for setting up CNG dispensing facilities that can be used for private buses also.

3. DDA stated that prima facie there should not be any problem from DDA side on setting up of CNG dispensing facilities in DTC depots by IGL. It was agreed that DTC and IGL would provide copy of draft agreement / MoU within one week to DDA for examining and DDA will examine this within the next week.
4. EPCA expressed that DDA should consider CNG dispensing facilities for DTC and private buses as public utilities. However, EPCA clarified that it disapproves the idea of developing any other commercial activities / hotels etc in DTC depots in view of future land requirement for expanded fleet of buses as committed before Supreme Court.
5. During the course of meeting EPCA asked Commissioner DDA to find out whether the land available adjacent to the footbridge on Tughlakabad-Mehrauli road near Sangam Vihar road can be made available for bus terminal for feeder buses to BRT.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on May 3, 2008 (12.00 Noon)**

**Agenda:** Progress on “Action Plans for Air Quality Improvement” for Hyderabad (AP), Ahmedabad (Gujarat), Bangalore (Karnataka), Sholapur & Pune (Maharashtra), Chennai (Tamil Nadu) and Kanpur & Lucknow (UP)”

**In attendance:**

15. Dr. Bhure Lal, Chairman, EPCA
16. Ms. Sunita Narain, Member EPCA
17. Mr. A. K. Chaturvedi, Special Commissioner Transport, Delhi

AP

18. Mr. Rajeshwar Tiwari, IAS, Member Secretary, Andhra Pradesh Pollution Control Board
19. Mr. B.S.S. Prasad, IFS, Special Secretary, EFS&T Department, Govt. of Andhra Pradesh
20. Mr. A. V. Sarma, MD, Bhagyanagar Gas Ltd.

Gujarat

21. Mr. Sanjiv Tyagi, IFS, Member Secretary, Gujarat Pollution Control Board
22. Sanjiv Vaijanapurkar, Dy. Environmental Engineer, Gujarat Pollution Control Board

Karnataka

23. Mr. Aravind Ramachandra Jannu, IAS, Secretary (Ecology & Environment), FE&E Department, Govt. of Karnataka

Maharashtra

24. Mr. Shyam Lal Goyal, IAS, Secretary (Environment), Govt. of Maharashtra
25. Mr. Ajay Deshpande, Maharashtra Pollution Control Board

Tamil Nadu

26. Mr. R. Rajagopal, IAS, Secretary (Environment & Forests), Govt. of Tamil Nadu
27. Dr. V. N. Rayudu, TNPCB, Chennai

CPCB

28. Nazim uddin, Environmental Engineer, CPCB

**Background and chronology of events**

On August 14, 2003, the Hon'ble Supreme Court directed state governments of Maharashtra (Sholapur), Andhra Pradesh (Hyderabad) Gujarat (Ahmedabad), Uttar Pradesh (Kanpur, Lucknow) Karnataka (Bangalore) and Tamil Nadu (Chennai) to draw up action plans for lowering air pollution in the cities and also directed that the plan, once finalised, should be placed before EPCA.

Hon'ble Supreme Court order August 14, 2003

*“CPCB's report shows that the Respirable Suspended Particulate Matter (in short “RSPM”) levels in Ahmedabad, Kanpur, Sholapur, Lucknow, Bangalore, Chennai, Hyderabad, Mumbai and Kolkata are alarming.”*

*“Issue notices to the States of Maharashtra, Andhra Pradesh, Gujarat, Uttar Pradesh, Karnataka and Tamil Nadu. In the meantime, we direct that the Union of India and the respective States shall draw a plan for lowering the rate of RSPM level in the aforesaid cities. After the plan is drawn, the same would be placed before EPCA. This may be done within a period of two months. We are excluding Mumbai and Kolkata where the respective High Courts are stated to be monitoring the RSPM levels in those cities. EPCA after examining the matter shall submit a report to this Court within a period of four weeks thereafter.”*

In response to this order of the Hon'ble Court, the EPCA had submitted an interim report in November 2003 pointing out that the plans submitted by the individual states were weak and lacked data and proposals for controlling pollution. EPCA had assessed each plan and drew up a common format for the cities, so that they could plan for each element of the action strategy and then had discussed these plans with the state governments to draw up the first ever, comprehensive plan for each city. On submission of the interim report, the Hon'ble Court passed the following direction on November 24, 2003:

Hon'ble Supreme Court order – November 24, 2003

*“States of Maharashtra, Karnataka, Andhra Pradesh and Gujarat are granted two weeks’ time to supply the requisite material in format which is an Annexure to the Interim Progress Report on “Particulate Pollution Control Strategy in Critically Polluted Cities”, which shall be considered by the Environment Pollution (Prevention & Control) Authority within further period of two weeks. The final report may be submitted by the Authority within eight weeks.”*

EPCA submitted the final report to the Hon'ble Court in January 2004, detailing out the plans for each city, as agreed with the state and city administration. The report also outlined the crosscutting issues that needed attention. These air pollution control plans have since become the basis of monitoring and implementation in the 7 cities.

In February 2005, EPCA submitted its second progress report to the Hon'ble Court. The Report informed about the status and progress of work, observations and also highlighted the issues, which were impeding the successful implementation of the action plan.

In October 2006, EPCA submitted its third progress report to the Hon'ble Court. The Report provides information about progress in implementing the city action plans and the deadlines set by EPCA for implementation in each city. Pune was not listed in the directive of August 14, 2003 of the Hon'ble Court that were asked to develop action plans to control particulate pollution and to place the same before EPCA. The report also presented reasons and ground to bring Pune within the current monitoring scope of the Hon'ble Court in addition to the seven cities also citing some orders of Hon'ble Supreme Court concerning pollution problem in Pune following which Pune had already developed an action plan.

The city of Pune was listed in the Hon'ble Supreme Court order directives of April 5, 2002 as one amongst the most polluted cities in India. The Court order stated:

*‘.....there appears to be no effective action plan to address the problem of these cities.....If no immediate action is taken, then it may become necessary for some orders being passed so as to bring relief to the residents of those cities.’*

The May 9, 2002 order of the Hon'ble Supreme Court directed the Union government to develop gaseous fuel programmes in these key polluted cities of India. The Court order stated:

*‘Union of India will give a scheme with regard to compulsory switch over of all two wheelers, three wheelers and motor vehicles to LPG/CNG in cities other than Delhi which are equally or more polluted.’*

EPCA has mentioned in its last report submitted to Hon'ble Supreme Court about having identified four key areas that have the potential to engineer a fundamental transition. These include:

1. Gaseous fuel programmes, both CNG and LPG to leapfrog from current polluting diesel to cleaner fuel, particularly in grossly polluting segments like public buses and autorickshaws.
2. Public transport and transport demand management to reduce the demand for growth of private motorisation and reduce emissions.
3. Vehicle inspection programme for the on-road vehicles to combat pollution from large fleets of existing vehicles.
4. Management of transit traffic and phasing out of old vehicles to reduce the burden of pollutants in the city

EPCA had also stated in its Oct 2006 report that it will monitor tightly deadlines set by EPCA for implementation in each city and have been agreed upon by States and that EPCA will continue to bring reports on progress to the Hon'ble Court. In that report the matter related to management of transit traffic and phasing out of old vehicles could not been included as that required more discussions with the respective state governments.

Since submission of its last report to Supreme Court in October 2006, EPCA has held several progress review meetings for different city as below:

Meeting convened on 15.11.06 in Ahmedabad for reviewing the Action Plan for Ahmedabad city  
Meeting convened on 07.01.07 in Pune for reviewing the Action Plans for Pune and Sholapur  
Meeting convened on 07.09.07 in Bangalore for reviewing Action Plan for Bangalore city  
Meeting convened on 27.11.07 in Ahmedabad for reviewing the Action Plan for Ahmedabad city  
Meeting convened on 28.12.07 in Lucknow for reviewing Action Plans for Lucknow and Kanpur

This meeting was convened to review the progress made on the deadlines set by EPCA for implementation in each city and the further instructions given in review meetings from time to time.

## **Discussions**

### **A. Chennai:**

16. Officers from Tamil Nadu apprised EPCA about the salient points of the latest progress report on implementation of the action plan in Chennai submitted for the meeting. In addition, they also informed EPCA about the air quality trends in Chennai that slight rise in RSPM levels is being observed.
17. EPCA expressed that more progress should have been made for augmentation of public transport by increasing the number of buses in Chennai as buses have only been replaced because of the phasing out of old fleets. **EPCA stated that it is interested in augmentation of buses to control increase in number of private vehicles.**
18. Officers from Tamil Nadu also informed EPCA that the parking for Chennai has been finalized in 2007 but it is part of the new Master Plan that is still to be cleared. **EPCA desired that the parking policy for Chennai should be submitted as early as possible.**
19. EPCA was informed about the conversion programme in Chennai of 33,700 petrol autos to LPG of which 5000 have already converted and that negotiations are underway on subsidy for converting the remaining autos.
20. EPCA was also informed about introduction of Green Tax in Chennai and the upgrading of 76 PUC centers in Chennai.

### **B. Hyderabad:**

21. Officers from Andhra Pradesh apprised EPCA about the salient points of the latest progress report on implementation of the action plan in Hyderabad submitted for the meeting. In addition, they also informed EPCA about the air quality trends in Hyderabad that there was a declining trend upto 2004 but after that slight rise in RSPM levels is being observed mainly due to increase in number of private vehicles.
22. MD, Bhagyanagar Gas Ltd informed EPCA about having received a letter from the Petroleum & Natural Gas Regulatory Board (P&NGRB) saying that the Bhagyanagar Gas Ltd is not being considered as the authorized entity for Hyderabad and is required to apply afresh to the Regulatory Board.
23. EPCA asked for submission of time schedule of implementation of BRTS in Hyderabad and information on parking charges in Hyderabad.

### **C. Pune & Sholapur:**

24. Officers from Maharashtra apprised EPCA about the salient points of the latest progress report on implementation of the action plans in Pune and Sholapur.
25. It was also informed that deadline for CNG in Pune is now extended to June 2008 instead of March 2008.

### **D. Bangalore:**

26. Officer from Karnataka apprised EPCA about the salient points of the latest progress report on implementation of the action plan in Bangalore.
27. In addition, Officer from Karnataka also informed EPCA about the proposed parking policy for Bangalore which is under finalisation. He also brought to the notice of EPCA that concentration of pollutants in samples collected at breathing height are observed much higher than in sample collected at height.

### **E. Ahmedabad:**

28. Officer from Gujarat apprised EPCA about the salient points of the latest progress report on implementation of the action plan in Ahmedabad. In addition, they also informed that air quality in Ahmedabad has gradually improved over the years resulting in upgrading of its rank in terms of air quality among polluted cities. It was also informed that they are not depending only on compliance of annual average standards but also analyze compliance level of daily values.
29. Officer from Gujarat also informed HPCL having received a letter from the Petroleum & Natural Gas Regulatory Board (P&NGRB) saying that the HPCL is not being considered as the authorized entity for Ahmedabad and is required to apply afresh to the Regulatory Board.
30. It was informed that Gujarat Govt. is considering bringing out parking policy for Ahmedabad and may take 3-4 months to finalise.

### **Decisions**

6. EPCA expressed that auto LPG programme appear to be under threat in near future because presently the price of petrol is controlled but the price of LPG is not controlled and as a result LPG price is rising and might reach to a point to make petrol to LPG conversion unviable. However, given the increasing price of petrol, it was felt that the conversion would still be viable. It was also discussed how the conversion would be further incentivised through fiscal measures.
7. EPCA asked States with access to CNG to step up momentum on their CNG programmes. EPCA decided to write to the Ministry of Petroleum & Natural Gas to clarify position to the P&NGRB that which company is the authorized entity for which critically polluted cities.
8. EPCA asked States to send details of present taxation on private vehicles and buses in the critically polluted cities. EPCA also desired that states should share information among them on introduction of the Green tax and diesel cess in Delhi. It was agreed that a paper would be circulated on the fiscal issues related to air pollution.
9. EPCA asked states to prepare revised bus augmentation plan based on proper assessment of public transport needs and considering other modes of public transport, existing or planned, and submit to EPCA. It was agreed that the focus of the next meeting would be on this issue.
10. EPCA asked states to prepare and implement parking policy in the critically polluted cities. The Bangalore policy was circulated for information.

**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on June 28, 2008 (11.30 AM)**

**Agenda:** Compliance of the notification regarding Bharat Stage III norms in NCR region

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member EPCA
  
3. Mr. Vivek Ashish, Under Secretary, MoSRT&H, Govt. of India
4. Mr. R. P. Gupta, Dy. Commissioner, Transport Department, Delhi
5. Mr. Vikas Jain, PCO (HQ), Transport Department, Delhi
  
6. Nazim uddin, Environmental Engineer, CPCB

**Background**

EPCA had discussed in its two meetings held on 05.01.08 and 12.01.08 the matter of compliance of the Govt. of India notification G.S.R. 686 (E) dated 24<sup>th</sup> October 2004 regarding application of Bharat Stage III Mass Emission Standards for four wheeled vehicles in NCR region since 1<sup>st</sup> April 2005. It observed inadequate compliance of the said notification and therefore expected Ministry of Shipping, Road Transport and Highways, Government of India to issue necessary clarifications. EPCA also wrote a letter to the Ministry in this regard. During its meetings dated 12.04.08 and 31.05.08, EPCA again directed MOSRT&H, Govt. of India to issue on priority basis the clarifications/modifications in the CMVR. EPCA called this meeting to know the progress.

**Discussions and Decisions**

The officer from the Ministry (MoSRT&H, GoI) informed that the clarification is going to be shortly notified and also showed the draft of the notification. EPCA observed that if the words "between two points" are omitted than the clarification will also enable stopping registration of vehicles not complying with BS-III norms. The Ministry agreed to the suggestion and assured EPCA that the clarification will be issued very soon.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on June 28, 2008 (12.00 Noon)**

**Agenda:** Progress on 1<sup>st</sup> BRT Corridor in Delhi

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member EPCA
  
3. Mr. Mr. A K. Chaturvedi, Spl. Commissioner, Transport Department, Delhi
4. Mr. Manoj Aggrawal, Head RT, DIMTS
5. Mr. Suresh Kumar, Consultant DIMTS
6. Mr. A. C. Srivastava, DIMTS
7. Mr. Sandeep Gandhi, SGA
8. Ms. Ruchi Varma, TRIPP, IIT-D
9. Mr. Vijay Kishore, GM, RITES
10. Mr. B. S. Sehrawat, AGM RITES
11. Mr. Jyoti Maurya, TI, Delhi Traffic Police
  
12. Nazim uddin, Environmental Engineer, CPCB

EPCA took stock of the progress of some of the works of 1<sup>st</sup> BRT corridor.

1. **Intelegent traffic signal:** EPCA was informed that bids have been opened for selection of the agency to carry out the study on 27.06.08. EPCA expressed displeasure over the slow progress being made because DIMTS has earlier committed that the agency to execute the work will be finalized by 21.06.08 and the Intelligent Traffic System (ITS) will be commissioning by 31.08.08.
2. **Interim measures to improve signal problems on BRTS:** IIT-D informed that fresh guidelines have been provided to DIMTS to enable smooth operation of signals on BRT by CMS. CMS informed that signal operation has been streamlined now and special permission is sought from DIMTS control room in case signal cycle at Chirag Dilli exceeds 240 seconds.
3. **Work on 2<sup>nd</sup> segment of BRT:** EPCA asked RITES to give deadlines. RITES presented some item wise schedule but EPCA directed RITES to submit stretch wise schedule. EPCA also asked IIT-D to detail the changes being considered by Delhi Govt. in the second segment and assess the implications of these changes on project completion due to the additional clearances required.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on June 28, 2008 (12.30 PM)**

**Agenda:** Issues relating parking

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member EPCA
3. Mr. A K. Chaturvedi, Spl. Commissioner, Transport Department, Delhi
  
4. Mr. A. K. Jain, Commissioner (Plg.), DDA
5. Mr. Ashok Kumar, Addl. Commissioner (Plg.), DDA
6. Mr. P.V. Mahashabdey, Director (Plg.), DDA
7. Mr. Ashok ---, Joint Director (TT), DDA
8. Mr. J. Chander, AD, DDA
  
9. Mr. Sanjay Kumar Jain, CE-V, MCD
10. Mr. Amiya Chandra, ADC (RP Cell), MCD
11. Mr. J. B. Bhatia, EE (Pr-MCP), MCD
  
12. Mr. Anurag Goyal, Director (Projects), NDMC
13. Mr. G. Sudhakar, Director, NDMC
14. Mr. D. K. Girotia, Ex. Engineer (C), NDMC
  
15. Mr. O. P. Gaddhyan, CE, PWD, Delhi
  
16. Mr. S. N. Shrivastava, Joint Commissioner of Police (Traffic), Delhi
  
17. Nazim uddin, Environmental Engineer, CPCB

EPCA took stock of the progress made on some of the issues related to parking in Delhi.

**1. Review and streamlining of authorized surface parkings:**

Delhi Police informed that all the 251 authorised MCD parkings have been reviewed. Of these, 172 have been cleared, 72 have been rejected and position of the rest 7 is to be decided. MCD informed that 30 more parkings have been identified and the list is being sent to Delhi Police for reviewing. EPCA asked Delhi Police to finalise these 7+30 parkings by the next week. Delhi Police informed that 55 of the authorised NDMC parkings have also been reviewed and Delhi Police have some objections in respect of 4. DDA provided list of its authorized parkings to Delhi Police during the meeting. EPCA asked Delhi Police to complete the review of NDMC and DDA parkings within two weeks.

Delhi Police requested concerned agencies that all aothorised parkings in open areas should be properly demarcated by yellow boarder to segregate the parking area from non-parking area and that orientation of vehicles in the parking (longitudinal / diagonal etc) should also be demarcated.

EPCA expressed that once the lists are finalized through Delhi Police, all necessary steps should be taken by the concerned agencies for improving and streamling the organization of these parkings.

**2. Progress on multi-level parkings:** MCD informed that the schedule submitted to EPCA is being adhered to.

**3. Implementation of MPD-2021 provisions for mixed-use and commercial streets:**

EPCA has written a letter to Commissioner, MCD and Vice Chairman, DDA on this matter. No progress was reported by MCD for development of parkings and no progress was informed for denotifying streets if creating parking is not possible.

During the meeting EPCA's attention was drawn to the provisions of the Master Plan that require Urban Development Department, Government of NCT of Delhi to ensure compliance of certain terms and conditions before notification of commercial streets, including the condition of 'Preparation of revised layout plan / Scheme for such areas / streets with the approval of the local body/Authority indicating adequate provision for parking taking into account the additional load on traffic and parking consequent upon notification of the street as commercial area / street'. EPCA decided to ask Urban Development Department, Government of NCT of Delhi to provide particulars of the parking lots that have been earmarked for parking while notifying streets as commercial streets.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on July 5, 2008 (11.00 AM)**

**Agenda:** Progress on 1<sup>st</sup> BRT Corridor in Delhi

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member EPCA
  
3. Mr. Mr. A K. Chaturvedi, Spl. Commissioner, Transport Department, Delhi
4. Mr. R. S. Minhas, AGM (RT), DIMTS
5. Mr. V. K. Mahrotra, Sr. Consultant, DIMTS
6. Mr. Suresh Kumar, Consultant DIMTS
7. Mr. Sandeep Gandhi, SGA
8. Mr. B. S. Sehrawat, AGM RITES
  
9. Mr. Jyoti Maurya, TI, Delhi Traffic Police
10. Mr. Dushyant Tyagi, JE, CMS
  
11. Nazim uddin, Environmental Engineer, CPCB

EPCA took stock of the progress of some of the works of 1<sup>st</sup> BRT corridor.

**1. Work on 2<sup>nd</sup> segment of BRT:**

EPCA asked RITES for earliest readying of 5.8-9 km stretch for trial operation and clarified that it is assuming that no such permanent structures are being constructed in the second segment that would not fit into the centre bus operation. EPCA asked RITES to submit schedule/deadlines for the next segment of the 1<sup>st</sup> BRTS corridor by 08.07.08.

EPCA was informed about some points relevant to work in the 7-9 km stretch that included cutting of 54 small trees and early completion of ongoing repair work at Defence colony flyover by PWD. EPCA decided to call MCD in the next meeting for handing over of park land that could be meanwhile used by pedestrians and cyclist. EPCA also decided to call PWD in the next meeting to get the flyover reappear work completed at the earliest as the PWD had committed to complete it by Feb 2008. It was also decided that DMRC should be called in the next meeting to discuss integration of under passes and other issues.

**2. Demarcation of PWD/Defence land at Ambedkarnagar T-Junction:**

DIMTS informed that the issue could not be sorted out during the first meeting due to some dispute and that 11.07.08 has been fixed the next date to sort out the matter.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on July 12, 2008 (11.00 AM)**

**Agenda:** Progress on 1<sup>st</sup> BRT Corridor in Delhi

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member EPCA
3. Mr. Mr. A K. Chaturvedi, Spl. Commissioner, Transport Department, Delhi
4. Col. A. K. Singh, GM DIMTS
5. Mr. A. K. Sinha, AGM DIMTS
6. Mr. V. K. Mahrotra, Sr. Consultand, DIMTS
7. Mr. Suresh Kumar, Consultant DIMTS
8. Mr. S. R. Sethi, Director Oprs. DTL
9. Mr. J. P. Chauhan, Ex. Engr. DMRC
10. Mr. B. S. Sehwat, AGM RITES
11. Mr. Harinder Singh, ACP Traffic, Delhi Traffic Police
12. Mr. Sandeep Gandhi, SGA
13. Ms. Ruchi Varma, TRIPP, IIT-D
14. Nazim uddin, Environmental Engineer, CPCB

EPCA took stock of the progress of some of the works of 1<sup>st</sup> BRT corridor.

1. **Work on 2<sup>nd</sup> segment of BRT:** RITES informed that stretch upto 9.0 km will be completed by 31.08.08 and that schedule for the complete second segment upto 14.3 km will be given by next week.
2. **Number of buses on BRT corridor:** DIMTS informed that buses have not been reduced but the problem is of proper scheduling especially in the evening because of shortage of staff in DTC.
3. **Development of the approach road at Ambedkar Nagar:** TRIPP, IIT-D informed that design is under finalisation and shall be presented by next week.
4. **Impact of DMRC station near CGO complex - cutting of some trees:** DMRC informed that as per the revised design, only temporary obstruction to cycle track / foot path will occur for about 2 month construction period. It was agreed that as the DMRC structure were not supposed to affect BRT, if any trees are to be cut now for making minor changes in BRT route because of DMRC structures, the permission for cutting these will be obtained by DMRC. EPCA, while clarifying that it feel bad that 8 trees are being cut, asked DMRC to move application for seeking the permission.
5. **Integration of DMRC station with BRT:** EPCA was informed that till now it was being assumed that the DMRC station near CGO complex is coming on Jangpura side as DMRC has never shared their plans but now it is revealed by DMRC that the station is coming on the other side. To integrate the station with BRT and to provide access to people coming from Jangpura side, a subway would be needed. EPCA while emphasizing the need to integrate to integrate metro and bus transport, asked TRIPP, IIT-D to suggest design of subway and changes in bus que shelter position by next week so that this point could be further taken up.
6. **Shifting of the HT line:** Director Oprs. DTL asked RITES to give copy of the letter sent to BSES so that DTL can take up the matter of converting the HT line into underground line with them.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on July 12, 2008 (11.45 AM)**

**Agenda:**

- a) Bus manufacturing / supplying capacity
- b) Status of restructuring of bus management and procurement of new buses in Delhi
- c) Delhi Govt. plans to provide requisite facilities in future for augmented bus fleet including new IGL stations at DTC depots

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member EPCA
  
3. Mr. S. K. Lohia, Director, Director (UT), MoUD, Govt. of India
  
4. Mr. Ajay Chagti, Joint Commissioner, Transport Department, Delhi
5. Mr. Subhash Kumar, PCO (STA), Transport Department, Delhi
  
6. Mr. V. K. Bhatia, CGM (Tech), DTC
7. Mr. B. B. Jain, Dy. CGM, DTC
8. Mr. S. P. Sethi, Manager, DTC
  
9. Mr. Sudhir Singh, CM-BD, IGL
10. Mr. Ashim Batra, CGM (Mktg.), IGL
11. Mr. P. K. Pandey, GM (O), IGL
  
12. Mr. N. K. Diwan, RAGM -Service, Ashok Leyland Ltd
13. Mr. Mahesh Gautam, Ashok Leyland Ltd
  
14. Mr. Aditya Goel, Regional Service Manager (North), Tata Motors Ltd
15. Mr. Mohinder Ratra, Senior Manager, Tata Motors Ltd
16. Mr. Rajeev Sharma, RM-Customer Care (LCV), Tata Motors Ltd
17. Mr. S. Panigrahy, Head- Customer Care (LCV)
18. Mr. C. K. Goyal, AGM
19. Mr. Anuj Sinha, AGM
  
20. Mr. Nazim uddin, Environmental Engineer, CPCB

EPCA took up this meeting in two parts, in the first part the bus manufacturing capacity was discussed with bus manufacturers and in the second part other issues were discussed only with government officials.

Bus manufacturing / supplying capacity

1. EPCA expressed that it is working to promote public transport in NCR and other critically polluted cities and it is being felt that supply of buses is becoming a roadblock. EPCA asked the bus manufacturers (Tata and Ashok Leyland) that what is their present capacity and what are their plans to enhance the present capacity. Ashok Leyland informed that at present their capacity is 300 per month and can be upgraded to 600 per month. EPCA asked Tata to come back with their capacity.

2. EPCA expressed concern that bus prices have been increased substantially recently. EPCA requested bus manufactures to make normal profits and not windfall out of bus business and to abstain from cartelisation.
3. Representative of MoUD, Govt. of India informed that to overcome the problem of variations in tenders complete specifications of a city bus are under finalizations in the Ministry.

#### Restructuring of bus management

4. DIMTS informed the progress on award of first clusters of bus routes. It was informed that 7 entities have fulfilled the criteria set out in the 'Request for Qualification' (RFQ) proposal have been received and the applications are being evaluated by the Transport department. The draft 'Request for Proposals' (RFP) document is also being examined by the Transport Department and then approval of Govt. will be sought. After approval of RFP by the Govt., which is expected in a week time, it will be given to the qualified applicants for bidding.

#### Procurement of new buses in Delhi

5. DIMTS informed that in response to the recent tenders substantially increased prices have been quoted and it is more so in composite build buses. If we buy only chassis and built body ourselves through small-scale industries the price would be less, as no excise is applicable on body built separately. DIMTS expressed that problem can be solved through negotiations with management of bus manufacturers.

#### New IGL stations at DTC depots

6. EPCA observed that the requisite permission of DDA for the new IGL stations at DTC bus depots has not been received so far. EPCA asked IGL to keep EPCA informed on the issue.

#### Enhancement of capacity of IGL stations at Delhi borders

7. EPCA asked IGL to prepare and submit its plans for enhancement of capacity of its stations at Delhi borders to facilitate vehicles under the 'reciprocal common transport agreement' for NCR.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on July 12, 2008 (12.30 PM)**

**Agenda items:** Signing the "Reciprocal Common Transport Agreement" in respect of NCR Region between states

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member EPCA
  
3. Mr. S. K. Lohia, Director, Director (UT), MoUD, Govt. of India
4. Mr. Rajeev Malhotra, CRP, NCR Planning Board
5. Mr. R. C. Shukla, Jt. Director, NCR Planning Board
  
6. Dr. Prasanna Kumar, Principal Secretary, Transport, Haryana
7. Mr. Ajay Chagti, Joint Commissioner, Transport Department, Delhi
8. Mr. Subhash Kumar, PCO (STA), Transport Department, Delhi
9. Mr. Vinod Shankar, DTC
10. Mr. Madhukar Diwedi, Special Secretary Transport, UP
11. Mr. H. N. Bairwa, Addl. TC, Rajasthan
  
12. Mr. Nazim uddin, Environmental Engineer, CPCB

This meeting was convened to take stock of the status of signing of "Reciprocal Common Transport Agreements" in respect of NCR region between states.

1. NCR Planning Board informed EPCA the progress made as follows:
  - a) All States except Haryana have published the common agreements for Contract Carriage for inviting suggestions from the public.
  - b) All bilateral agreements have been signed except between Haryana and UP which is likely to be signed in the 3<sup>rd</sup> week of July 2008. The common agreements for Goods and Stage Carriage could be notified after the signing of bilateral agreement between UP and Haryana.
  - c) A sub-committee has been formed to suggest uniform tax structure for unhindered movement of contract carriage vehicles in NCR. The first meeting of the sub committee held on 4.7.08 and the next is scheduled on 14.7.08.
2. EPCA observed that after consolidation of number of vehicles under the agreements, routes/trips and distance covered the matter of waiving of entry tax could be take up with MCD and enhancement of IGL stations' capacity could be taken up next.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on July 19, 2008 (11.00 AM)**

**Agenda:** Progress on 1<sup>st</sup> BRT Corridor in Delhi

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member EPCA
3. Mr. A. K. Chaturvedi, Spl. Commissioner, Transport Department, Delhi
4. Mr. A. K. Goyal, Dy. CGM (Traffic), DTC
5. Mr. A. K. Chawla, Sr. Manager, DTC
6. Mr. R. S. Minhas, AGM (BRT) DIMTS
7. Mr. V. K. Mahrotra, Sr. Consultant, DIMTS
8. Mr. Suresh Kumar, Consultant DIMTS
9. Mr. Vijay Kishore, GM, RITES
10. Mr. B. S. Sehrawat, AGM RITES
11. Ms. Ruchi Varma, TRIPP, IIT-D
12. Ms. Richa Joshi, SGA
13. Nazim uddin, Environmental Engineer, CPCB

EPCA convened this meeting to take stock of the progress of works of 1<sup>st</sup> BRT corridor and discuss issues related to BRT with the concerned.

1. **Number of buses on BRT corridor:** DIMTS informed that the problem is of proper scheduling especially in the evening because of shortage of staff in DTC. DIMTS further informed that recruitment of bus drivers is in progress and in placement of the new staff, first priority will be given to BRT corridor.
2. **Improvement at the approach road at Ambedkar Nagar:** It was informed that the Road and Defense and near Ambedkar Nagar has been surveyed on 11.07.08 and the issue is yet to be resolved.

Mr. A. K. Chawla, Sr. Manager, DTC informed that DTC was having a terminal on Defense land for 20 years but later it was vacated and that Delhi Govt. is considering exchanging Defense land for making DTC terminal. EPCA asked DTC to pursue the matter with the Defense and the DDA.

TRIPP, IIT-D stated that some restructuring would be needed to facilitate turning of buses and a bus terminal is needed and further expressed that DTC terminal could also be possible at DMRC station at station at Mehrauli Badarpur road. EPCA asked DIMTS and DTC to explore the possibility. It was also discussed that if routes of the buses are temporarily extended to Lado Sarai terminal the problem of bus turning can be solved. EPCA asked DIMTS and DTC to consider this short-term measure and report back to EPCA.

3. **Integration of DMRC station with BRT:** TRIPP, IIT-D presented the drawing showing the suggested design of subway and other changes to provide integration of metro and BRT at the proposed DMRC station near CGO complex/Jangpura. EPCA asked TRIPP, IIT-D and DIMTS to send this to DMRC by Monday.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on July 19, 2008 (11.45 AM)**

**Agenda:** Issues relating parking

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member EPCA
3. Mr. A K. Chaturvedi, Spl. Commissioner, Transport Department, Delhi
  
4. Mr. Kuldeep Singh Gangar, Joint Secretary (UD), Govt. of NCT of Delhi
5. Mr. Sanjay Kumar Jain, CE-V, MCD
6. Mr. Amiya Chandra, ADC (RP Cell), MCD
7. Mr. J. B. Bhatia, EE (Pr-MCP), MCD
8. Mr. G. Sudhakar, Director, NDMC
9. Mr. D. K. Girotia, Ex. Engineer (C), NDMC
10. Mr. Ajay Gupta, AE (Projects), NDMC
11. Mr. Kewal Singh, Additional Commissioner Police (PHQ), Delhi
12. Nazim uddin, Environmental Engineer, CPCB

EPCA took stock of the progress made on parking related issues by various stakeholders.

1. EPCA stated that a parking policy has been submitted by Delhi Govt. to Supreme Court and EPCA is reviewing its implementation by concerned agencies. The following issues have been discussed in EPCA meetings in the recent past:

Streamlining of authorized surface parkings  
Parking plans for mixed-use and commercial streets  
Parking pricing on NDMC model  
Progress on multi-level parkings and action needed for their utilisation

2. The verification of DDA and NDMC surface parking was expected from Delhi Police. The meeting notice could not reach Joint Commissioner of Police (Traffic). EPCA desired that notice for next meeting on parking should be sent directly to JCP (Traffic).
3. EPCA stated that it has recently asked Delhi Govt. to send particulars of parking lots earmarked for the streets declared as commercial streets using provisions of MPD 2021 as it was required to ensure adequate provision for parking taking into account the additional load on traffic and parking consequent upon notification of the street as commercial area / street. EPCA also stated that it has asked DDA and MCD to consider denotifying the streets declared as commercial streets or mixed-use streets if development of the required parking facility is not possible. EPCA asked Delhi Govt. to respond to these concerns at the earliest.
4. EPCA observed that no progress has been made by MCD and DDA on modifying the parking pricing on NDMC model.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on July 19, 2008 (12.30 PM)**

**Agenda:** Dedicated bus lanes on Highway in Delhi and nearby cities

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member EPCA
3. Mr. A K. Chaturvedi, Spl. Commissioner, Transport Department, Delhi
  
4. Mr. C. Kandasamy, CE, Dept. of RT&H, Ministry of SRT&H, Govt. of India
5. Mr. S. K. Lohia, Director, Director (UT), MoUD, Govt. of India
6. Mr. R. P. Khandelwal, GM (CM), NHAI
7. Mr. C. S. Pawar, PD, NHAI
8. Mr. R. K. Chawla, PD, NHAI
9. Mr. A. K. Singh, PD, NHAI
10. Mr. A K. Chaturvedi, Spl. Commissioner, Transport Department, Delhi
11. Mr. A. K. Goyal, Dy. CGM (Traffic), DTC
  
12. Nazim uddin, Environmental Engineer, CPCB

EPCA called this meeting to discuss the matter of a dedicated bus lane Highway in Delhi and nearby cities.

1. EPCA stated that it is working for promoting public transport in NCR and other polluted cities and it has observed that increase in private vehicles is the main cause of traffic congestion on roads. Therefore, EPCA is in favor of equitable distribution of road space between commuters using public transport vehicles and private vehicles so that public transport could be encouraged and use of private vehicles could be discouraged and thereby problem of traffic congestions and resulting air pollution can be tackled. EPCA expressed that in order to promote public transport it would like that a dedicated lanes should be demarcated for buses and to start with this should be done on Delhi-Gurgaon Highway.
2. Representative of MoSRT&H stated that the two stretches viz. Dhaula Kuan–Gurgaon and Gurgaon-Manesar are presently under BoT contract and it will have to be examined that how this would be done. Representative of NHAI stated that it should be possible by way of demarcation and additional signage for reserving one lane for buses.
3. EPCA asked MoSRT&H and NHAI to come back to EPCA within two weeks with plans to make a dedicated lane operational for buses on Delhi-Gurgaon Highway.
4. EPCA was informed that revision of Toll Policy is underway in Govt. of India. EPCA desired that MoSRT&H may like to include enabling provisions to introduce dedicated bus lanes in urban and suburban areas under BoT contracts.
5. EPCA was also informed that an expressway on NH-24 is in the offing. EPCA desired that MoSRT&H and NHAI to consider inclusion of provision of a dedicated bus lane under this project.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on July 25, 2008 (11.00 AM)**

**Agenda:** Implementation of restriction on entry of non-destined commercial vehicles in Delhi

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member EPCA
3. Mr. A K. Chaturvedi, Spl. Commissioner, Transport Department, Delhi
4. Mr. Dipak K. Gupta, ADC (Toll Tax), MCD
5. Mr. R. P. Aggrawal, AC (Toll Tax), MCD
6. Mr. Harendra Singh, ACP-Traffic (South), Delhi Traffic Police
7. Nazim uddin, Environmental Engineer, CPCB

EPCA called this meeting to take stock of status of implementation of restriction on entry of non-destined commercial vehicles in Delhi.

1. MCD informed that new contracts have been awarded and agreements are being finalized and the clause for making contractor responsible for returning non-destined commercial vehicles has been included in the contracts. EPCA expressed that it has observed during an inspection of Gurgaon toll plaza that no checking was being done. EPCA asked MCD to check this and issue necessary directions to stop violations.
2. Delhi Police informed that 30800 non-destined trucks have been returned back during the first six months of the year 2008.
3. It was discussed that it is difficult to return vehicles after they enter toll plaza and enforcement would be easier if vehicles are also checked and returned well before entering the toll plaza by the concerned States.
4. EPCA directed as under:
  - i. Contractor will be made primarily responsible for checking each vehicle by MCD.
  - ii. Police will continue to provide support to MCD and will send report to MCD every month about defaulting vehicles crossing Toll Plaza, with intimation of number of such vehicles to EPCA.
  - iii. If any default is detected, MCD will impose a penalty on the contractor for each defaulting vehicles that will be 10 times the toll tax.
  - iv. MoSRT&H should immediately take up standardization of *bilty* system laying down clearly the destination of the vehicle, as was requested by EPCA earlier in meeting dated 12.01.08.
  - v. MoSRT&H should take up the matter with State Governments to make additional facilities for checking and returning vehicles in their territories to make enforcement by MCD / Delhi Police easier.
5. EPCA asked Delhi Police to provide list of existing roads that can be improved for bypassing the non-destined vehicles and the improvement needed so that the matter can be further taken up with the concerned.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on July 25, 2008 (11.30 AM)**

**Agenda items:** Signing the “Reciprocal Common Transport Agreement” in respect of NCR Region between states

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member EPCA
  
3. Mr. Rajeev Malhotra, CRP, NCR Planning Board
4. Mr. R. C. Shukla, Jt. Director, NCR Planning Board
5. Mr. Manmohan Singh, Dir (Comm) IGL
  
6. Ms. Saroj Siwach, State Transport Controller, Transport Department, Haryana
7. Mr. Amar Deep Jain, Joint Transport Controller, Haryana
8. Mr. Ajay Chagti, Joint Commissioner, Transport Department, Delhi
9. Mr. H. N. Bairwa, Addl. TC, Rajasthan
  
10. Mr. Nazim uddin, Environmental Engineer, CPCB

This meeting was convened to take stock of the status of signing of “Reciprocal Common Transport Agreements” in respect of NCR region between states.

1. NCR Planning Board informed EPCA the progress made as follows:
  - a) All States except Haryana had published the common agreements for Contract Carriage for inviting suggestions from the public earlier. Haryana has also published the same on 11.07.08.
  - b) All bilateral agreements had been signed except between Haryana and UP earlier. Bilateral agreement between Haryana and UP has also been signed on 22.07.08.
2. It was agreed that once the States complete the public consultation process, the NCR Planning Board would coordinate convening first meeting under MoUD in the second half of August 2008 for signing of the agreements. It was expressed that the signing of the Reciprocal Common Transport Agreement can be achieved before mid September.
3. EPCA expressed that the other important issues that needs to be addressed are:
  - a) Availability of CNG for vehicles under the agreements
  - b) Availability of adequate number of buses
  - c) Removal of entry/toll tax
  - d) Dedicated bus lanes - to begin with on Delhi-Gurgaon expressway
  - e) Special bus services - to begin with Delhi-Gurgaon bus servicereSSway
  - f) Finalisation of colour of buses under agreement
4. IGL informed that they are already moving ahead for enhancement of capacity of stations in boarder areas.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on July 25, 2008 (12.00 Noon)**

**Agenda:** Problems in smooth supply of auto CNG in Delhi and other issues related to IGL-

- a) IGL's plans and schedule to solve the problem of long queues at its auto CNG stations
- b) IGL suggestions on implementation of differential pricing and segregation of filling stations for public transport and private cars
- c) DDA's approval for IGL's auto CNG dispensing facilities at DTC depots.
- d) IGL's plans and schedule to set up auto CNG dispensing facilities at all the existing as well as under construction DTC depots
- e) IGL's plans and schedule to set up auto CNG dispensing facilities at boarder areas to facilitate vehicles under the "reciprocal common transport agreements".

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member EPCA
  
3. Mr. D. Singh, Director (Land), DDA
  
4. Mr. Ajay Chagti, Joint Commissioner, Transport Department, Delhi
5. Mr. Vikas Jain, PCO (HQ), Transport Department, Delhi
6. Mr. Ajay Mammoria, PCO (HQ), Transport Department, Delhi
7. Mr. Jasbir Singh, PLTI, Transport Department, Delhi
8. Mr. Satinder Dabas, PLTI, Transport Department, Delhi
9. Mr. V. K. Bhatia, CGM (Tech), DTC
10. Mr. B. B. Jain, Dy. CGM, DTC
  
11. Mr. Manmohan Singh, Dir (Comm) IGL
12. Mr. Sudhir Singh, CM-BD, IGL
13. Mr. Ashim Batra, CGM (Mktg.), IGL
  
14. Mr. Gurmit Singh, SDCBA
15. Mr. M. M. Pal Singh Goldi, CNG Bus Operators Association
  
16. Nazim uddin, Environmental Engineer, CPCB

EPCA convened this meeting to discuss problems in smooth supply / delivery of auto CNG in Delhi and other issues related to IGL.

**IGL's plans and schedule to enhance auto CNG dispensing facilities in Delhi and NCR**

1. EPCA asked IGL to inform its plans for enhancing auto CNG dispensing capacity in Delhi and in particular especially at Boarders to solve the problem of long queues and to facilitate vehicles under Reciprocal Transport Agreements. IGL informed that they are already moving ahead for enhancement of capacity. EPCA asked IGL to submit specific plans and schedule of enhancement of capacity in Delhi along with list of stations at boarders and specific plans for these stations.
2. EPCA also asked IGL to submit specific plans and schedule of enhancement of capacity in NCR. EPCA further expressed that till new facilities are set up the IGL should start supplying CNG with whatever infrastructure is available.

3. Bus Association requested that two IGL stations that were closed during the construction phase of Delhi-Gurgaon expressway project (one near Varun naval officers mess and the other below the exit flyover of the International Airport terminal) may be opened. EPCA asked IGL to pursue the matter with NHAI and desired that NHAI should consider reopening of the two IGL stations urgently.

Segregation of filling stations for public transport and suggestions on implementation of differential pricing

4. EPCA expressed that if availability of CNG is not a problem as indicated by IGL then it is required that some CNG stations should be earmarked only for public transport vehicles.
5. The Bus Associations suggested that the mother stations situated on the Ring Roads and the national Highways where movement of buses is highest may be earmarked only for public transport vehicles. They provided the following indicative list:
  - i. Rungpuri FS at Delhi-Gurgaon Expressway (after NHAI permission for reopening)
  - ii. Kapahera FS
  - iii. Mahipalpur FS
  - iv. Bara Square FS
  - v. Sanjay Gandhi Transport centre (one pump be made exclusively for buses)
  - vi. Britannia Chowk FS
  - vii. Mother station near Sarai Kale Khan

EPCA asked IGL to report back on the above suggestion within two weeks.

6. It was discussed that the use of CNG in private cars should be regulated. It was agreed that following action would be taken by Transport Department:
  - a. Public notice for getting the CNG kit endorsed by Transport department
  - b. Meeting with dealers/authorized retrofitters to discuss checking of unauthorized kits

IGL's plans and schedule to set up auto CNG dispensing facilities at all the existing as well as under construction DTC depots

7. IGL informed that it is first taking up CNG dispensing facilities at 6 DTC depots. DTC informed that it is interested in setting up IGL's CNG dispensing facilities in its 12 other existing and 7 under-construction depots. EPCA asked IGL to submit schedule of setting up CNG dispensing facilities at all these DTC bus depots that can also cater to private buses.
8. DDA informed that the matter of DDA's permission to new IGL stations at DTC bus depots is being examined by DDA's Land Department. Director (Land), DDA assured to examine the matter at the earliest. EPCA asked DDA to consider CNG dispensing facilities for DTC and private buses as public utilities. EPCA expressed that DDA may clearly indicate that only filling of CNG in private buses will be allowed and no other commercial activities will be allowed. EPCA further requested DDA to provide in-principle approval because seeking permission on case-to-case basis will be difficult and time consuming.
9. Bus Association requested that the proposed IGL's stations may take 6 to 12 months to come up therefore DTC and IGL may start allowing CNG filling for private buses at the depots where IGL's dispensing facilities exist. EPCA asked DTC and IGL to report back on this within two weeks.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on August 2, 2008 (11.00 AM)**

**Agenda:** Progress on 1<sup>st</sup> BRT Corridor in Delhi

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member EPCA
3. Mr. Mr. A K. Chaturvedi, Spl. Commissioner, Transport Department, Delhi
  
4. Col. A. K. Singh, DIMTS
5. Mr. V. K. Mahrotra, Sr. Consultand, DIMTS
6. Mr. Suresh Kumar, Consultant DIMTS
7. Mr. Vijay Kishore, GM, RITES
8. Mr. Rajvir Jain, RITES
9. Mr. Sandeep Gandhi, SG Architects
10. Ms. Ruchi Varma, TRIPP, IIT-D
11. Ms. Richa Joshi, SGA
12. Insp. B. L. Jeph, TI, Delhi Traffic Police
  
13. Nazim uddin, Environmental Engineer, CPCB

EPCA convened this meeting to take stock of the progress of works of 1<sup>st</sup> BRT corridor and to discuss issues related to BRT with the concerned.

1. **Bus scheduling on BRT corridor:** DIMTS informed that they are monitoring and maintaining record of bus scheduling on BRT. EPCA requested DIMTS to share this data.
2. **Progress on second segment:** RITES informed that work is in progress and recently two issues viz. level difference in a portion in 8 t 9 km and design of about 100 m near the bridge at 8.1 to 8.2 km, came up but both these issues have been resolved.
3. **FoBs in the first segment:** DIMTS informed that the three FoBs are proposed, one near Shiva temple and two others, and a special committee has to take final decision on this matter this week and work will be started immediately thereafter.
4. **Completion of remaining works in CPCB monitoring station:** RITES requested that electrical work in the CPCB monitoring station may be completed at the earliest to enable completion of the work of false ceiling by RITES so that CPCB's monitoring station can be shifted and the old structures housing the station at present can be demolished. CPCB assured to complete the work at the earliest.
5. **Construction of parallel road to ease traffic in the first segment:** EPCA observed that the no significant progress has been made and asked DIMTS to take up this work expeditiously.
6. **Integration of DMRC station with BRT:** EPCA decided to forward to DMRC the design of subway for the DMRC station near CGO complex as suggested by TRIPP, IIT-D, to provide integration with BRTS and to facilitate commuters coming from Jangpura side.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on August 2, 2008 (11.45 AM)**

**Agenda:** Issues relating parking

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member EPCA
3. Mr. A K. Chaturvedi, Spl. Commissioner, Transport Department, Delhi
  
4. Mr. Kuldeep Singh Gangar, Joint Secretary (UD), Govt. of NCT of Delhi
5. Mr. Yashpal Garg, Director (CE), DDA
6. Mr. Amiya Chandra, ADC (RP Cell), MCD
7. Mr. G. Sudhakar, Director, NDMC
8. Mr. Prabhakar, DCP (Traffic), Delhi Traffic Police
  
9. Nazim uddin, Environmental Engineer, CPCB

EPCA took stock of the progress made on parking related issues by various stakeholders.

1. **Verification of authorized parkings by Delhi Police:** Delhi Police informed that all 251 MCD authorized parkings have been scrutinised and decision on only 6 parking is remaining that will be taken after a joint inspection. Delhi Police also informed that all 55 NDMC parkings have also been scrutinised and objections with respect to 5 parkings have been communicated to NDMC. DDA provided a copy of their 66 authorized parking list to Delhi Police during the meeting. EPCA asked DP to complete the verification of DDA parkings and 6 remaining MCD parkings so that the next step of streamlining the management of these parkings could be taken. Delhi Police assured to complete this before the next review meeting after 3 weeks. EPCA also requested Delhi Police to meanwhile suggest improvements needed to streamline management of these parkings.
  
2. **Implementation of MPD-2021 parking provisions for commercial and mixed-use streets:** EPCA observed that in spite of EPCA's communication to MCD and DDA in this regard, no progress is being made for either developing parkings for more than 2500 streets converted to commercial or mixed-use streets or for denotifying these streets if developing parking is not possible. EPCA also observed that in spite of EPCA's communication to Delhi Govt. in this regard, the particulars of parking lots which were required to be identified before declaring the streets as commercial have not been submitted by Delh Government to EPCA.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on August 2, 2008 (12.30 PM)**

**Agenda:** Steps needed to control dieselisation of private vehicles in NCT of Delhi

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member EPCA
  
3. Mr. Anand Prakash, Director (RT), Ministry of Shipping, Road Transport & Highways
4. Dr. R. K. Malhotra, Executive Director (R&D), Indian Oil Corporation Ltd.
5. Mr. D. K. Saini, Sr. Manager, Bharat Petroleum Corporation Ltd.
  
6. Mr. A K. Chaturvedi, Spl. Commissioner, Transport Department, Delhi
7. Mr. R. P. Gupta, Dy. Commissioner, Transport Department, Delhi
8. Mr. Vikas Jain, PCO (HQ), Transport Department, Delhi
9. Mr. Ajay Mammoria, PCO (HQ), Transport Department, Delhi
10. Mr. Satinder Dabas, Transport Department, Delhi
  
11. Nazim uddin, Environmental Engineer, CPCB

EPCA took stock of the progress made on parking related issues by various stakeholders:

1. Representatives of oil companies indicated that the suggestion of EPCA in the meeting dated June 14, 2008 to provide only super branded diesel in NCT and NCR / Delhi urban agglomeration having higher price to control increasing number of diesel cars in Delhi has not been considered by the Ministry (MoP&NG).
2. EPCA observed that no progress has been made on EPCA's suggestion in the meeting dated June 14, 2008 to MoP&NG to take up with MoF the matter of increasing central excise duty on diesel cars to provide the needed disincentive to the sale of these vehicles.
3. EPCA also observed that no progress has been made on EPCA's suggestion in the meeting dated June 14, 2008 to MoSRT&H to take up with State Governments to consider increase of taxes (road tax, VAT and other registration fees) on diesel vehicles.
4. EPCA expressed that if price parity is not brought in fuels and steps are not taken to disincentivise to the sale of small diesel vehicles then there would be no option but to work to ban small diesel vehicles.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on August 30, 2008 (11.00 AM)**

**Agenda:** Progress on 1<sup>st</sup> BRT Corridor in Delhi

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member EPCA
3. Mr. A K. Chaturvedi, Spl. Commissioner, Transport Department, Delhi
  
4. Mr. R. S. Minhas, AGM (BRT), DIMTS
5. Mr. V. K. Mahrotra, Sr. Consultant, DIMTS
6. Mr. Suresh Kumar, Consultant DIMTS
7. Mr. Rajvir Jain, JGM, RITES
8. Mr. B. S. Sehrawat, AGM, RITES
9. Mr. Sandeep Gandhi, SG Architects
  
10. Nazim uddin, Environmental Engineer, CPCB

EPCA convened this meeting to take stock of the progress of works of 1<sup>st</sup> BRT corridor and to discuss issues related to BRT with the concerned.

1. **Intelligent traffic signal:** DIMTS informed that the consultants have submitted the draft report, some corrections are being suggested in the report and it will be finalized within a week. **DIMTS agreed to give a presentation after two weeks.**
2. **Bus scheduling on BRT corridor:** EPCA stated that DTC has informed that it will take about fifteen days to solve the problem of shortage of drivers and situation will improve thereafter.
3. **Construction of parallel road to ease traffic in the first segment:** DIMTS informed that they are pursuing the matter with the DDA for seeking permission but the DDA has pointed out that the proposal is incomplete and has asked for a comprehensive proposal.
4. **Integration of DMRC with BRT:** RITES informed that the design has been revised to avoid cutting of all trees except the eight trees for which permission has been obtained.
5. **Subway at DMRC station near CGO complex:** EPCA decided to invite DMRC in the next meeting to know about the decision on subway for the DMRC station near CGO complex.
6. **Enforcement for proper operation in first BRT corridor:** DIMTS informed that it is sending every day list of about 100 vehicles to Delhi Police for issuing challans. EPCA decided to write to Delhi Police to enhance on spot challaning.

EPCA expressed that long-term engineering solutions are needed to prevent motorcycles/scooters and cars from encroaching upon bus lane, cycle track and footpaths, as manual enforcement would be difficult to sustain. EPCA asked DIMTS to ponder over this issues and come back.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on August 30, 2008 (11.45 AM)**

**Agenda:** Matters related to CNG supply in Delhi and IGL's plans for NCR

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member EPCA
3. Mr. A K. Chaturvedi, Spl. Commissioner, Transport Department, Delhi
  
4. Mr. R. M. Lal, Director (TT) DDA
5. Mr. Jagdish Prasad, o/o DD (IL) DDA
  
6. Mr. A K. Singh, PD/PIU Gurgaon, NHAI
  
7. Mr. Ajay Kumar Bisht, Spl Dy Commissioner, Transport Department, Delhi
8. Mr. Vikas Jain, PCO (HQ), Transport Department, Delhi
9. Mr. Ajay Mammoria, PCO (HQ), Transport Department, Delhi
10. Mr. Jasbir Singh, PLTI, Transport Department, Delhi
11. Mr. Satinder Dabas, PLTI, Transport Department, Delhi
12. Mr. B. B. Jain, Dy. CGM, DTC
  
13. Mr. Manmohan Singh, Dir (Comm) IGL
14. Mr. Sudhir Singh, CM-BD, IGL
15. Mr. Ashim Batra, CGM (Mktg.), IGL
  
16. Nazim uddin, Environmental Engineer, CPCB

EPCA convened this meeting to take discuss issues related to smooth supply of auto CNG in Delhi and IGL's plans for NCR.

**DDA's in-principle approval to IGL's stations at 25 (6+12+7) DTC bus depots that will also cater to private buses:** DDA informed that the proposal has been accepted in principle with the condition that CNG filling will be allowed only to private buses and no other vehicles will be allowed. It was further informed that processing of the proposal is at an advanced stage and it will be cleared within two weeks. The DDA officer informed that two of the DDA's departments –Planning and Commercial Lands – are dealing the issue.

**Permission for reopening of the two IGL stations on Gurgaon Highway by NHAI:** NHAI stated that the two stations are critically located and traffic will be obstructed if stations are reopened. IGL informed that the stations were established when even the permission for access was not required. EPCA expressed that whatever safeguards, road engineering is required can be done by IGL. It was decided that NHAI and IGL officers would carry out a joint inspection on Wednesday to find out engineering solution.

**Submission by IGL of specific plans with schedule for enhancement of dispensing capacity in Delhi, at Borders and in NCR:** IGL stated that the required plans will be submitted shortly. On being asked about the current dispensing and compression capacity, IGL informed that the current dispensing capacity is 21.4 lakh kg and the compression capacity is 13 lakh kg and plans to increase dispensing and compression capacities to 27

lakh kg and 15 lakh kg respectively by December 2008. EPCA further asked IGL to give specific information on i) Details of plans to enhance capacity ii) How IGL plans to ensure the required 200 bar pressure is maintained? iii) How it will ensure full utilization, including gas in DTC Depots?

IGL further stated that the P&NG Regulatory Board is saying that no incremental activity such as new stations and pipelines should be taken up. EPCA asked IGL to give full facts in writing.

**Regulation of use of CNG in private cars:** Transport Department informed of having issued public notice for getting the CNG kit endorsed by Transport department and having convened meeting on 28.08.08 with authorized CNG/LPG Retro Fitment Centers to discuss check on unauthorized kits. Transport Department informed EPCA about the points to improve the system as decided in the meeting held on 28.08.08 (**Annexure**). It was informed that 3239 cars have been registered in July 2008 and that 90 CNG/LPG Retro Fitment Centers of 15 authorised CNG/LPG Retro Fitment companies are 90 operating.

EPCA appreciated the efforts made by the Transport Department and requested to send monthly reports on registration of CNG vehicles and compliance by retrofitters and suggested that only ARAI authorized kits /agencies should be allowed.

#### Points not discussed

IGL's response to bus associations' suggestion on earmarking stations only for public transport vehicles

Submission by IGL of schedule of setting up CNG dispensing facilities at 25 (6+12+7) DTC bus depots

DTC and IGL response to bus associations' suggestion on allowing CNG filling for private buses at the depots where IGL's dispensing facilities exist.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on September 6, 2008 (11.00 AM)**

**Agenda:** Issues relating parking

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member EPCA
3. Mr. Ajay Chagti, Joint Commissioner, Transport Department, Delhi
  
4. Mr. Kuldeep Singh Gangar, Joint Secretary (UD), Govt. of NCT of Delhi
5. Mr. Amiya Chandra, ADC (RP Cell), MCD
6. Mr. K. C. Meena, SE (CWG), MCD
7. Mr. J. B. Bhatia, EE (EWG), MCD
8. Mr. G. Sudhakar, Director, NDMC
9. Mr. D. K. Girotra, Ex Engr., NDMC
10. Mr. Ajay Gupta, AE (Projects), NDMC
11. Mr. Jagdish Chander, Asstt. Director, DDA
12. Mr. Prabhakar, DCP (Traffic), Delhi Traffic Police
  
13. Nazim uddin, Environmental Engineer, CPCB

EPCA took stock of the progress made on parking related issues by various stakeholders.

1. **Verification of authorized parkings by Delhi Police:** Delhi Police informed that verification of all authorized parkings of MCD, NDMC, and DDA has been completed. The lists of 66 parkings of DDA and 47 parkings on PWD roads along with recommendations were presented during the meeting. It was further informed that half of the 502 parkings of MCD have been recommended. Delhi Police agreed to send all lists along with soft copy to EPCA by next week.
  
2. **Implementation of MPD-2021 parking provisions for commercial and mixed-use streets:** EPCA observed that no progress is being made for developing parkings for more than 2500 streets converted to commercial or mixed-use streets or for denotifying these streets if parking is not possible and that particulars of parking lots which were required to be identified before declaring the streets as commercial have not been submitted by Delhi Government to EPCA.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on September 6, 2008 (11.45 AM)**

**Agenda items:** Signing the “Reciprocal Common Transport Agreement” in respect of NCR Region between states

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member EPCA
  
3. Mr. Noor Mohammad, Member Secretary, NCR Planning Board
4. Mr. Rajeev Malhotra, CRP, NCR Planning Board
5. Mr. Syed Aqeel Ahmad, Asstt. Director, NCR Planning Board
  
6. Mr. Ajay Chagti, Joint Commissioner, Transport Department, Delhi
7. Mr. Amar Deep Jain, Joint STC, Haryana
8. Mr. Vinod Shankar Singh, D.T.C. (Tpt.), Meerut, UP
9. Mr. Madhukar Diwedi, Special Secretary Transport, UP
10. Mr. H. N. Bairwa, Addl. TC, Rajasthan
  
11. Nazim uddin, Environmental Engineer, CPCB

This meeting was convened to take stock of the status of signing of “Reciprocal Common Transport Agreements” in respect of NCR region between states.

1. NCR Planning Board informed EPCA the progress made as follows:
  - a) For Contract Carriage common agreements, process of public consultation has been completed in all States and a meeting is scheduled next week (Friday) to finalise common agreements.
  - b) For Stage Carriage common agreements, Delhi and Rajasthan have published draft agreements for public consultation on 27<sup>th</sup> and 29<sup>th</sup> July 2008, respectively and Haryana is going to publish on 11<sup>th</sup> September. UP is also going to publish soon.
2. EPCA decided that the Contract Carriage common agreements may be signed by 20<sup>th</sup> September 2008 and the Stage Carriage common agreements may be signed by 20<sup>th</sup> October 2008 and requested NCR Planning Board to provide information about number of vehicles under common transport agreements.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on September 13, 2008 (11.00 AM)**

**Agenda:** Progress on 1<sup>st</sup> BRT Corridor in Delhi

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member EPCA
3. Mr. A K Chaturvedi, Special Commissioner, Transport
  
4. Mr R S Minhas, AGM (BRT), DIMTS
5. Mr. A K. Sinha, AGM (RT), DIMTS
6. Mr A C Srivastava, Transport Planner, DIMTS
7. Mr. B. S. Sehrawat, AGM RITES
8. Mr Rajvir Jain, JGM, RITES
9. Mr Sandeep Gandhi, SGA, TRIPP
10. Mr. S K Gupta, (CPM/SE), DMRC
11. Mr Harendra, ACP-Traffic, South

EPCA took stock of the progress of some of the works of 1<sup>st</sup> BRT corridor.

**Jangpura crossing:** EPCA discussed the issue of interconnection between BRT and Metro near Jangpura Metro station. It was pointed out that the construction of underpass would be extremely difficult as it will heavily affect the traffic during construction and therefore constructing an elevated crossing would be more feasible. EPCA asked TRIPP to study the possibilities of constructing a foot over bridge on this spot. DMRC agreed to provide a connection to the foot over bridge from its Jangpura station.

**Metro pedestrian crossing (DMRC):** EPCA expressed its concern over the issue of pedestrian crossing near all other Metro stations as well and requested DMRC to look at such possible situations.

**Space crunch at Moolchand crossing:** Delhi Police had pointed out the issue of space crunch on the sides of BRT lane at Moolchand bus stop. EPCA suggested RITES to look into it carefully and to resolve this issue, as there is space available on the centre. EPCA also asked TRIPP to look into it as it felt this is a very critical location.

**New signaling system on BRT corridor (DIMTS):** DIMTS made its presentation on the status and progress of Intelligent Signaling System on the BRT corridor. Ground testing date for the new signaling system at Chirag Dilli will be intimated to EPCA soon.

**Foot over bridges on BRT corridor:** EPCA has raised its concern over the lack of foot over bridges along the BRT lane. It will convene a separate meeting to resolve this issue as fast as possible.

**On-spot challaning and speed checking (Delhi Police):** EPCA requested Delhi Police to start on-spot challaning on the misuse of cycle track and BRT bus lane by other vehicles. EPCA also suggested to do speed checking for the vehicles, especially, for the buses on the BRT lane.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on September 13, 2008 (11.30 AM)**

**Agenda:** Issues related parking.

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member EPCA
3. Mr Prabhakar, DCP-Traffic
4. Mr. D. K. Girotia, Ex. Engineer (C), NDMC
5. Mr R M Lal, Director (TT), DDA
6. Mr. Yashpal Singh, Director (CL), DDA

EPCA circulated the parking sites list compiled by the Delhi Traffic Police, to NDMC and DDA and asked them to identify problematic areas and to come back with their ideas and solutions. EPCA suggested to start with South and South West districts first.

EPCA also said that it would write a letter to the Ministry of Urban Development asking for the reasons for canceling of contracts for parking awarded by MCD.

MCD representatives were not presented in the meeting.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on September 20, 2008 (11.00 AM)**

**Agenda items:** Steps taken by MoP&NG to reduce dieselisation of private cars in NCT of Delhi and MoP&NG's plans to ensure smooth supply of auto CNG in NCT Delhi and NCR cities

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member EPCA
3. Mr. A K. Chaturvedi, Spl. Commissioner, Transport Department, Delhi
  
4. Mr. Dipendra Pathak, Director, Ministry of Petroleum & Natural Gas
5. Mr. Manu Srivastav, Director, Ministry of Petroleum & Natural Gas
  
6. Mr. R. C. Arora, GM (CGM), GAIL (India) Ltd
7. Mr. S. P. Sharma, DGM (CGM), GAIL (India) Ltd
  
8. Mr. Manmohan Singh, Dir (Comm) IGL
9. Mr. Manjit Singh, CGM (E&P), IGL
10. Mr. P. K. pandey, GM (O), IGL
11. Mr. Sudhir Singh, CM-BD, IGL
  
12. Nazim uddin, Environmental Engineer, CPCB

Dieselisation of private cars in NCT of Delhi

EPCA convened a meeting on June 14, 2008 to discuss with MoP&NG and others the steps needed to control dieselisation of private vehicles in NCT of Delhi because of the growing differential between petrol and diesel prices. In that meeting various possible measures, such as i) sale of only super branded diesel in Delhi / Delhi urban agglomeration / NCR, ii) increase in central excise duty on diesel cars to provide the needed disincentive to the sale of these vehicles and iii) increase in taxes and registration charges on diesel cars by state governments, were discussed. This progress made by MoP&NG in respect of i) and ii) was discussed with MoP&NG.

MoP&NG informed that the Ministry is considering sale of super branded diesel in metro cities but normal diesel will also be available. EPCA expressed that this will not be sufficient and the Ministry should consider sale of only super branded diesel in Delhi urban agglomeration to start with. MoP&NG also informed that increase in excise duty only on bigger car has been considered. EPCA stated that this would not reduce use of diesel cars, as small diesel cars will still have incentive.

EPCA expressed that very little progress has been made on both points. MoP&NG agreed to respond within four weeks.

MoP&NG's plans to ensure smooth supply of auto CNG in NCT Delhi and NCR cities

MoP&NG stated that there is no confusion about IGL being the authorized entity for Delhi and its suburbs. It was further informed that the Ministry had written to the P&NG Regulatory Board regarding IGL being the authorized entity for Delhi and its suburbs (Noida, Gurgaon and Faridabad) and about other entities authorized by the Ministry for other cities before inception of the Board and that recently the Board has also written to the Ministry that it will go by Ministry's authorizations.

EPCA expressed that as the Ministry has clarified the position, IGL should go ahead with their expansion plans in Delhi, Noida, Gurgaon and Faridabad expeditiously. EPCA asked IGL to submit detailed roadmap of the expansion plans with milestone that could be regularly monitored by EPCA.

EPCA expressed that pressure maintained at IGL's station is normally 130 bars, which is low and the main cause of low dispensing capacity. EPCA asked IGL to improve pressure to 200 bars to improve dispensing capacity in a time bound manner.

IGL informed EPCA that DDA has agreed in principal to approve IGL's proposed dispensing facilities at DTC depots that will also cater to private buses. EPCA expressed that in that case IGL should expedite the installation of dispensing facilities in DTC depots with information to DDA. EPCA also asked IGL to provide detailed information on existing and proposed compression and dispensing capacity at DTC depots.

IGL further informed EPCA that joint inspection of the two closed IGL stations on Delhi Gurgaon highway have been conducted. NHAI has expressed no objection for one. In case of the second IGL has requested NHAI to allow opening for one week on trial basis to observe its implication on highway, if any.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on September 27, 2008 (11.00 AM)**

**Agenda items:** Progress of bus procurement programme in Delhi

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member EPCA
3. Mr. Ajay Chagti, Joint Commissioner, Transport Department, Delhi
4. Mr. V. K. Sehgal, CGM, DTC
5. Mr. J. S. Malhotra, Dy CGM, DTC
6. Mr. V. S. Ravichandran, RM (North) Ashok Leyland Ltd
7. Mr. N. K. Diwan, RAGM -Service, Ashok Leyland Ltd
8. Mr. Mahesh Gautam, Ashok Leyland Ltd
9. Mr. Vinay Godha, Div. Manager, Tata Motors Ltd
10. Mr. Mohinder Ratra, Senior Manager, Tata Motors Ltd
11. Mr. Rajeev Sharma, RM-Customer Care (LCV), Tata Motors Ltd
12. Mr. Sanjay Bhatia, Regional Sales Manager, Tata Motors Ltd
13. Dr. H. B. Mathur, Retd. Professor IIT-D
14. Nazim uddin, Environmental Engineer, CPCB

EPCA asked DTC and Tata to inform the status of supply of 625 Non-AC+25 AC buses of the old order and the delivery schedule of 975 Non-AC+650 AC buses of the new order (ordered on 19.09.08). DTC informed that 93 buses are still to be supplied out of 650 buses. Tata assured to supply these buses by 15<sup>th</sup> October 2008. DTC further informed the delivery schedule of buses under the new order.

EPCA expressed that it is not satisfied with the given delivery schedule for the 975+650 buses as it is very lax and does not take into account further orders from Delhi and this region. EPCA asked Tata to give a tighter delivery schedule. Tata agreed to revert back. EPCA also expressed that the present delivery rate of 50 to 80 buses by Tata is unsatisfactory and Tata should ramp up its capacity. Tata informed that installed capacity of their Lucknow plant is 200 buses per month.

EPCA further pointed out that even the given lead time of six month is more. Tata informed that they need type approval from the ARAI. EPCA expressed that if their vehicle reaches ARAI at the earliest possible, EPCA can request ARAI, Pune to expedite the approval process. Tata informed that the vehicle would reach Pune by 15<sup>th</sup> October 2008.

EPCA also asked Ashok Leyland to inform their bus delivery capacity. Ashok Leyland informed that initially from March 2009 it will be 100 buses per month but within 6/9 months it will be ramped up to 200 buses per month. Ashok Leyland agreed to come back with suggestions how it can compress the bus delivery schedule. Ashok Leyland further informed that their vehicle would reach ARAI, Pune by 15<sup>th</sup> November 2008 for type approval.

During the meeting, Dr. Mathur informed EPCA about the causes of latest fire incident in an old retrofitted CNG bus. EPCA directed DTC and OEMs to ensure that no extra electrical load of extra lighting or musical system is there in the buses coming for periodic testing. EPCA also asked Transport Department to issue necessary directions in this regard.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on September 27, 2008 (11.45 AM)**

**Agenda items:** Status of restructuring of bus management in Delhi

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member EPCA
  
3. Mr. Ajay Chagti, Joint Commissioner, Transport Department, Delhi
4. Col. A. K. Singh, GM (Operations), DIMTS
5. Mr. A. K. Sinha, AGM (RT) BD, DIMTS
  
6. Nazim uddin, Environmental Engineer, CPCB

EPCA asked DIMTS to inform the status of Status of restructuring of bus management in Delhi. DIMTS informed that after receiving cabinet approval for the proposed 'private stage carriage corporatisation' plan for restructuring of bus management in Delhi, 7 parties have been cleared out of 10 under RFQ for the first cluster and these 7 parties have been issued RFP. After submission of bids in 45 days, one month will be required for evaluation. DIMTS also informed that the court is also monitoring progress of the programme given by the Govt.

DIMTS informed EPCA that the business model being mooted for the first cluster will be experimental and business model for the other 16 clusters will be decided on the basis of experience on the first cluster.

DIMTS also gave a detailed presentation on features and programme of 'private stage carriage corporatisation' plan, which also included background information on the existing system of private stage carriage operation and the associated problems (Annexure). DIMTS also informed that bus routes have been categorized into three types and the frequency of buses will be 5 min, 10 min, or 15 min for the three categories, respectively.

EPCA while clarifying that at this stage it does not want to intervene in the ongoing process for the first cluster, expressed that much of the problem of high cost and slow delivery can be attributed to the choice for only low floor buses. EPCA requested DIMTS to work on a second bus specification with low-entry/front-engine features for the next clusters. EPCA also expressed that all routes, especially those passing through colonies might not be suitable for LF buses because of their large size. EPCA asked Transport Department and DTC to compile and give available information on the routes not suitable for LF buses.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on October 8, 2008 (Wednesday) (11.00 AM)**

**Agenda items:** Issues related parking

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member EPCA
3. Mr. Ajay Chagti, Joint Commissioner, Transport Department, Delhi
  
4. Mr. Kuldeep Singh Gangar, Joint Secretary (UD), Govt. of NCT of Delhi
5. Mr. Amiya Chandra, ADC (RP Cell), MCD
6. Mr. K. C. Meena, SE (CWG), MCD
7. Mr. J. B. Bhatia, EE (EWG), MCD
8. Mr. G. Sudhakar, Director, NDMC
9. Mr. R. M. Lal, Director, DDA
10. Mr. K. C. Surender, Dy. Director (C/E), DDA
11. Mr. Jagdish Chander, Asstt. Director, DDA
12. Mr. S. Chaudhury, DCP, Traffic Police
  
13. Nazim uddin, Environmental Engineer, CPCB

EPCA took stock of the progress made on parking related issues by various stakeholders.

**Implementation of MPD-2021 parking provisions for commercial and mixed-use streets:**

EPCA observed that no progress has been made for developing parkings for more than 2500 streets converted to commercial or mixed-use streets or for denotifying these streets if parking is not possible. DoUD, Govt. of NCT of Delhi informed about having convened a meeting on 16.09.08 with MCD on this issue and about MCD having provided ECS details about only 5 commercial notified streets to DoUD, Govt. of NCT of Delhi. EPCA observed that particulars of parking lots which were required to be identified before declaring all the streets as commercial have not been submitted by Delhi Government/MCD. During the meeting, EPCA asked MCD and DoUD, Govt. of NCT of Delhi to tell were any parking plans considered when the streets were declared commercial, but no affirmative reply was received. EPCA stated that a final chance to submit particulars of parking lots for all the commercial notified streets within 15 days from today is given after which it will be assumed that the information is not available and no parking lots were earmarked and no plans were prepared for creating parking facilities while notifying commercial or mixed-use streets.

**Regularization of authorized parkings:** EPCA expressed that as Delhi Police has scrutinized the lists of NDMC, DDA and MCD's authorized parkings, EPCA proposes to group them into three categories and hold meeting with stakeholders shortly in order to find out measures needed to prevent illegal parking and spillover of parking in residential areas. EPCA requested DDA, NDMC MCD to provide note on general contract conditions in their parking contracts within two weeks. EPCA also requested Delhi Police to meanwhile provide a note suggesting measures needed to streamline management of authorized parkings.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on October 8, 2008 (Wednesday) (11.45 AM)**

**Agenda items:** Signing the “Reciprocal Common Transport Agreement” in respect of NCR Region between states

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member EPCA
  
3. Mr. Noor Mohammad, Member Secretary, NCR Planning Board
4. Mr. Rajeev Malhotra, CRP, NCR Planning Board
5. Mr. R. C. Shukla, Joint Director, NCR Planning Board
6. Mr. Ajay Chagti, Joint Commissioner, Transport Department, Delhi
7. Mr. Dinesh Yadav, Addl. Commissioner Transport, Haryana
  
8. Nazim uddin, Environmental Engineer, CPCB

This meeting was convened to take stock of the status of signing of “Reciprocal Common Transport Agreements” in respect of NCR region between states.

EPCA was informed that the proposal for signing the Agreements for Contract Carriage have been cleared by UP, Haryana and Rajasthan Governments and that Delhi Government has also cleared the proposal but file is yet to reach Transport Department. EPCA suggested that the signing ceremony may be kept on 14.10.08.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on October 17, 2008 (Friday) (02.30 PM)**

**Agenda items:**

DDA's in-principle approval to IGL's stations at 25 (6+12+7) DTC bus depots that will also cater to private buses.

Permission for reopening of the two IGL stations on Gurgaon Highway by NHAI

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member EPCA
3. Mr. Manmohan Singh, Dir (Comm) IGL
4. Mr. Manjit Singh, CGM (E&P), IGL
5. Mr. Ashim Batra, CGM (Mktg.), IGL
6. Mr. Sudhir Singh, CM-BD, IGL
7. Mr. Ajay K Bisht, Sr. Dy. Commissioner, Transport Department, Delhi
8. Mr. Jasbir Singh, Transport Department, Delhi
9. Mr. Satinder Dabas, Transport Department, Delhi
10. Mr. V. K. Bhatia, CGM (Tech), DTC
11. Mr. B. B. Jain, Dy. CGM, DTC
12. Mr. A K. Singh, PD/PIU Gurgaon, NHAI
13. Nazim uddin, Environmental Engineer, CPCB

IGL informed EPCA that concerned officers of DDA have assured that in principal approval to its CNG stations at DTC bus depots that will also cater to private buses will be given shortly.

DTC officers suggested that IGL can immediately take up the following depots out of the 25 (6+12+7) DTC bus depots for setting up CNG stations on priority:

Out of the 6 DTC Depots in which CNG stations were already planned by IGL :

Patparganj,  
Nehru Place,  
Keshopur,  
Najafgarh

Out of the 12 other existing DTC Depots:

Ambedkar Nagar Depot  
Narela Depot  
Dilshad Garden Depot

NHAI informed EPCA that opening of one of the two IGL's auto CNG stations on Delhi-Gurgaon Highway has been allowed while there is an operational problem in opening of the second in Rangpuri opposite Radisson Hotel. NHAI further informed that they are already approaching Airport Authority for allowing service road at that location and if allowed the operational problem will be solved and opening of this station can be allowed. EPCA expressed that NHAI can also use their inherent powers to acquire necessary land.

EPCA also asked IGL to talk to HPCL to explore if their petrol/diesel filling station could be taken over by IGL for opening auto CNG filling station.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on October 17, 2008 (Friday) (03.00 PM)**

**Agenda items:** Progress of works of footbridges on 1<sup>st</sup> BRT Corridor in Delhi

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member EPCA
3. Mr. Ajay Chagti, Joint Commissioner, Transport Department, Delhi
  
4. Mr. A. K. Sinha, AGM (RT) BO, DIMTS
5. Mr. V. K. Mahrotra, Sr. Consultant, DIMTS
6. Mr. Suresh Kumar, Consultant DIMTS
7. Mr. B. S. Sehrawat, AGM, RITES
8. Ms. Ruchi Varma, TRIPP, IIT-D
  
9. Nazim uddin, Environmental Engineer, CPCB

EPCA asked DIMTS to inform status of construction of the proposed footbridges on BRT corridor. DIMTS informed that construction of one footbridge near the temple is being undertaken. DIMTS further informed that other footbridges, which come under additional works, have not been cleared.

EPCA expressed that footbridges, signaling, approach road and parking are the most important aspects BRT design and therefore should be given due attention by DIMTS.

EPCA further expressed that it is being observed that enforcement on the BRT corridor is not adequate as marshals are not doing their job properly and people frequently violate their lanes and encroach the bus lane therefore DIMTS should take steps to improve the situation.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on October 17, 2008 (Friday) (03.30 PM)**

**Agenda items:** Pedestrian access facilities at DMRC stations  
Feeder bus connectivity for DMRC stations

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member EPCA
  
3. Mr. Vikas Kumar, GM (Operation) DMRC
  
4. Mr. A. K. Sinha, AGM (RT) BO, DIMTS
5. Mr. V. K. Mahrotra, Sr. Consultant, DIMTS
6. Mr. K. K. Sharma, MLO (AS STA)
  
7. Nazim uddin, Environmental Engineer, CPCB

EPCA expressed that pedestrian access to Metro stations should be an integral part of the initial design. EPCA expressed that pedestrian access to the existing Metro stations needs to be improved at many places. DMRC agreed with views of EPCA and stated that this aspect is being given due importance in the new works.

DMRC gave some idea of status of pedestrian access to the existing Metro stations through the example of Line 1. It was informed that pedestrian access is poor from Dilshad Garden to Shastri Park stations as the stations are on one side of the main road. Beyond that point pedestrian access is good except for Rithala where again it is not so good.

It was agreed that underpasses are required to address the problem of inadequate pedestrian access to the existing Metro stations. It was also discussed that it is possible to construct underpasses through PPP on BOT basis.

EPCA requested DMRC to prepare a note on status of pedestrian access to the existing Metro stations indicating critical points and particulars of concerned agencies so that the matter can be further taken up with concerned agencies (DMRC, PWD, MCD, Delhi Police). DMRC agreed to give this information within two week.

DMRC informed that a study has been completed on integration of Metro and DTC buses which entails that shifting of only few DTC bus stops would be required. It was further informed that DMRC has already written to DMRC on this matter.

DMRC informed that it is operating 407 small feeder buses of its own and going to add 419 such additional buses. DMRC agreed to give further details of its feeder bus service within two week.

During the meeting it was also discussed that EPCA may convene meetings for structured dialogue between transport related stakeholders once a month.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on October 24, 2008 (Friday) (11.00 AM)**

**Agenda items:** Steps taken by Govt. of NCT of Delhi to control air pollution this winter

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member EPCA
  
3. Mr. Ajay K Bisht, Sr. Dy. Commissioner, Transport Department, Delhi
4. Mr. Vikas Jain, PCO (HQ) Transport
  
5. Mr. B. Kumar, SEE, DPCC
6. Mr. M. P. George, Sr. Scientist, DPCC
  
7. Nazim uddin, Environmental Engineer, CPCB

EPCA expressed its concern about the possible increase of air pollution in winter due to adverse atmospheric conditions in Delhi and neighbouring towns, which are already heavily polluted. EPCA stated that stopping leaf burning, initiating special drives for checking on-road vehicles, auditing of PUC test centres are some of the steps to be taken urgently. EPCA further stated that Transport Department should take up audit of PUC test centers on regular basis even if EPCA is not taking stock.

EPCA spoke to Chief Secretary, Delhi on telephone and requested him to hold a special meeting to direct concerned agencies for taking special measures to control air pollution during winter. Chief Secretary, Delhi agreed to hold the meeting on October 27, 2008.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on November 1, 2008 (11.00 AM)**

**Agenda items:** Status of signing of 'Reciprocal Common Transport Agreements' (for Stage Carriages) in respect of NCR

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member EPCA
3. Mr. N. R. Raje, Member EPCA
4. Mr. A K. Chaturvedi, Spl. Commissioner, Transport, Delhi
  
5. Mr. Noor Muhammad, Member Secretary, NCR Planning Board
6. Mr. Rajeev Malhotra, CRP, NCR Planning Board
7. Mr. Syed Aqeel Ahmad, Asstt. Director, NCR Planning Board
  
8. Mr. Samir Mathur, Principal Secretary, Transport, Haryana
9. Mr. H. N. Bairwa, Addl. TC, Rajasthan
10. Mr. Subodh Kumar, Asstt. Secretary (STA)
  
11. Nazim uddin, Environmental Engineer, CPCB

NCR Planning Board and the State Transport Departments informed EPCA that Haryana and Rajasthan have notified the proposed 'Reciprocal Common Transport Agreements' for Stage Carriages and UP is shortly going to notify the same, while Delhi will notify it after elections. EPCA expressed that they may write to Election Commission as it is an ongoing process. EPCA decided to review the progress in second week of December 2008.

Follow up action on 'Reciprocal Common Transport Agreements' for Contract Carriages that have already been signed in October 2008 among NCR states was also informed. Rajasthan has already sent it for printing. Haryana is waiting for Cabinet meeting's proceedings and Delhi will print after election. Latest information on U.P. is not available.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on November 1, 2008 (11.45 AM)**

**Agenda items:** Progress on IGL's capacity expansion plans for auto CNG supply in Delhi

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member EPCA
3. Mr. N. R. Raje, Member EPCA
4. Mr. A K. Chaturvedi, Spl. Commissioner, Transport, Delhi
  
5. Mr. R. Vedvyas, MD, IGL
6. Mr. Manmohan Singh, Dir (Comm), IGL
7. Mr. Manjit Singh, CGM (E&P), IGL
8. Mr. Manu Srivastava, Director, MoP&NG
9. Mr. V. K. Bhatia, CGM (Tech), DTC
10. Mr. A K. Singh, PD, PIU Gurgaon, NHAI
11. Mr. Arun Jaggi, PD, CMU Mathura, NHAI
12. Mr. Vikas Jain, PCO (HQ) Jasbir Singh, Transport Department, Delhi
  
13. Nazim uddin, Environmental Engineer, CPCB

EPCA was informed that of the two IGL's auto CNG stations on Delhi-Gurgaon Highway one has been allowed to open and has become operational. NHAI informed again that it is already approaching Airport Authority for allowing service road at that location which will also make opening of IGL's second station possible.

IGL presented before EPCA its capacity expansion plan for auto CNG supply in Delhi, which included plans for enhancement of compression and dispensing capacities with milestones till January 2009, plan to construct 8 new stations by August 2009, tentative plan to set up 16+26 more stations, status / time targets of developing filling facilities for private buses at 7 DTC bus depots. IGL also presented its expansion plan for auto CNG supply in Noida/G.Noida. (**Annexure** - IGL Capacity Expansion Plans for Auto CNG Supply).

DTC informed EPCA that it is already checking all of its 35 depots for possibility of developing IGL's CNG filling facilities for private buses.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on November 5, 2008 (Wednesday) (03.30 PM)**

**Agenda items:** Adulteration of auto fuels in Delhi and NCR

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member EPCA
3. Mr. N. R. Raje, Member EPCA
4. Mr. Promod Nangia, Director, MoP&NG
5. Mr. B. S. Rawat, Executive Director, SFPL/FTL, Noida
6. Mr. V. K. Yadav, Chief RM-HPCL, State Level Coordinator-Oil Industry, Delhi
7. Mr. P. K. Goyal, Sr. Manager, State Level Coordinator-Oil Industry, Delhi
8. Mr. Pallav Ghosh, GM, Retails, BPCL
9. Mr. K.P.S. Namboodiri, GM, Retails, BPCL
10. Nazim uddin, Environmental Engineer, CPCB

EPCA stated it is receiving complaints about adulteration of auto fuels and the concerned authorities have been bothered to suggest how to check this rampant adulteration. EPCA further stated that adulteration is being done with such adulterants and to such extent that people are complaining of severe damage to or even seizure of engines. EPCA asked the representatives of the Ministry (MoP&NG) and Oil Companies to give their views.

Representative of MoP&NG stated that the Ministry has taken number of steps to stop adulteration and with implementation of these steps adulteration is very difficult and that out of 4000 samples taken not a single case of adulteration has been found nor any complaints from auto manufacturers received in the Ministry. He further informed about 184 retail outlets having been automated and introduction of GPS in about 400 trucks.

EPCA appreciated the Ministry's concern to stop adulteration and expressed that the system to supply clean fuel might be perfect but the system to adulterate also seems to be perfect and the adulterers appear to be more intelligent than the Government machinery because they have their personal interest involved.

Dr. H. B. Mathur, Prof. IIT-D (Rt.) expressed that the wide limits of the specific gravity / density prescribed in the norms of auto fuels allow substantial adulteration without being detected. Dr. Mathur suggested for carrying out special tests for c/s ratio (P&D), octane number (P), cetane number (D), specific hydrocarbons (such as benzene, xylene, toluene), chloride etc. simultaneously in retail outlet, bulk / depots and refinery samples to detect adulteration under a special drive. It was further discussed that a minimum two litre sample will have to be collected to carry out the special tests.

Mr. B. S. Rawat, Executive Director, Fuel Test Laboratory (FTL) informed figures about the number of fuel samples received and tested in the laboratory during past years.

EPCA suggested that as the Oil Companies are already carrying out checks, a double check should be carried out by a neutral team. MoP&NG and Oil Companies requested to allow one day time to respond. EPCA agreed and decided to meet the next day at the same place at 3.00 PM.

EPCA further asked MoP&NG to indicate whether it may let the Oil Companies be responsible for quality at consumer end.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on November 6, 2008 (Thursday) (03.00 PM)**

**Agenda items:** Adulteration of auto fuels in Delhi and NCR

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member EPCA
3. Mr. N. R. Raje, Member EPCA
  
4. Mr. B. S. Rawat, Executive Director, SFPL/FTL, Noida
5. Mr. Arun Gridhar, GM I/C (RS), IOCL
6. Dr. Tapan De, CQCM, NR, IOCL
7. Mr. V. K. Yadav, Chief RM-HPCL, State Level Coordinator-Oil Industry
8. Mr. P. K. Goyal, Sr. Manager, State Level Coordinator-Oil Industry
  
9. Nazim uddin, Environmental Engineer, CPCB

This meeting was called in continuation to the EPCA meeting held on the previous day. MoP&NG and Oil Companies could not finalise the special checking programme to be carried out in presence of a neutral team.

EPCA asked oil companies to explain the fuel sample collection/testing procedure. Oil companies informed that presently the samples are collected under the revised 3-tier system, applicable since August 1, 2005, in which samples of dealer, tanker and depot are collected. The samples are collected in three sets - one is sent to Oil Company's laboratory, one is kept by the Oil Company and the third is kept by the dealer. It was further informed that the marker test is carried out on the spot and if the sample fails in the marker test action is taken and no further tests are carried out.

Oil Companies clarified that fuel samples are tested for parameters specified in 'Marketing Division Guidelines' and 'Control Order'. Tests of other special parameters included in BIS specifications such as cetane number (Diesel), octane number (Petrol) are carried out only in refineries. EPCA observed that services of FTL, which has advance facilities and equipments to analyse special parameters and detect adulteration, are not being utilized by the Oil Companies.

Oil companies informed that under the new system the termination is on first offence. Oil companies further informed that dealership can be restored though appeal / arbitration. EPCA asked oil companies to provide within a week the following information on checking of auto fuel outlets in Delhi and other NCR towns carried out in the periods - 2003-04, 2004-05, 2005-06 (pre August), 2005-06 (post 1<sup>st</sup> August), 2006-07, latest by 14<sup>th</sup> November 2008:

- a) Total number of outlets
- b) Number of outlets checked
- c) Number of outlets checked under the three tier system
- d) Number of failures observed (by marker test or otherwise)
- e) Action taken / Number of outlets terminated
- f) Number of outlets restored after appeal / arbitration

EPCA desired that MoP&NG should suggest improvement in the present adulteration checking mechanism so as to make it more efficient and effective.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on November 8, 2008 (Saturday) (11.00 AM)**

**Agenda items:** Steps taken by Governments of Haryana and Uttar Pradesh to control air pollution in winter in the cities neighbouring Delhi

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member EPCA
3. Mr. A K. Chaturvedi, Spl. Commissioner Transport, Delhi
  
4. Mr. R K. Khullar, Spl. Secretary UD and Municipal Commissioner, Faridabad
5. Dr. A. S. Yadav, Administrator HUDA Faridabad
6. Mr. Yashendra Singh, EO, HUDA, Gurgaon
  
7. Ms. Saroj Siwatch, State Transport Controller, Haryana
8. Mr. Amar Deep Jain, Joint Transport Controller, Haryana
9. Mr. Vinod Shankar Singh, Dy. Transport Commissioner, Meerut
10. Mr. Vikas Jain, PCO (HQ), Transport Department, Delhi
  
11. Dr. A. S. Chahal, Chairman, Haryana State Pollution Control Board (HSPCB)
12. Mr. H. S. Mann, Sr. Scientist, Haryana State Pollution Control Board
13. Mr. O. P. Dalia, R.O. Faridabad, Haryana State Pollution Control Board
14. Mr. Umashankar, Scientist B, R.O. Faridabad, Haryana State Pollution Control Board
15. Mr. T. U. Khan, R.O. Ghaziabad, U.P. Pollution Control Board (UPPCB)
16. Mr. Paras Nath, R.O. Noida, U.P. Pollution Control Board
  
17. Ms. Anumita Roy Chaudhary, CSE
18. Nazim uddin, Environmental Engineer, CPCB

Chairman, EPCA welcomed the officers present and stated that we are observing that air pollution levels are rising and the situation is likely to be worse in the coming winter in the neighbouring cities of Delhi especially Gurgaon, Faridabad, Ghaziabad, Noida and Greater Noida. The factors responsible for increasing air pollution are vehicles, electricity generators, emissions from industries, burning of leaves, traffic congestion on roads. The mass public transport facilities are inadequate, commercial complexes, hotels and banquet halls are being allowed on main roads without proper parking facilities and no proper parking policy is being implemented in cities. All this is also leading to traffic congestion and air pollution. Civic bodies of these cities have also not implemented or planned proper sewage treatment and municipal solid waste disposal facilities. EPCA stated that while the issues of sewage treatment, municipal solid waste disposal might be will be discussed in a special meeting for this purpose, this meeting has been called to urge the concerned to take immediate corrective measures to check increasing air pollution.

Chairman, EPCA expressed displeasure over the inadequate representation from concerned departments and civic authorities of Uttar Pradesh and stated that he would have appreciated a higher level representation from UPPCB.

The concerned authorities informed EPCA about the steps being taken to control air pollution:

### D.G. Set:

UPPCB did not provide figures on Generator Sets use during the meeting and assured to provide the same soon. UPPCB informed that recently M/s L. G. Electronics who were operating a 12 MW Generator Set have been made to convert from FO to Diesel.

HSPCB informed that about 3000 Generator Sets operating in 8 towns in NCR are very significant contributors of air pollution and that HSPCB makes them conform to stack height norms. HSPCB further informed that the notified norms for large Electricity Generators allow use of liquid fuels having upto 2% Sulphur in large cities (having more than 10 lac population and also upto 5 Km beyond municipal limits of such towns) and upto 4% Sulphur in smaller cities.

EPCA expressed that since so much efforts are being made to improve fuel quality for vehicles, norms for Generators Sets should also be made more stringent for NCR and critically polluted cities. EPCA further expressed that as the State Boards are empowered to implement stringent measures they should meanwhile exercise these powers. EPCA also asked HSPCB and UPPCB to send proposal for Generators Sets standards in NCR.

### Industrial Pollution:

HSPCB informed that there are 1505 air polluting industries in 8 towns in NCR out of which only 98 industries have not installed the required air pollution control devices and therefore these industrial units have been served notices and HSPCB is going to take severe action of closure against defaulter units. HSPCB further informed that the 150 MW thermal power plant in Faridabad is having ESPs but being old their efficiency has been reduced to 65% and that this power plant is going to be closed by itself.

UPPCB informed that some major air polluting industries have been closed down and assured to give detailed information on air polluting industries. UPPCB further informed they are now permitting only liquid fuel or CNG based industries. EPCA asked UPPCB whether they have specified norms for fuel quality to which UPPCB replied in negative.

### Leaf Burning:

Municipal Commissioner Faridabad informed that leaf burning has been strictly controlled in Faridabad and a special resolution has been passed in the House to this effect. UPPCB expressed that leaf burning and burning of other municipal solid waste is practiced by contractors to reduce weight.

EPCA directed that all local bodies should immediately take steps to stop burning of leaves and municipal solid waste.

### Special Drive for Diesel Vehicles and Visibaly Polluting Vehicles:

EPCA directed Haryana and UP to start special drive for checking and penalizing diesel and visibaly polluting vehicles as done by Delhi Transport Department

### Audit of PUC stations:

Delhi Transport Department explained some important features of their PUC audit procedure. EPCA directed Haryana and UP to follow the Delhi Transport Department model of audit of PUC stations. EPCA further expressed that Delhi Transport Department may conduct 2-day training programme for Haryana and UP Transport Departments officials if appropched by the concerned states to which Delhi Transport Department agreed.

EPCA further directed Haryana and UP to network/connect all PUC through Internet for realtime data collection as done by Delhi and to upgrade PUC stations as per latest MoSRT&H guidelines of 2004. UP informed that out of 130 PUC stations, 80 have already been upgraded.

Check to ensure non-destined vehicles do not enter Delhi:

EPCA expressed that Haryana and UP should also help MCD and Delhi Police in stopping entry of non-destined commercial vehicles by checking vehicles within their areas before boarder. It was discussed that until Western and Eastern Peripheral Expressways come up, vehicles have to take the existing bypass roads and therefore vehicles can be checked at these points of diversion. EPCA decided that Delhi Govt. will further take up the issue with UP and Haryana Governments.

Construction related dust emission:

Municipal Commissioner Faridabad agreed to give a note suggesting measures to control construction related dust emission.

NCR Transport Agreement:

EPCA informed that Resiprocal Common Transport Agreements are being signed between NCR states to facilitate free movement of CNG vehicles in NCR and Agreement for Contract Carriages has already been signed and that for Stage and Goods Carriage is likely to be signed shortly. Therefor UP and Haryana should give due importance to the issue of making auto CNG available in NCR towns.

Air Quality Monitoring and Public Information:

Haryana informed that they are monitoring air quality at 13 stations of which one is done through automatic continuous monitor and that the results are displayed on highways. UPPCB informed they are operating 3 stations at Ghaziabad and 2 stations in Noida. EPCA observed that UPPCB needs improvement in its infrastructure.

Municipal Solid Waste:

Municipal Commissioner Faridabad informed that a joint MSW processing plant of 1200 Ton per day capacity is being set up for Gurgaon and Faridabad under JNNURM and this will be completed within 9 months. He also expressed concern over problem of conctruction waste. EPCA suggested to ensure segregation of the waste at source.

UPPCB informed that MSW processing and disposal facilites have not been set up however site for one facility for Ghaziabad has been identified near Dundahera village.

Parking Policy:

EPCA expressed that UP and Haryana should also prepare their parking policies for NCR towns and incorporate adequate ECS (equivalent car space) norms per plot in their building bylaws. EPCA stated that Bangalore has prepared a good parking policy.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on December 6, 2008 (Saturday) (11.00 AM)**

**Agenda:** Issues related to CNG safety

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Mr. N. R. Raje, Member EPCA
3. Prof. H. B. Mathur, Retd. Prof. IIT-D (CNG Expert)
4. Mr. Saurabh Dalela, Director, ICAT
5. Mr. U. D. Bhangale, Dy. Director, ICAT
6. Mr. Ajay K Bisht, Sr. Dy. Commissioner, Transport Department, Delhi
7. Mr. Vikas Jain, PCO (HQ), Transport Department, Delhi
8. Mr. Jasbir Singh, Transport Department, Delhi
9. Mr. Satinder Dabas, Transport Department, Delhi
10. Mr. Ajay Memoriya, Transport Department, Delhi
11. Mr. B. B. Jain, Dy. CGM, DTC
12. Mr. Sh. S. K. Sharma, Manager, DTC
13. Mr. D. D. Dhal, DTC
14. Mr. G. S. Rawat, DTC
15. Mr. Ved Pal Singh, DTC
16. Mr. Manmohan Singh, Director (Comm), IGL
17. Mr. Manjeet Singh, Chief GM (Engg. & Projects), IGL
18. Mr. P. K. Pandey, GM (O), IGL
19. Mr. Alok Sharma, DGM (F&S), IGL
20. Mr. Sudhir Singh, CM-BD, IGL
21. Mr. S. S. Pawar, Dy. Manager, Ashok Leyland Ltd
22. Mr. Mohinder Ratra, Senior Manager–Customer Support (CNG) Tata Motors Ltd
23. Mr. B. A. Baliga, Director (Bus), VE Commercial Vehicles Limited (VECV)
24. Nazim uddin, Environmental Engineer, CPCB

EPCA took stock of the progress made on CNG safety and related issues by various stakeholders.

**Periodic Testing Centers:** STA apprised EPCA that 32 workshops are covered under the programme which include 6 workshops of DTC and 10 of Tata Motors, 5 of Ashok Leyland, 2 of Eicher, 6 of Swaraj Mazda, 1 of Mahindra & Mahindra and 1 of Hindustan Motors workshops. STA also apprised EPCA about implementation of the sticker system implemented to record dates of periodic testing along with code of the workshop. STA informed EPCA that even though workshop wise list of vehicles were collected from OEMs to prepare master record chart and to maintain periodic testing record, vehicles' figures allocated to OEMs' authorized workshops are changing. EPCA pointed out that this and such other periodic testing related issues should have been sorted out in the EPCA mandated regular meetings between STA, OEMs and their nominated workshops. STA has defaulted in convening these meetings for quite sometime. He further stated that there are loopholes in the present system that need to be plugged such as a bus can skip periodic testing and yet can get annual fitness certificates after paying some fine. This defeats the very purpose of introducing the mandated numbers of periodic tests before getting renewal of the annual fitness certificate. EPCA Chairman expressed that STA should suggest ways to plug this loophole. He further pointed out that EPCA had asked OEMs to allocate their vehicles to their respective workshop and accordingly master record was prepared and asked OEMs to explain why the figures of allocations workshops were changing. Chairman, EPCA further stated that EPCA had directed that STA should hold monthly regular meetings with the workshops and had these meetings been held such things would have been resolved by STA. **EPCA directed that monthly meetings should be held regularly and STA should submit monthly schedule of such meetings and minutes of the meetings to EPCA.** STA accordingly stated that henceforth such meetings would be held on the 2<sup>nd</sup> Tuesday of each month and in case Tuesday happens to be a gazetted holiday, the meeting would be held on 2<sup>nd</sup> Wednesday of that month. **EPCA**

**also directed OEMs that they should ensure that their workshops participate in these meetings, as some workshops have not turned up in such meetings earlier.**

**EPCA expressed its displeasure on absence of representatives of Swaraj Mazda in the meeting.**

**On road surprise testing of buses:** While expressing appreciation of STA in putting in place a Mobile Testing Facility for surprise On-road checks on CNG buses carrying out such test during March through June 2008 (during which 1246 buses were checked on road resulting in challaning 97 of them and cancellation of certificate of another 80 for various faults relating to current and gas leakage etc.), EPCA expressed apprehension of this drive slackening of late, since EPCA had not received the schedule of the surprise checks and results thereof, since July, 2008. EPCA desired that schedule of such on road surprise checks be drawn and submitted on the lines STA had done earlier. EPCA reemphasized the need and importance of continuing surprised on road checks.

**Auditing of Periodic Testing Centers:** EPCA asked STA to be in touch with ICAT and decide upon a programme to carry out audit of Periodic Testing Centers on the lines of audit of PUC centers recently carried out with the help of ICAT. ICAT expressed its willingness to help STA in carrying out such auditing from time to time. The finalized schedule of auditing be intimated by STA to EPCA before the start of the auditing at the earliest.

**5 yearly Retesting of CNG cylinders:** EPCA took a very serious note of slackness in ensuring that the mandatory 5 yearly test on the on-board CNG cylinders of buses is meticulously implemented. **EPCA asked OEMs if they could come forward to set up such testing facilities in Delhi.**

EPCA Chairman expressed his serious concern at the safety lapses indicated in the report submitted by IGL on the bus that met a mishap on 28.10.2008 at the IGL dispensing station. The photograph of the compliance plate of the bus shows that the bus was plying without undergoing the mandated 5 yearly cylinder re-tests which had become due in April 2007. Surprisingly this bus DL-IPA 0581 had fitness certificate from Registering Authority, M.V. Deptt., Ghaziabad originally issued on 16.05.07 and subsequently renewed up to March 2009. **STA was directed to look into the matter, assign responsibilities for the lapses and inform EPCA of the action taken.**

**EPCA express displeasure on the absence of representatives of Burari test center and ASRT-third party testing agency in the meeting.**

**Auto CNG infrastructure development by IGL:** IGL presented the progress dated 6.12.08 of its infrastructure development plan for auto CNG supply in Delhi and NCR which included progress made for enhancement of compression and dispensing capacities, improvement in pressure at dispensers where low pressure problem existed earlier, progress made for construction of new stations in Delhi and NCR and status of developing IGL's filling facilities for private buses at 7 DTC bus depots. IGL informed that during their meeting with VC, DDA they have been informed that the file relating DDA's approval for developing IGL's filling facilities for private buses at 7 DTC bus depots has been cleared but they are yet to receive the letter. IGL further informed that it periodically organises CNG safety awareness programme in association with OEMs and one such programme was done last month with the help of Tata Motors. EPCA asked IGL to keep it informed about organization of such programmes.

**Improvement in O&M System of DTC:** While examining the expert report on fire incidence in DTC bus EPCA had detailed the deficiencies in the DTC OEM system. These were minuted in Annexure I of the minutes of its last meeting held on May 24, 2008. EPCA had directed DTC to submit a time bound schedule for the implementation of the suggested corrective I/M measures which were listed in Annexure II of the said minutes.

Till date EPCA had not received any compliance report. **EPCA directed DTC to submit the compliance report expeditiously along with the results of surprise checks on implementation carried out by senior level supervisors/officers assigned for the job.**

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on December 13, 2008 (Saturday) (11.00 AM)**

**Agenda items:** Issues related to parking

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Mr. Kuldeep Singh Gangar, Joint Secretary (UD), Govt. of NCT of Delhi
3. Mr. Amiya Chandra, Addl. DC (RP Cell), MCD
4. Mr. Bharat Bhushan, Dy. Town Planner, MCD
5. Mr. K. C. Meena, SE (CWG) II, MCD
6. Mr. J. B. Bhatia, EE (EWG) VII, MCD
7. Mr P. C. Chaturvedi, Director, NDMC
8. Mr. Yashpal Garg, Director (CL), DDA
9. Mr. Pramod Behera, Joint Director, DDA
10. Mr. Muktesh Chander, Addl. Commissioner of Police (Traffic)
11. Nazim uddin, Environmental Engineer, CPCB

EPCA took stock of the progress made on various issues related to parking in Delhi

**Improvement in management of authorized parkings:** MCD informed EPCA that after finalisation of authorized parkings by Delhi Police, MCD has improved management of these parkings in terms of demarcation / barricading etc.

**Progress on multi level parkings:** MCD informed that Environmental Clearance for proposed parking in Kamla Nagar is awaited. MCD further informed that no response is coming from private sector for construction of other multilevel parkings due to downturn in the economy and MCD is considering modifying the conditions with more incentives to attract private investors. DDA informed that proposals of Nehru Place (second site) and Manglam have been cleared and the agreements are to be signed within next two weeks but no response is coming from private sector for construction of 7 other multilevel parkings. DDA further informed that considering the current downturn in the economy DDA has decided to go for tendering again sometimes in march 2009. EPCA expressed its dissatisfaction on the above situation and stated that does it mean that parking problem is to remain there forever. EPCA further expressed that to face the above situation, MCD/DDA/NDMC should consider constructing parking facilities themselves.

**Implementation of MPD-2021 parking provisions for commercial and mixed-use streets:** MCD informed that contractor has been engaged to identify the parking sites for the notified streets. GNCTD informed that the Chief Town Planner, MCD has recently informed GNCTD that provisions in MPD-2021 provide for making provision of parking subsequent to notification of the mixed-use street. GNCTD expressed that they disagree with MCD's reply and informed that Principal Secretary, Urban Development, GNCTD is convening a meeting on 22.12.2008 to discuss the issue with MCD. EPCA stated that it has made clear its position several times that no commercialization should be done without adequate parking facilities.

**Implementation of a proper parking policy in Delhi:** MCD informed that it has already taken steps to streamline management of its authorized surface parkings and is deciding location of new multi level parkings giving importance to integration with public transport. MCD further stated that it is recognizing that proper parking pricing and management of parkings are the important elements of a proper parking policy considering that providing parking facilities for huge number of private vehicles in the city can not be think of and promoting public transport is the actual solution to problems of congestion due to private vehicles.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on December 13, 2008 (Saturday) (11.45 AM)**

**Agenda items:** Signing the "Reciprocal Common Transport Agreement" in respect of NCR Region between states

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Dr. Noor Muhammad, Member Secretary, NCR Planning Board
3. Mr. Rajeev Malhotra, CRP, NCR Planning Board
4. Mr. Govindan Nair, Principal Secretary (Transport), Govt. of Uttar Pradesh
5. Mr. Vinod Shankar Singh, Dy. Transport Commissioner, UP
6. Mr. H. N. Bairwa, Addl. Transport Commissioner, Rajasthan
7. Mr. Subodh Kumar, Asstt. Secretary (STA), Transport Department, GNCTD
8. Mr. R. C. Bidhan, Secretary, RTA, Faridabad, Haryana
9. Nazim uddin, Environmental Engineer, CPCB

NCR Planning Board and the State Transport Departments informed EPCA that all four states – Delhi, Haryana, Rajasthan and UP have published the proposed 'Reciprocal Common Transport Agreements' for Stage and Goods Carriages. UP has published it last on 11.12.2008 and has to wait till 10.01.2009 for objections/suggestions therefore action for finalizing and signing can be taken only after 10.01.09. The issue of first signing of bilateral agreements with UP and Delhi raised by letter dated 12.12.2008 of Haryana was also discussed and it was decided that NCRPB will convene a meeting shortly to resolve all issues related to Agreements for Stage and Goods Carriages and another meeting immediately after 10.01.09 to resolve any remaining issues. EPCA decided to review progress on 17.01.09.

States were requested to send copy of final notifications of 'Reciprocal Common Transport Agreements' for Contract Carriages to MoUD, NCRPB and EPCA.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on December 13, 2008 (Saturday) (12.45 PM)**

**Agenda items:** Progress of works of 1<sup>st</sup> BRT Corridor in Delhi

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Col. A. K. Singh, DIMTS
3. Mr. V. K. Mahrotra, Sr. Consultant, DIMTS
4. Mr. Suresh Kumar, Consultant DIMTS
5. Mr. B. S. Sehrawat, AGM, RITES
6. Mr. Muktesh Chander, Addl. Commissioner of Police (Traffic)
7. Nazim uddin, Environmental Engineer, CPCB

EPCA took stock of the progress made on various issues related to Progress of works of 1<sup>st</sup> BRT Corridor in Delhi

EPCA asked RITES to inform progress of work in Moolchand - Delhi Gate segment, what was the schedule for completion and whether RITES is progressing according to the schedule. RITES informed that the earlier schedule that was to finish work by 7.12.2008 had to be changed due to delays of various works that are related to other agencies like DMRC, ITPO and ASI. RITES cited examples of delay in left hand side work beyond Moolchand because of DMRC and work of bus Q shelters to be done by DTC, delay in works near Kaka Nagra because of ASI and near ITPO because of shifting of some services/utilities and felling of trees. RITES further informed that revised schedule is to complete work by March 2009.

EPCA asked RITES to enlist issues pertaining to different agencies so that these agencies may be asked to report progress in the next meeting. EPCA further directed RITES to stick to the revised deadline and submit a activity wise break of the schedule.

DIMTS informed that for signaling in the second segment no new poles will be needed and only shifting of the existing pole will be needed in coordination with Delhi Police.

EPCA expressed that considering the experience gained in the first segment, new design features should be included to enable minimal dependence on manual enforcement.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on December 20, 2008 (Saturday) (11.00 AM)**

**Agenda items:** Issues related to construction of second segment of 1<sup>st</sup> BRT Corridor in Delhi

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Mr. V. K. Mahrotra, Sr. Consultand, DIMTS
3. Mr. Suresh Kumar, Consultant DIMTS
4. Mr. Rakesh Mahajan, AGM (Oper), DIMTS
5. Mr. Sandeep Gandhi, SG Architects / TRIPP, IIT-D
6. Ms. Ruchi Varma, TRIPP, IIT-D
7. Mr. Vijay Kishore, GM, RITES
8. Mr. B. S. Sehwat, AGM, RITES
9. Mr. Ramesh Raina, CE, NDMC
10. Mr. Subhash Chandra, Director (Horticulture), NDMC
11. Mr. N. K. Deo, Ex. Engineer, NDMC
12. Mr. Amiya Chandra, Addl. DC, MCD
13. Dr. Alok Singh, Dy. Director (Horticulture), MCD
14. Mr. Prabhat Tyagi, DCF (South), Forests Deptt, Delhi
15. Mr. K. K. Muhammad, Superintending Archaeologist, ASI
16. Mr. D. K. Bhardwaj, Sur.-GR-I, ASI
17. Mr. R. S. Ranga, Manager (Civil), DTC
18. Nazim uddin, Environmental Engineer, CPCB

On 13.12.08 EPCA had asked RITES to enlist issues pertaining to different agencies which are to be resolved for smooth progress of work on second segment of the 1<sup>st</sup> BRT corridor so that these agencies could be asked to report progress in the next meeting. This meeting was convened to discuss these issues with the concerned agencies.

**Operational segment of BRT**

Chairman EPCA while expressing concerns at operational glitches in the 1<sup>st</sup> BRT corridor in Delhi expressed that it is important that acceptability of the BRTS by general man is ensured by rectifying the shortcomings in the BRTS operation. It was discussed that providing safe pedestrian access at bus stops and pedestrian crossing by constructing FOBs should be looked into. IIT-D expressed that problems of pedestrian access/crossing can be solved to a large extent if signal system works properly but it is still not working as it should work. EPCA expressed that heavy traffic also adds to the problem. MCD suggested that funds should not be a problem as FOBs can be constructed on BOT basis by MCD. On this DIMTS stated that there would be technical problem of space availability on median in construction of FOBs.

IIT-D informed that maximum 16 FOBs (2x7+2) could be required in the first segment. **EPCA requested MCD to examine the issue and report back after two weeks.**

RITES informed that enforcement on ground is slacking as problems of parking and storage of construction material on BRT corridor and lane violation is rampant. EPCA expressed its displeasure that these small problems are reported every so often to EPCA. MCD asked RITES to report exact location of construction material stored and assured EPCA that this will be removed immediately. **EPCA expressed that DIMTS should ask concerned agencies to designate nodal officers to address problems arising in smooth operation of BRTS. EPCA further expressed that Transport Department and DIMTS should talk to Delhi Police on the issue of enforcement on BRTS.**

### **Under-construction segment of BRT**

Work on BRT/DMRC interface site: After deliberations between DIMTS, DMRC and RITES on the issue of BRT construction work on BRT/DMRC interface site, **it was decided that after discussion on this issue in DIMTS office on Monday, the site will be handed over to DMRC on Tuesday and the DMRC will carryout whatever work on BRT it can complete along with its works and the remaining work on BRT will be completed by DIMTS/ RITES.**

Permission for cutting of trees: EPCA was informed that delay is occurring due to revision of compensatory plantation charges by Forests Department and reluctance of Transport Department in bearing fencing charges. Forest Department informed that it has to do compensatory plantation on 5-6 pockets of total 37 acre gram sabha land and these pieces of land are to be fenced. DIMTS expressed that it may consider doing fencing but plants should be otherwise protected by Forests Department. **EPCA left the issue to be resolved between the two Departments within two weeks.**

Taking up work on 450 sq m piece of land of NDMC's Tilak park: After deliberations between NDMC and RITES on this issue, **it was decided that RITES and NDMC will do markings on Monday or Tuesday and NDMC will take up footpath remodeling work itself.**

Taking up work on 600 sq m piece of land of MCD park: EPCA was informed that MCD's Estate Department has given NOC for handing over of land and the land will be handed over on Wednesday.

Shifting of facilities / services by MCD: MCD assured early action.

ASI's NOC for remodeling within the existing RoW: RITES explained that no new pathway is being constructed and all road modification works are being carried out within the existing RoW. **It was agreed that ASI has no objection in the stated situation. It was further decided that RITES would inform this to ASI in writing also when the work will start.**

Other issue: **EPCA asked RITES to pursue the issues related to ITPO, BSES, DTC.**

Decision on centre/left bus lane in second segment: DIMTS informed that it has been decided for left side bus lane without any raised separator. **EPCA expressed its concern that without raise separator enforcement will not be possible.**

**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on December 27, 2008 (Saturday) (11.00 AM)**

**Agenda items:** Status of gas availability in Delhi and other cities and Status of gas supply in Delhi

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member EPCA
3. Mr. N. R. Raje, Member EPCA
  
4. Mr. Manu Srivastav, Director, Ministry of Petroleum & Natural Gas
5. Mr. S. P. Sharma, DGM (CGM), GAIL (India) Ltd.
6. Mr. M. Ravindran, CEO, GAIL Gas
7. Mr. Ranveer Singh, Manager, GAIL Gas
  
8. Mr. Manmohan Singh, Director (Comm), IGL
9. Mr. Manjeet Singh, Chief GM (Engg. & Projects), IGL
10. Mr. Ashim Batra, CGM (Mktg.), IGL
  
11. Nazim uddin, Environmental Engineer, CPCB

**Update on the existing gas supply for critically polluted cities**

MoP&NG informed EPCA that P&NG Regulatory Board has agreed to accept as authorized entities the public sector companies that were authorized by the MoP&NG for supply of CNG in some cities. It was also informed that there is still problem of connectivity of gas source in Hyderabad and that problem arising in laying pipeline near Pune has been solved and pipeline has been commissioned in Oct/Nov 2008.

**Update on progress made by IGL on augmenting supply of gas in Delhi**

IGL presented the progress report dated 27.12.2008 of its CNG infrastructure development plan for auto CNG supply in Delhi and NCR which included progress made for enhancement of compression capacity, improvement in pressure at dispensers where low pressure problem existed earlier, enhancement of dispensing capacity, developing refueling facilities for private buses at 14 DTC bus depots, construction of new stations in Delhi on 8 allotted sites including plans for new stations on 16 other likely to be allotted sites, and expansion plans in Greater Noida (2 stations) and Noida (Mother station, stations at DTC and UPSRTC depots and 5 OMC outlets).

EPCA also asked IGL that to review the need for CNG stations in the Cantonment area in Delhi. IGL agreed to inform EPCA in the next meeting on progress made on this matter.

IGL further informed EPCA that DDA's approval for developing IGL's filling facilities for private buses at DTC bus depots has still not been received.

It was agreed that a monthly meeting would be held to review the proposed plans for the following:

- A: Augmenting of capacity for dispensing gas in the city of Delhi and ensuring that there is a citywide coverage of the gas distribution network:
- B. Improving efficiency and capacity utilization of the gas network in Delhi;
- C. Ensuring distribution networks in the cities of NCR

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on December 27, 2008 (Saturday) (11.45 AM)**

**Agenda item:** Status of implementation of action agenda on public transport in Delhi

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member EPCA
3. Mr. N. R. Raje, Member EPCA
4. Mr. A K. Chaturvedi, Spl. Commissioner, Transport Department, Delhi
  
5. Mr. Ashok Gupta, DC (STA)
6. Mr. Subhash Kumar, AS (STA)
7. Mr. V. K. Sehgal, CGM, DTC
8. Mr. A. K. Goyal, Dy CGM (TR), DTC
9. Mr. B. S. Chauhan, DM SUD, DTC
10. Mr. A. K. Sinha, AGM (RT) BO, DIMTS
  
11. Nazim uddin, Environmental Engineer, CPCB

EPCA took stock of various issues related to the proposed restructuring of bus service in Delhi. The concerned organizations agreed on the following time-schedules.

	<b>Issues</b>	<b>Organisation</b>	<b>Progress / Time schedule</b>
1.	Induction of new bus drivers	DTC	600 new drivers have been inducted. All 4000 drivers to be inducted by March 2009. To monitor progress every month.
2.	Improvement in evening bus schedule on BRTS	DTC/DIMTS	Present 70% availability in the evening shift out of total 102 buses on 1 <sup>st</sup> BRT route will be improved to 100% by March 2009.
3.	Review of plans of bus terminals	DTC	To submit plans on increase of bus terminals by January 2009.
4.	Delivery of buses against DTC placed orders	DTC	Tata 650 buses of 1 <sup>st</sup> order have been received. Tata has to supply 1625 buses and Ashok Leyland 875 buses against 2 <sup>nd</sup> order for which prototype is to be presented by March 2009 and supply completed between April 2009 to February 2010.  DTC to write to both manufacturers to advance the schedule of prototype and delivery of buses. To keep EPCA informed for deliberations with bus companies.
5.	Placement of 2000 bus order by DTC, which is pending final decision about type	Transport Department	Transport Department to take a final decision so that this order can be expedited.
6.	Award of first bus cluster (231 buses)	DIMTS / Transport Department	RFP will be finalized by 16 <sup>th</sup> January 2009 and DIMTS will forward the matter to Transport department within a week from 16 <sup>th</sup> January. Letter of Intent to be issued by 1 <sup>st</sup> week of February 2009.
7.	Award of Group-2 bus clusters (6 clusters; 1310 buses)	DIMTS / Transport Department	Will be taken up next in February end, 6 to 8 weeks requires for seeking proposals (RFQ+RFP). DIMTS/Transport department to inform EPCA of final schedule

8.	Award of Group-3 bus clusters (remaining)	DIMTS / Transport Department	DIMTS/Transport department to inform EPCA of final schedule
9.	GPRS for buses	Transport Department/ DTC/ DIMTS	As the agency finalized for this work has backed off, a new process has to be started. Also it has to be decided how the system will work for all buses – DTC and private buses. Transport department to inform EPCA of its decision and schedule.
10.	Operationalisation of the public transport fund	Transport department	Cabinet note to be prepared and matters sorted by January 2009

Other issues to be addressed and taken up for monitoring:

11.	Back-end office to manage public transport system and all functions, including integrated ticketing		
12.	Parking of private buses etc		

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on January 3, 2009 (Saturday) (11.00 AM)**

**Agenda items:** Issues related to construction of second segment of 1<sup>st</sup> BRT Corridor

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Mr. V. K. Mahrotra, Sr. Consultant, DIMTS
3. Mr. Suresh Kumar, Consultant DIMTS
4. Mr. Vijay Kishore, GM, RITES
5. Mr. B. S. Sehrawat, AGM, RITES
6. Mr. Ramesh Raina, CE, NDMC
7. Mr. K. C. Meena, SE (CWG), MCD
8. Mr. S. K. Gupta, CPM/SE, DMRC
9. Mr. Vasant Kr. Swarankar, Dy. Superintending Archaeologist, ASI
10. Mr. D. K. Bhardwaj, Sur. GR-I, ASI
11. Nazim uddin, Environmental Engineer, CPCB

On 20.12.08 EPCA discussed various pending issues with concerned agencies which were to be resolved for smooth progress of work on second segment of the 1<sup>st</sup> BRT corridor and issued certain instructions. This meeting was convened to review the progress made.

Handing over of BRT/DMRC interface site to DMRC: The site has been handed / taken over.

Work on piece of land of NDMC's Tilak Park: The issue has been amicably resolved.

ASI's NOC: The letter has been issued by ASI.

Bus Q shelters by DTC: The issue has been resolved.

Permission for cutting of trees: It was informed that the file is in LG's office.

Work on piece of MCD park and shifting of facilities/services by MCD: Not yet completed.

Shifting of facilities / services by ITPO: Not yet completed.

Work related to BSES: Survey conducted.

Constructing of FOBs on BoT basis: MCD response is awaited.

**Chairman, EPCA decide to review progress of pending issues after 2 weeks.**

Time schedule for 2<sup>nd</sup> segment: RITES submitted an activity-wise time schedule to complete the work by April 2009. **Chairman, EPCA asked RITES to strictly follow the schedule.**

Enforcement on operational segment: DIMTS stated that marshals are not so effective because the power to challan violators rests only with Delhi Police and Transport Department. **EPCA desired that Delhi Police and Transport Department should devise strategy within two weeks to improve enforcement and report to EPCA.**

**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on January 3, 2009 (Saturday) (11.45 AM)**

**Agenda items:** Steps taken to control dust emission from ongoing construction activities

The meeting was convened to discuss steps taken by DMRC and Delhi Airport to control dust emission from ongoing construction activities. The meeting chaired by Chairman, EPCA was attended by officers from DMRC but representative of Delhi Airport did not turn up.

DMRC representatives informed that consequent to the meeting taken by Chief Secretary, Govt. of Delhi on 27.10.2008 on the subject of controlling air pollution in winter, DMRC has instructed its construction units to ensure that contractors strictly comply with the environmental friendly construction practices given in the Environmental Manual of DMRC and filed and ATR (Annexure). EPCA asked DMRC to ensure strict enforcement.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on January 10, 2009 (Saturday) (11.00 AM)**

**Agenda items:**

‘Steps taken to control noise pollution due to airplanes’ and  
‘Steps taken to control dust emission from ongoing construction activities’

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member, EPCA
  
3. Mr. V. K. Yadav, ED (ATM), Airport Authority of India, AAI
4. Mr. V. Soma Sundaram, ED (ATM), AAI
5. Mr. J. M. S. Negi, GM (ATM), AAI
6. Mr. P. K. Mishra, GM (ATM), AAI
7. Mr. M. P. Muralidharan, AVP (SHE), Delhi International Airports Ltd (DIAL)
8. Ms. Navnita Khullar, Sr. Asstt. -Safety, Health, Environment (SHE), DIAL
9. Mr. D. J. Moitra, Consultant, DIAL
10. Mr. A. K. Verma, Env. Engineer, DIAL
  
11. Nazim uddin, Environmental Engineer, CPCB

Chairman, EPCA stressed the importance of addressing the issues of noise pollution due to aircrafts and air pollution due to construction activities and asked Delhi Airport representatives to explain the steps being taken to address these issues.

Control of dust emission

DIAL representatives explained they are already taking several measures to check air pollution due to construction activities that include –construction equipments are equipped with necessary air pollution control devices, material conveyance is done only through covered conveyers, construction sites are sprinkled with water using about 30 trucks for this purpose, and screens are erected to cordon-off the construction sites. DIAL further informed that they also carry out ambient air quality monitoring on monthly basis and normally the SPM levels in air are around 500 microgram per cubic meter. EPCA asked DIAL to come back with a plan in two weeks on what else can be done to control air pollution due to construction activities.

Control of noise pollution

AAI representatives agreed that noise pollution complaints have started after start of 3<sup>rd</sup> runway (No. 29) because new residential areas especially Vasant Kunj falling in the flight path of this runway have been exposed to aircraft noise. They also informed that there are no such grievances about 1<sup>st</sup> and 2<sup>nd</sup> runways and the 4<sup>th</sup> proposed runway will also not pose problem as its location is in between the 3<sup>rd</sup> runway and the old runways. They further explained that this expansion of the Airport was planned 40 years ago when Vasant Kunj was nowhere and AAI told DDA about noise problem when Vasant Kunj was planned.

DIAL representatives informed that situation has improved with decrease in waiting time and DIAL is also considering implementing some flights restriction vis-à-vis runways use to further ease noise problem.

DIAL representatives informed that in India aircraft have to conform to Annex 16 standards of International Civil Aviation Organization (ICAO), which are in the form of Chapter 2, Chapter 3, and Chapter 4, based on year of manufacture and these standards are mandatory for aircraft manufacturers. On being asked, DIAL informed that induction of old aircraft is being allowed and explained that Director General Civil Aviation is the regulatory authority to enforce such special noise control measures.

DIAL representatives further apprised EPCA various steps proposed to address noise problem around Delhi Airport which mainly included - establishing Aircraft Noise Monitoring System (ANMS) by June 2009, establishing data bank using the ANMS, formulating noise abatement mechanism including noise charging based on ANMS measurements, introducing runway usage options with restrictions on landing during night time on runway 29, introducing ICAO's Continuous Descending Approach (CDA) to land and Low-Power / Low-Drag procedure to take-off, and phasing out Chapter 2 aircrafts.

AAI and DIAL emphasized importance of proper land use control by concerned agencies in addressing problem of noise around airports.

CPCB informed that a 'National Committee on Noise Pollution Control' has been constituted which has finalized guidelines on ambient noise monitoring due to aircrafts and the Committee will take up matter of aircraft noise management in next meetings.

EPCA decided as under:

- DIAL should follow best practices in establishing aircraft noise monitoring system and keep EPCA informed about progress of steps proposed to address noise problem around Delhi Airport.
- CPCB should take up preparation of norms / guidelines on following aspects:
  - Ambient air quality (noise) standards around airports
  - Aircraft noise management guidelines
- DGCA should formulate and enforce noise abatement measures to control noise due to aircrafts around Delhi Airport based on best international practices and should also provide regulatory support to DIAL's proposal. The measures may include the following, in addition to others, deemed fit:
  - Restriction on induction of high noise emitting aircrafts
  - Phasing out of high noise emitting aircrafts
  - Night flying restrictions and runway restrictions
  - Operational measures to reduce noise
- DDA should duly consider noise due to aircrafts while planning schemes around Airport and accordingly control the land use.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on January 17, 2009 (Saturday) (11.00 AM)**

**Agenda items:** "Status of Compliance of Bio-medical Waste Management Rules in NCR"

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Dr. A. K. Ambasht, M.S., Delhi Pollution Control Committee (DPCC)
3. Mr. D. K. Singh, Environmental Engineer, DPCC
4. Mr. V. Umashankar, M.S., Haryana State Pollution Control Board (HSPCB)
5. Mr. T. U. Khan, R.O., U. P. Pollution Control Board (UPPCB), Ghaziabad
6. Mr. Paras Nath, R.O., UPPCB, Noida
7. Mr. B. K. Sharma, Environmental Engineer, Central Pollution Control Board (CPCB)
8. Mr. R. N. Pankaj, Assistant Environmental Engineer, CPCB
  
9. Nazim uddin, Environmental Engineer, CPCB

UPPCB presented detailed status of biomedical waste management in Noida (Gautam Budh Nagar), Ghaziabad and Meerut which included district-wise information on - number of Health Care Facilities (total 632) & number of beds (total 11916), quantity of biomedical waste generation per day (1022 kg/d), authorization application/grant status (630/366), HCFs against which action has been initiated (2) and details of three common biomedical waste treatment facilities (CBWTF), namely M/s Sembramky Environment management (P) Ltd., Ghaziabad (one facility) and M/s Synergy Waste management (P) Ltd., Meerut (two) facilities) and one individual facility (Tulsi Hospital, Meerut).

DPCC presented detailed note of biomedical waste management in Delhi which included information on – number of Health Care Facilities requiring authorization (1700), quantity of biomedical waste generation per day (8879.5 kg/d), authorization grant+applied status of HCF (1025+510), number of HCFs/CBWTF against which action has been initiated (11/2), details two common biomedical waste treatment facilities (CBWTF), namely M/s Metro Bio-Care Services Pvt. Ltd, Samaipur, Delhi and M/s Synergy Waste management (P) Ltd., Sukhdev Vihar, Okhla, Delhi and basic information on other individual facilities (15 incinerators, 16 autoclaves, and 3 microwaves). The note also included other initiatives taken by DPCC in respect of hospitals in Delhi.

HSPCB presented detailed status of biomedical waste management in Haryana which included region-wise information, with Govt./Pvt. breakup, on - number of Health Care Facilities (total 175 G+ 840 P) & number of beds (total 3687 G + 8111 P), quantity of biomedical waste generation per day (1043 kg/d G + 365 kg/d P), authorization grant/refusal status (154 G & 736 P / 2 G & 5 P). The status also indicated that disposal of all facilities is through service provider (common facility) and that show cause notices have been issued against all violators.

Chairman, EPCA expressed concern about improperly segregated storage of different type of biomedical wastes in hospitals and improper operation of incinerators without ensuring maintenance of required temperatures all the time. He further expressed that information provided by State Boards/DPCC is not complete as it gives no information on monitoring of actual compliance of proper segregated storage and collection of different type of biomedical wastes as prescribed and proper operation of incinerators.

CPCB officer informed about having inspected one of the CBWTF in Delhi - M/s Synergy Waste management (P) Ltd – about two years back. Chairman, EPCA was surprised to note this and expressed CPCB should inspect nearby CBWTF more frequently as done initially.

Chairman, EPCA directed as under:

- CPCB will prepare and provide to State Boards/DPCC checklists of compliance parameters in respects of HCFs and CBWTFs, with intimation to EPCA. The State Boards/DPCC will issue instructions to all HCFs and CBWTFs on the basis of these checklists and use these checklists for monitoring of compliance.
- State Boards/DPCC to provide within four weeks detailed note on current monitoring practices and proposed improvements in the monitoring system. The monitoring of CBWTF should be done every month.
- CPCB should undertake monitoring of CBWTF in Delhi and nearby cities frequently.
- DPCC will carry out inspection of Govt. hospitals - Bara Hindu Rao, GTB, Lady Hardinge, DDU - to check status of sanitation facilities and issue necessary instructions to improve the situation.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on January 24, 2009 (Saturday) (11.00 AM)**

**Agenda items:** Status of compliance of Municipal Solid Waste Management Rules in main NCR cities - Delhi, Ghaziabad, Noida, Greater Noida, Faridabad, Gurgaon.

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member, EPCA
  
3. Dr. Noor Muhammad, M.S., NCR Planning Board (NCRPB)
4. Ms. Meenakshi Singh, AD (T), NCRPB

Delhi

5. Mr. Devendar Kumar, CE,
6. Mr. Arun Kumar, EE (Spl. Proj.), MCD
7. Dr. A. K. Ambasht, M.S., Delhi Pollution Control Committee (DPCC)
8. Mr. B. Kumar, Senior Environmental Engineer, DPCC

U.P.

9. Mr. S. P. Misra, Spl. Secretary, Urban Development, Govt. of U.P.
10. Dr. C. S. Bhatt, M.S., U. P. Pollution Control Board (UPPCB)
11. Mr. T. U. Khan, R.O., UPPCB, Ghaziabad
12. Mr. Paras Nath, R.O., UPPCB, Noida

Haryana

13. Mr. Arun Sharma, Joint Commissioner, Municipal Corporation Gurgaon
14. Mr. Rajesh Bansal, EE, Municipal Corporation Gurgaon
15. Mr. S. C. Kush, Senior Town Planner, Municipal Corporation Faridabad
16. Mr. Anil Mehta, Ex Engineer, Municipal Corporation Faridabad
17. Mr. A. S. Chahal, Chairman, Haryana State Pollution Control Board (HSPCB)
18. Dr. C. V. Singh, R.O., HSPCB, Gurgaon
19. Mr. Uma Shankar, R.O., HSPCB, Faridabad
20. Mr. S. P. Rathi, HSPCB, Faridabad
21. Mr. R. K. Sharma, R.O., HSPCB, Sonipat

22. Nazim uddin, Environmental Engineer, CPCB

Chairman, EPCA asked concerned agencies to inform status of existing arrangement and future plans for disposal of municipal solid waste (MSW) in Delhi and other major towns of NCR namely Noida, Greater Noida, Gurgaon and Faridabad.

Delhi Pollution Control Committee (DPCC) informed that MSW generation in Delhi is 7000 ton per day (TPD) for which three disposal sites are in use at Okhla, Ghazipur and Balsawa.

MCD informed that present collections is 5500 TPD and admitted that the existing sites are already over loaded. MCD further informed that three plants based on 'refused derived fuel' (RDF) having combined capacity of 3400 TPD, along with a RDF based power plant at one of the site, are proposed to be set up by MCD at Ohkla, Ghazipur and Timarpur. MCD stated that it is facing difficulty in finding out land for new disposal sites. MCD also informed that it is going to start a door-to-door collection project based on proper segregation at source.

Haryana officers informed that a common MSW processing and disposal facility for Faridabad and Gurgaon will be set up shortly for which land is already in possession and an additional disposal facility has also been planned in advance that will be used once the first site is filled.

U.P. officers informed that proper MSW processing and disposal facilities have not been set up for Ghaziabad, Noida and Greater Noida cities

EPCA further expressed concern that presently municipal solid waste is being dumped haphazardly in NCR cities of Haryana and UP.

EPCA expressed concern that segregation at source is not being implemented, present disposal facilities are neither sufficient nor scientifically managed and no proper planning is being done for future in Delhi and other NCR cities of Haryana and UP, and directed that Government of NCT of Delhi & MCD, U.P Govt. and Haryana Govt. should immediately take needed action in this regard. EPCA stated that similar negligence is there with regard to sewage treatment.

Member Secretary, NCRPB stressed that concerned Govt. should take immediate action for setting up of MSW processing and disposal facility with adequate planning for future needs.

EPCA directed that following actions should be taken within four weeks by Govt. of NCT of Delhi/MCD, Govt. of UP and Govt. of Haryana in Delhi and major towns of NCR:

- To give time schedule for setting up of MSW processing and disposal facility and implementation a proper MSW management programme.

- To provide information in respect of MSW management and planning on the format distributed by NCRPB during the meeting (copy enclosed).

EPCA also directed Govt. of NCT of Delhi/MCD, Govt. of UP and Govt. of Haryana to develop facilities for proper management of construction waste.

DPCC informed EPCA that in Delhi only Badarpur Thermal Power Plant of NTPC is not able to utilize 100% ash and is utilizing 70% ash at present whereas other Thermal Power Plant in Delhi are utilizing 100% ash. EPCA directed that SPCBs/DPCC should ensure 100% ash utilization in all Thermal Power Plant in NCR.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on January 24, 2009 (Saturday) (11.30 AM)**

**Agenda items:** Reciprocal Common Transport Agreement among NCR States for Contract Carriages

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member, EPCA
  
3. Dr. Noor Muhammad, M.S., NCR Planning Board (NCRPB)
4. Mr. Syed Aqeel Ahmad, Asstt. Director, NCRPB
  
5. Mr. Ajay Chagti, Joint Commissioner and Secretary STA, Delhi

The meeting was called to discuss issue/impact of three-wheelers covered in Reciprocal Common Transport Agreement among NCR States for Contract Carriages. It was decided that NCRPB will give a note in this regard to EPCA for further necessary action.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on January 24, 2009 (Saturday) (11.45 AM)**

**Agenda items:** Status of compliance of Supreme Court orders in the matter of W.P. (C) 914/1996 – Sector 14 (Noida) Residents Welfare Association & Others Vs. State of Delhi & Others (P.K. Kaul Committee Report / Recommendations)

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member, EPCA

Delhi

3. Mr. R. B. Mahor, CE (Dr.), P-II, Delhi Jal Board (DJB)
4. Dr. A. K. Ambasht, M.S., Delhi Pollution Control Committee (DPCC)
5. Mr. B. Kumar, Senior Environmental Engineer, DPCC
6. Mr. M. S. Rawat, AEE, DPCC

U.P.

7. Mr. S. P. Misra, Spl. Secretary, Urban Development, Govt. of U.P.
8. Mr. M. P. Jain, G.M., U.P. Jal Nigam
9. Dr. C. S. Bhatt, M.S., U. P. Pollution Control Board (UPPCB)
10. Mr. T. U. Khan, R.O., UPPCB, Ghaziabad
11. Mr. Paras Nath, R.O., UPPCB, Noida
  
12. Nazim uddin, Environmental Engineer, CPCB

EPCA discussed the status of compliance of the Hon'ble Supreme dated February 7, 2007 in the matter of W.P. (C) 914/1996 – Sector 14 (Noida) Residents Welfare Association & Others Vs. State of Delhi & Others. EPCA decided to direct as under:

**DJB:**

1. DJB to file in fifteen days a detailed status report on the compliance in the order of the Hon'ble Supreme dated February 7, 2007
2. DJB to file in fifteen days a time bound plan for implementation of each of the directives of the Hon'ble Supreme dated February 7, 2007 and the operationalisation of the same.
3. DJB to furnish in fifteen days the details of the proposed interceptor plan (including the volume of sewage, details regarding the interception and pumping, costs, time line etc) for the Shahdra drain (east Delhi)

**UP Government:**

1. UP Government to file in fifteen days a detailed status report on the compliance in the order of the Hon'ble Supreme dated February 7, 2007
2. UP Government to file in fifteen days a time bound plan to stop the discharge of treated/untreated wastewaters flowing from the Loni and Sahibabad catchment area into the Drain no 1 and the Ghazipur drain flowing through Delhi as per the Hon'ble Court order dated Feb 7, 2007. Provide all the techno economic details with the schedule for implementation and operationalisation.

3. UP Government to furnish in fifteen days the details of the flow monitoring report (in Loni and Sahibabad catchment areas) as indicated in the affidavits to the Supreme Court dated August and Sept 2008.
4. UP Government and the NOIDA Authority to file in fifteen days the progress reports on the implementation of the Court order dated September 12, 2000 regarding the construction of water treatment plants in Noida. Indicate the number, capacity and location of the treatment plants set up and the volume and quality of treated water supplied to residents of Noida.

**UP Pollution Control Board:**

1. UP Pollution Control Board to submit in fifteen days a detailed report on the functioning of the existing sewage treatment plant at Indirapuram indicating the sewerage zone, volume of sewage treated (in last six months), quality of raw and treated sewage (BOD, TSS, Coliform), mode of disposal of treated effluent and the quality of the receiving water body after the disposal of treated effluent.
2. UP Pollution Control Board to submit in fifteen days a detailed report of the industrial pollution in the Loni and Sahibabad catchment area (indicating no of industries, volume of wastewater generated, capacity of effluent treatment plants and the volume of wastewater treated).

**CPCB:**

1. CPCB to survey the Hindon Cut from its origin to the outfall in the river Yamuna and identify and map the sources and the extent of its pollution. CPCB shall also assess the water quality in the Hindon cut (including pH, BOD, COD, TSS, TDS, NH<sub>3</sub>-N, TKN, NO<sub>3</sub>, Phosphates, FC/TC, heavy metals, etc) at all critical points. Report shall be submitted to EPCA in fifteen days.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on January 24, 2009 (Saturday) (12.30 PM)**

**Agenda items:** “CNG Safety and related issues – addressing causes of fire accidents in buses”

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member, EPCA
3. Prof. H. B. Mathur, Retd. Prof. IIT-D (CNG Expert)
  
4. Mr. Ajay K Bisht, Sr. Dy. Commissioner, Transport Department, Delhi
5. Mr. Vikas Jain, PCO (HQ), Transport Department, Delhi
6. Mr. Subhash Chandra, PCO, Transport Department, Delhi
7. Mr. Jasbir Singh, Inspector, Transport Department, Delhi
8. Mr. Satinder Dabas, PLT, Transport Department, Delhi
9. Mr. Maharaj Singh, MVI, Transport Department, Delhi
  
10. Mr. V. K. Bhatia, CGM (Tech), DTC
11. Mr. D. D. Dhal, DTC
12. Mr. Ved Pal Singh, DTC
  
13. Mr. Alok Sharma, DGM (F&S), IGL
14. Mr. Sudhir Singh, CM-BD, IGL
  
15. Mr. S. K. Patra, Director (Tech), ASRTU
16. Mr R. Chandrababu, Asstt. Director (Tech), ASRTU
  
17. Mr. Atul Ganguli, Dy. Director, SIAM
  
18. Mr. N. K. Diwan, AGM-Service, Ashok Leyland Ltd
19. Mr. S. S. Rawat, Dy. Manager, Ashok Leyland Ltd
  
20. Mr. S. Panigrahy, Tata Motors Ltd
21. Mr. Tapan Sarda, Ashok Leyland Ltd
22. Mr. Siddharth Jain, Tata Motors Ltd
23. Mr. Rajebdra, Tata Motors Ltd
24. Mr. Madhav, Tata Motors Ltd
25. Mr. Nitin Sharma, Tata Motors Ltd
  
26. Mr. Tarun Khanna, Engineer, Swaraj Mazda Ltd
  
27. Nazim uddin, Environmental Engineer, CPCB

EPCA stated that four bus fire accidents have occurred since October 2008 and every fire accidents is a test case for the system put in place for CNG safety and indicates that the system is not working properly. EPCA expressed that all efforts being made to improve the system are being nullified because buses can skip the periodic test and EPCA needs to know how you will fix these loopholes.

After detailed discussions on the issue and the specific case of the bus that was issued NOC by Delhi for re-registration in Ghaziabad, EPCA arrived at the following conclusions:

- a) The provision of allowing annual fitness certificate on the basis of penalty for skipped quarterly testing defeats the purpose of mandatory quarterly testing.
- b) The present situation of allowing a vehicle to continue using Delhi's registration number even after being issued NOC from Delhi needs to be rectified. This is required because such CNG buses will skip the system of periodic testing at authorized workshops in Delhi but can continue to ply in Delhi.
- c) The present situation of allowing refueling of CNG buses without a valid compliance plate should be rectified.

DTC expressed that some time leverage after 3 months may be allowed because some times delay may occur due to unavoidable circumstances.

IGL expressed that if they will insist on this, bus staff might misbehave with their staff. On this EPCA stated that Police will be available provided you bring such incidents to their knowledge.

EPCA directed as under on the above-mentioned points:

- a) STA Delhi to come back with suggestions on how to plug the loophole which allows buses to skip quarterly testing and get annual fitness by paying penalty.
- b) STA to investigate the case of the bus issued NOC for re-registration in Ghaziabad and come back with suggestions on how to plug the loophole which allows a vehicle to continue using previous State's registration number even after being issued NOC for re-registration in another State. STA to also inform how many buses have been issued NOC during the last three years.
- c) IGL to ensure that buses without valid compliance plates and stickers are not allowed refueling.

EPCA further stated that when we issue directions these should be followed in letter and spirit.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on January 24, 2009 (Saturday) (01.00 PM)**

**Agenda items:** “Issues related to parking”

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member, EPCA
  
3. Mr. Kuldeep Singh Gangar, Joint Secretary (UD), Govt. of NCT of Delhi
  
4. Mr. Parimal Rai, Chairman, NDMC
5. Mr P. C. Chaturvedi, Director (Enf.), NDMC
6. Mr. Anurag Goyal, Director (Proj.), NDMC
7. Mr. Anant M. Athale, Dy. Chief Architect, NDMC
  
8. Mr. Amiya Chandra, Addl. DC (RP Cell), MCD
9. Mr. Rajesh Wadhwa, SE, MCD
10. Mr. J. B. Bhatia, EE, MCD
11. Mr. Harminder Singh, EE, MCD
  
12. Mr. Vinod Samle, Director (Plg.), DDA
  
13. Mr. S. N. Shrivastava, Jt. Commissioner of Police (Traffic)
  
14. Nazim uddin, Environmental Engineer, CPCB

EPCA stated that this meeting has been called because of the reports that the Government was planning to declare streets as commercial/mixed-use streets without taking into account parking provisions. Delhi Govt. representative responded to this and assured that MCD would not be able to do that, as it cannot declare any street as commercial/mixed-use street without their approval. **EPCA directed that no commercial and mixed-use street should be declared without ensuring that provisions of MPD-2021 have been adhered to and without bringing it to the notice of EPCA.**

EPCA stated that during last meetings Delhi Govt. had assured EPCA that it is taking up with MCD the matter of the streets already declared commercial/mixed-use without creating parking facilities and it wants to know the progress. Delhi Govt. informed that MCD has started acting and is going to award work of identification of parking on commercial roads to a consultant. **EPCA directed that the exercise should be expedited and Delhi Govt./MCD should give time schedule for completing the task.**

Delhi Traffic Police expressed that commercial streets should not be declared on main corridors and cited example of Vikas Marg where shop owners and people park their vehicles on service lane and footpath and the enforcement is extremely difficult. Delhi Traffic Police also put forward the idea of declaring some areas as no traffic zones. **EPCA agreed with the view and expressed that clearly there is a need of review of parking provisions of MPD-2021 by DDA.**

Delhi Traffic Police further apprised that parking violations are penalized only under Section 177 of MV Rules and the fine is only Rs 100. EPCA suggested that Delhi Police should write to MoSRT&H on this issue.

EPCA also asked MCD to check if MCD can also penalize for parking violations under existing laws as parking violation is a temporary encroachment.

The issue of parking in basement of hotels and other buildings was also discussed. Delhi Traffic Police clarified that it has not imposed any ban on basement parking. **EPCA expressed that there should not be a disjoint between utilization of parking facilities what we are insisting on and what Delhi Police considers as a security concern.**

Delhi Traffic Police informed that it has not received any feedback on its recommendations on authorized parking lists. MCD informed that they have accepted the recommendations. **EPCA directed MCD, DDA and NDMC to confirm in writing to Delhi Traffic Police, with intimation to EPCA that its recommendations have been accepted and the list of authorized parking approved by Delhi Traffic Police (MCD:154+4, NDMC:53, and DDA:57; Total:268) is final and they will also inform when the contract period of other parking is expiring which have not been cleared by Delhi Traffic Police. EPCA also directed the concerned agency to issue public notices declaring which parkings are the authorized parkings.**

EPCA asked MCD, DDA and NDMC to give relevant information regarding the approved authorized parkings on the following format so that a consolidated list can be compiled.

Sl. No.	Name of site	Agency MCD/ DDA/ NDMC	Category (MCD)	Category (DDA)	Category (NDMC)	Special Area	Area of Parking	No. of car spaces @23m/car	Range	Distt.	Delhi Police Recommendation	Remarks
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NDMC expressed that to make Multi Level Parking (MLP) projects economically viable under PPP model it is required that these projects should be given some incentives such as - considering MLP as infrastructure development project, treating MLP plot/land as public utility, not as commercial, providing single window clearance facility for the seven main clearances needed. **NDMC agreed to give a note on this.**

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on January 31, 2009 at 11:00 am**

**Agenda:** Advancement of schedule of bus supply to DTC

**In attendance:**

1. Dr Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Director, CSE
  
3. Mr. Ajay Chagti, Joint Commissioner, Transport Department, Delhi
4. Mr. V. K. Sehgal, CGM, DTC
5. Mr. A K Chawla, Dy. CGM (M), DTC
6. Mr. A K Goyal, Dy. CGM (TR), DTC
7. Mr. C K Goyal, AGM-DIMTS
  
8. Mr R Manoj, DGM-TATA Motors Ltd
9. Mr. Vinay Godha, Div. Manager, Tata Motors Ltd
  
10. Mr. V. S. Ravichandran, RM (North) Ashok Leyland Ltd
11. Mr. N. K. Diwan, RAGM -Service, Ashok Leyland Ltd
12. Mr. S K Choudhary, Div. Mgr., Ashok Leyland
13. Mr. Mahesh Gautam, Ashok Leyland Ltd
14. Mr. K Kapoor, AGM-Asok Leyland
15. Mr. A K Chopra, GM

As agreed in the last meeting held on 27.12.08, DTC has written to both the manufacturers on 02-01-09 to advance the schedule of prototype buses. EPCA convened this meeting to take stock of the advancement of schedule of bus supply to DTC by TATA and Ashok Leyland.

During the deliberations it came to the notice of EPCA that DTC has given 6 months time extension to the manufacturers for the supply of prototype buses. EPCA expressed its dissatisfaction on this.

TATA said that though DTC has given time extension they are advancing the supply and that they will get the certification done by 10<sup>th</sup> of February and the buses will start arriving to DTC from March 2009 onwards.

TATA agreed that they will also do the advancement for the remaining orders as well and they will get back to EPCA and DTC on the schedule of the advancement of delivery of the buses.

EPCA also suggested TATA for a doubling of the current delivery. It was also discussed that TATA will modify the windows in the old buses for more air circulation.

Ashok Leyland informed it has sent details for certification for the prototype buses and expected to get it done by mid February and start delivering the buses by February end. They also said they would complete the current order of DTC by September 2009.

Ashok Leyland further informed that their current capacity is 100 buses per month and it will be increased by 150 in next six months.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on January 31, 2009 at 11:30 am**

**Agenda:** Improvement in public transport (city bus service) in Delhi–Progress on activities discussed / time schedule decided in EPCA, 27<sup>th</sup> Dec 2008 meeting

**In attendance:**

1. Dr Bhure Lal, Chairman, EPCA
2. Ms Sunita Narain, Director, CSE
3. Mr. Ajay Chagti, Joint Commissioner, Transport Department, Delhi
4. Mr A K Sinha, AGM (RT) BO, DIMTS
5. Mr C K Goyal, AGM (Tech), DIMTS
6. Mr S Anbuezhayan, AGM (BP), DIMTS
7. Mr R Manoj, DGM, TML
8. Mr Vinay Godha, Dir, Mgr. TML
9. Mr B S Chauhan, Sr. Mgr. Tr./ DM SVD

EPCA convened this meeting to check the status of the activities discussed at the EPCA meeting held on 27<sup>th</sup> December 2008 regarding improvement in public transport (city bus service) in Delhi.

**Induction of new drivers in DTC:** DTC informed 1,400 drivers were inducted in January 2009 and another 1,000 will be inducted in February 2009 and the remaining will be inducted in March 2009. Therefore all 4,000 additional drivers will be inducted by the end of March 2009 as per the schedule.

**Improvement in schedule in BRT corridor:** DTC informed bus schedule on BRT route – both in morning and evening shifts- has been improved to 84 per cent from 70 per cent and it will be further improved to 100 per cent by March 2009. EPCA has also suggested increasing the number of buses in BRT corridor so as to reduce the rush especially in peak hours.

**Bus Terminals:** Transport department and DIMTS will get the review done on the bus terminals with the integration of multi model system in one month and will keep EPCA informed about the status.

**Placement of additional 2,000 buses:** The final decision of placement for 2,000 additional bus order by DTC is still pending because decision on type of the bus. DIMTS said by 5<sup>th</sup> February it would provide the details to Transport Department and after its approval by the Finance Department and the Cabinet, the order can be placed by 20<sup>th</sup> Feb. EPCA desired that updated position will be given by Transport Department.

**Award of first bus cluster:** DIMTS/Transport Department informed EPCA that the first bus cluster (231 buses) will be awarded to the party by 20<sup>th</sup> February latest.

**Award of remaining bus clusters:** DIMTS informed EPCA that the award of Group-2 bus cluster will be completed by mid March and Cabinet clearance for entire group will also be obtained. EPCA asked DIMTS/Transport Department to inform final schedule for award of Group-3 clusters.

**GPRS:** DIMTS informed EPCA that a meeting between DIMTS/Transport Department/DTC on this has been scheduled for February 4<sup>th</sup>. They also informed EPCA that the GPRS system is already there with DIMTS and a final decision will be taken by the Transport Department by February end. Execution of the same will take another 8 months once the decision is taken. EPCA requested to expedite the issue.

**Operationalisation of public transport fund:** Delhi Government informed that cabinet approval is still awaited on the note on operationalisation of public transport fund. EPCA also enquired about the details of the public fund that is deposited in Supreme Court.

**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on January 31, 2009 at 12:15 pm**

**Agenda:** Progress of works on 1<sup>st</sup> BRT corridor in Delhi.

**In attendance:**

1. Dr Bhure Lal, Chairman, EPCA
2. Ms Sunita Narain, Director, CSE
  
3. Mr. Ajay Chagti, Joint Commissioner, Transport Department, Delhi
4. Mr A K Singh, GM-Ops, DIMTS
5. Mr. V. K. Mahrotra, Sr. Consultant, DIMTS
6. Mr. Suresh Kumar, Consultant DIMTS
7. Mr Nitin Jain, Dy. Mgr. DIMTS
  
8. Mr Vijay Kishore, GM, RITES
9. Mr B S Sehwat, AGM RITES
  
10. Mr D M Shukla, Conservator of Forests, Delhi
  
11. Mr Harendra K Singh, ACP/Traffic (South)
  
12. Mr. Sandeep Gandhi, SG Architects / TRIPP, IIT-D

EPCA convened this meeting to take stock of the progress on the 1<sup>st</sup> BRT corridor in Delhi.

**Pedestrian safety issues:** DIMTS has identified that there is a safety issue in the pedestrian crossing near Chirag Dilli bus shelter. They say there is a high demand for a foot over bridge there.

**Foot over bridges (FOB):** One FOB is already under construction near Madangir / Pushpvihar, for which the EFC clearance has been received. For the rest two, Chirag Village and Ambedkar Nagar, Transport Department expects to get the clearance (EFC) in two weeks and close the matter.

**Enforcement:** EPCA understands that there is a lot of improvement in terms of enforcement by the Traffic Police regarding the misuse of cycle tracks / pedestrians by other vehicles. EPCA also suggested Transport Department to take a view on the usage of center lane by VIPs etc.

**Signalling:** DIMTS said that there is an improvement in Chirag Dilli signal clearance. Now the signal length is 180 seconds by automatic system and 240 seconds by manual and it clears in 3 cycles. Traffic Police suggested that this improvement should be taken into account with the vehicle numbers only. DIMTS agreed to get the data of the vehicle in the next meeting of EPCA. It was discussed that there are still some issues in the new signal phase. EPCA suggested sorting out these issues between DIMTS and Traffic Police. EPCA also asked Delhi Police to resolve any issues with CMS soon.

EPCA decided it would do a field visit at Lajpat Nagar to understand the issues persisting there.

**Next phase of BRT:** RITES informed EPCA that the next phase (9 kms) will be completed by April 2009 and the bus lane will be on sides.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on February 5, 2009 (11.00 AM)**

**Agenda:** Progress on Action Plans for Air Quality Improvement for 9 cities (Delhi, Lucknow, Kanpur, Ahmedabad, Pune, Sholapur, Hyderabad, Bangalore, Chennai)-Steps taken to implement parking policy and to improve public transport system including the steps taken to avail Central Govt.'s one-time financial assistance scheme under JNNURM to support city bus service

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member EPCA
3. Ms. Anumita Rowchoudhury, CSE

AP

4. Ms. R. Sobha, Spl. Secretary, APPCB
5. Mr. G. Satyanarayana, Director JNNURM, APSRTC
6. Mr. S. Subbarao, Additional Commissioner, Hyderabad

Delhi

7. Mr. Ajay K Bisht, Sr. Dy. Commissioner, Transport Department, Delhi
8. Mr. M. A. Usmani, Dy. Commissioner, Transport Department, Delhi
9. Mr. Vikas Jain, PCO (HQ), Transport Department, Delhi
10. Mr. Subhash Chandra, PCO, Transport Department, Delhi
11. Mr. Ajay Mamoriya, PCO, Transport Department, Delhi
12. Mr. Jasbir Singh, PLT Inspector, Transport Department, Delhi
13. Mr. Satender Dabas, PLT Inspector, Transport Department, Delhi
14. Mr. Maharaj Singh, MVI, Transport Department, Delhi

Gujarat

15. Mr. C. L. Meena, Chairman, GPCB
16. Mr. I. P. Gautam, Municipal Commissioner, Ahmedabad
17. Mr. R. G. Shah, Member Secretary, GPCB
18. Mr. J. K. Vyas, Director (Env.), Govt. of Gujarat
19. Mr. K. C. Mistry, Sr. Env. Scientist, GPCB
20. Mr. A. J. Rathod, Dy. Env. Engineer, GPCB
21. Mr. A. B. Gor, R.T.O., Ahmedabad

Karnataka

22. Mr. M. S. Goudar, Member Secretary, KSPCB
23. Mr. S. M. Puttabuddhi, Director (Tech. cell), Dept. of Eco.&Env., Govt. of Karnataka

Tamil Nadu

24. Mr. R. Ramachandran, Member Secretary, TNPCB
25. Dr. G. S. Thangaraj, Dy. Director (Labs), TNPCB

## Uttar Pradesh

26. Mr. M.V.S. Rami Reddy, M.D., UPSRTC
27. Mr. H. N. Agrawal, G.M., UPSRTC
28. Mr. Rameshwar dayal, Addl. Transport Commissioner, Lucknow
29. Mr. T. U. Khan, R.O., UPPCB, Ghaziabad
30. Mr. Paras Nath, R.O., UPPCB, Noida
  
31. Mr. Manoj Agrawal, Sr. V.P., DIMTS
32. Mr. Jaspal Singh, Dy. Manager, DIMTS

## CPCB

33. Nazim uddin, Environmental Engineer, CPCB

Chairman, EPCA welcomed all the participants and stated that over the years, it has become clear that each city is fighting a losing battle against air pollution and growing congestion because of the growing numbers of vehicles and in future, economic progress of our cities will depend on their environmental health. A turnaround is only possible when these cities recognize the need for a transition to public transport and adopt it.

EPCA circulated the following detailed notes relevant to the meeting agenda:

- Briefing Paper 1: Grabbing the opportunity to reinvent mobility: Dealing with the challenges of congestion and pollution
  - Briefing Paper 2: Elements of the public transport fund: Funding to re -invent mobility
  - Briefing Paper 2a: Taxing the public and not the private: an analysis of the current vehicle taxes
  - Briefing Paper 2b: Learning from practice: Examples of fiscal reform in cities to deal with pollution and congestion
  - Briefing Paper 3: Specifications of buses and costs: Overcoming a key barrier
  - Briefing Paper 4: Elements of a city parking policy
  - Briefing Paper 5: Congestion in Delhi: Scary future of our cities
- Delhi Outdoor Advertisement Policy 2008  
(Copy of the above documents are enclosed / available on CSE/CPCB website)

EPCA expressed that the cities have a full agenda of the transition. Successive governments have neglected buses. While in 1951, one out of every 10 vehicles sold was a bus, today this ratio is reversed - only one out of every 100 is a bus. In 2007-08 only 38,655 buses were sold against 1.5 million cars. This despite the fact that buses still account for about 50 per cent of all journeys performed by road. All this has meant that private vehicles have taken over India's roads. Congestion has peaked. The time it takes to drive has gone up, in spite of all the efforts of all city governments to go on a road and fly-over construction overdrive. And all this has meant more air pollution in our cities.

## Seven Point Plan

EPCA stated that in such a situation, drastic time-bound action for reform is the need of the hour. Towards this end, a seven-point plan has been put together for city-wide action on transport. According to this, cities should:

1. devise a strategy for bus ownership and management in the city, based on current best practices and feasible options;
2. understand the costs associated with bus management and options for financing and management, including fiscal reforms;
3. examine the possibility of dedicated and or demarcated bus lanes in the city;
4. understand the availability and costs of urban buses in the country, so that decisions can be facilitated;
5. devise an advertisement policy;
6. devise a parking policy; and
7. devise a funding mechanism for public transport.

EPCA stated that it welcomes the stimulus package declared on 02-01-09 by the Union Ministry of Urban Development under the Jawaharlal Nehru National Urban Renewal Mission (JNNURM) that will provide funds to cities for buying urban transport buses. The initiative will greatly help cities move towards the much-needed transition to the public transport, and also to the public transport sector reforms, as required under the scheme (guidelines issued on 12-01-09). EPCA further expressed that this is clearly an opportunity to reform and reinvent mobility, and cities need to grab this opportunity.

EPCA stated that this meeting has been called mainly to discuss cities' preparedness to avail the Central Government's scheme for massive transition to public transport and meet the conditions attached to scheme for implementing public transport sector reforms. To get Central Government money the cities would have to:

1. Prepare a project report giving details of the city bus service/bus rapid transit system's planning, financial arrangements, user charges, sustainability analysis, operational maintenance, etc.
2. Ensure that the scheme for buses is tied to certain reforms in the field of urban transport.

Municipal Commissioner Ahmedabad (MCA) expressed that the Dedicated Urban Transport Fund could be based mainly on income from advertising and parking. He further shared the information that earlier 100% parking violation penalty use to go to the treasury but now they have made provisions that enable 50% of the amount goes to the Municipal Corporation. MCA further expressed that all will be benefited by sharing the information available with EPCA on Advertising and Parking policies.

MCA and GPCB gave a presentation on features and progress of BRT project in Ahmedabad and informed that the BRT project in Ahmedabad is in advance stage and trial runs will be completed by May 2009. MCA also shared the information about the constitution of the Company formed for BRT.

Municipal Commissioner Ahmedabad informed that to avail Central Govt. scheme, proposal for Ahmedabad will be submitted within this week. Andhra Pradesh informed that proposal for Hyderabad will be submitted by 12<sup>th</sup> Feb 2009. Tamil Nadu informed that DPR for Chennai is already submitted to State Govt. and the proposal will be submitted within the stipulated time. Uttar Pradesh informed that they are going to submit the proposal for six cities that includes demand for 500 buses each for Lucknow and Kanpur and that they have included a maintenance component also in the proposal for upgrading the existing workshops. Maharashtra neither attended the meeting nor submitted the status regarding steps taken to avail the Central Govt. scheme for Pune and Sholapur. EPCA suggested that States not to be conservatives in demand for buses. Chairman, EPCA directed cities to put up their firm up demands also keep EPCA informed about the bus purchase plans.

### Public transport fund

The EPCA expressed that Governments need to raise additional funds to support the cost of bus operations using two broad approaches:

- i) Tax measures that reduce the cost of the bus itself so that the capital investments can be lowered.
- ii) Alternative sources of revenue to create a dedicated public transport fund to offset revenue losses. The tax measures should also simultaneously work on the principle of reducing car usage in the city and improving public transport usage.

EPCA suggested the following possible options for fiscal reforms to fund public transport:

- i) Waive off central excise duty on capital costs, to reduce the cost of providing buses
- ii) Remove taxes on public transport buses to reduce operational costs
- iii) Increase road taxes on private vehicles to build a public transport fund
- iv) Charge for congestion, which reduces the operational viability of bus Transport
- v) Impose a congestion tax or area pricing
- vi) Parking policy as a strategy to improve public transport and augment the dedicated fund for public transport

### Tax the private cars and incentivise the buses

EPCA stated that in most of the cities, there exists a disparity between taxes imposed on private vehicles and buses – which in the case of buses are very high. EPCA expressed that Governments need to implement fiscal reforms to tax the private cars and incentivise the buses. It observed that Bangalore has highest rates of lifetime taxes on private cars -12% (up to 5 lac), 13% (5 to 10 lac) and 16% (more than 10 lac). Bangalore further informed that they propose to use the taxes on private cars for public transport fund. EPCA observed that this tax model could be followed by other cities also. EPCA stressed that our aim should be to tax the private cars and incentivise the public transport buses.

### Learning from practice: Examples of fiscal reform

EPCA shared with the participants the steps taken towards fiscal reforms in the city of Delhi, Bangalore, Chennai, Hyderabad, Kolkata and Surat and urged them to discuss these within their Governments and devise fiscal reforms.

### Specifications of buses, their costs and fuel efficiency

EPCA discussed with the participants the elements and intricacies of bus specifications, costs and fuel efficiency as detailed in the Briefing Paper 3 and advised to take decisions utilizing the information provided. Bangalore shared with the participants their experience with the ‘modern’ low-floor buses and informed their fuel efficiency is bad and level of vibration is also high after some time. EPCA also cautioned all that the specifications should not merely mean look.

### Outdoor Advertising Policy

EPCA stated that the basic principle followed while devising the draft Delhi Outdoor Advertisement Policy 2008 was that it should be based on city development and should not be revenue driven.

With this objective, advertisement on dedicated mobile vans is not allowed and advertisement on street furniture is promoted to improve viability of public utilities such as public toilets. EPCA expressed that this policy is Delhi specific and cities can modify it to prepare their own policies. NDMC shared their experience that when they allowed smaller and less advertisement they got five times the bids and the net revenue collection increased.

### Parking policy

Chairman EPCA stated that global experience bears out that parking management is one of the most powerful instruments to reduce travel by personal vehicles. But parking demand is gregarious, aggressive and insatiable. Therefore, we need to have a policy that works on the principle of parking restraint. To do this, the EPCA recommends designing and using parking structures innovatively to improve usage and integration of public transport; eliminating or minimizing free parking; using variable rates to control peak demand; and introduce parity in rates of surface and structured parking.

MCA also shared the information that seven multi level parkings are coming up and cost of construction is about Rs. 4 lacs per car and the multi level parkings and nearby surface parkings are being given to same contractor for operation.

EPCA stated that Bangalore has come out with a draft parking policy, which can be used for devising parking policy for other cities. Bangalore clarified that the policy is proposed but not yet approved.

### Bus Management

DIMTS gave a detailed presentation on the proposed corporate model of bus management in Delhi.

It was discussed that basically two business models – Net Cost based model (French model) and Gross Cost based model (London model) are used for bus operation management and all over world about 80% cities are using the Gross Cost based model and 20% the Net Cost based model. EPCA stated that it is not insisting upon adoption of any particular model.

### Discussions on bus manufacturing capacity (02.00 PM onwards) (with bus manufacturers)

Ashok Leyland representative said that as such they have sufficient capacity to supply standard CNG buses but bus manufacturing capacity could be an issue for semi-low-floor or low-floor category buses that require rear engine. However, Tata informed that they have sufficient capacity also in the Low-floor category.

Satraj explained features of the bus being developed. JCBL -Kinglong also explained features of their bus and informed that capacity is being increased to 150 buses per month. Swaraj Mazda informed about their bus plying in Ahmedabad and that they can also make semi-low-floor buses.

EPCA summed up the discussion saying that while there may be some capacity constraints, it is clear the manufacturers can meet the demand with some efforts to ramp-up manufacturing. It also noted that any relaxation in the current specifications for low-floor / semi low-floor buses (up to 680 mm) would not lead upgrading of infrastructure in our cities.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on February 21, 2009 (Saturday) (11.00 AM)**

**Agenda items:** Reciprocal Common Transport Agreement among NCR States

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member, EPCA
  
3. Dr. Noor Muhammad, M.S., NCR Planning Board (NCRPB)
4. Mr. Rajeev Malhotra, CRP, NCR Planning Board
  
5. Mr. Ajay Chagti, Joint Commissioner and Secretary STA, Delhi
6. Mr. Ajay K Bisht, Sr. Dy. Commissioner, Transport Department, Delhi
7. Mr. R. P. Gupta, Dy. Commissioner, Transport Department, Delhi
8. Mr. Vikas Jain, PCO (HQ), Transport Department, Delhi
9. Mr. Subhash Chandra, PCO, Transport Department, Delhi
10. Mr. Jasbir Singh, PLT Inspector, Transport Department, Delhi
11. Mr. Satender Dabas, PLT Inspector, Transport Department, Delhi
  
12. Mr. Suvashish Chaudhary, DCP, Delhi Traffic Police
  
13. Mr. Kishan Singh Atoria, Transport Commissioner, Govt. of Uttar Pradesh
14. Mr. Vinod Shankar Singh, Dy. Transport Commissioner, UP
15. Mr. S. R. Tripahi, Secretary, STA, Govt. of Uttar Pradesh
16. Mr. Ashok Goyal, Dy. Secretary (Transport), Govt. of Uttar Pradesh
  
17. Mr. Amar Deep Jain, Joint STC, Haryana
  
18. Mr. B. L. Verma, RTO, Alwar
  
19. Nazim uddin, Environmental Engineer, CPCB

Implementation of the 'Reciprocal Common Transport Agreement' for 'Contact Carriage':

It was discussed that NCRPB has informed EPCA that GNCT-Delhi is showing its inability to implement the agreement due to restriction imposed by Hon'ble Supreme Court on number of auto-rickshaws plying in NCT-Delhi. Representative of Delhi Traffic Police said that the main requirement being in Delhi, the auto-rickshaws of U.P./Haryana will ply only within Delhi and there will be no check on it.

EPCA expressed that our main emphasis has been on improving public transport. Since objections are being raised on inclusion of auto-rickshaws, let us leave auto-rickshaws at the moment and start with buses and taxis.

EPCA further asked States to work out and inform EPCA the figures of their local requirement of auto-rickshaws and how many they propose to include in the Reciprocal Common Transport Agreement so that the issue of auto-rickshaw.

NCRPB has also informed that Noida is also not allowing auto-rickshaws in their territory from the adjoining districts of its own State i.e Ghaziabad, which was permitted so far and as result of this ban

the commuters are facing a lot of problems. EPCA asked UP to explain. U.P. assured that the problem will be sorted out soon.

On the issue of colour code EPCA expressed that as the matter has been decided by NCRPB after detailed deliberations and consultation, no changes will be considered now.

Signing of 'Reciprocal Common Transport Agreement' for 'Stage Carriage':

NCRPB informed that NCRPB convened the last meeting on 3<sup>rd</sup> February and the issues related to other states except U.P. were discussed and all issues except one issue related to Delhi were resolved. U.P. has sent comments only two days back. Delhi informed that it can resolve the remaining issue also. NCRPB said that in one more meeting all the issues of U.P. will also be resolved.

U.P. informed that the delay has occurred in signing of bilateral agreements because of some issues involving Utrakhand Govt. NCRPB suggested that it is possible to sign the agreements by adding a footnote in this regard.

Chairman, EPCA talked on telephone during the meeting to Mr. Govindan Nair, Principal Secretary, Transport, U.P. Govt. and requested him to complete signing of bilateral agreement by 28<sup>th</sup> February 2009 so that the signing of 'Reciprocal Common Transport Agreement' for 'Stage Carriage' could be expedited.

EPCA expressed that 'Reciprocal Common Transport Agreement' for 'Stage Carriage' should be signed by 15<sup>th</sup> March 2009.

CNG safety- Registration in other States of buses issued NOC by Delhi:

The case of a fire accident in a CNG bus (No DL1PA-0581) that had been issued NOC by Delhi but was being allowed by U.P. to ply with Delhi number was also discussed. U.P. explained that new number is not issued until NOC is verified by the NOC issuing State.

Delhi clarified that such transfer cases are covered under Section 47 of the Rules that require that after 30 days the NOC should be deemed confirmed and the new registration number should be given.

EPCA directed STAs to ensure that no bus which has been issued NOC from other State should be allowed to ply in the State unless it is re-registered with a new registration number, which should be done within 30 days.

EPCA also suggested STA Delhi to put information of bus having issued NOC on its website.

Tata's representation for allowing All Time Mobile Vehicle ATM Service Van in no entry hours:

The representation dated 04-02-09 addressed to EPCA was received by Delhi Police during the meeting for examination and consideration.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on February 21, 2009 (Saturday) (11.30 AM)**

**Agenda items:** Action taken on complaints of 'Vishwakarma Nagar Residents Welfare Association' regarding air and noise pollution problem due to factories (M/s M. S. Metal, M/s Anurag Metals, and M/s Superwire Industry) in Friends Colony Industrial Area

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member, EPCA
3. Mr. Satender Kumar, Env. Engr, DPCC
4. Nazim uddin, Environmental Engineer, CPCB

(Complainants –representatives of Vishwas Nagar Residents Welfare Association - were also present)

The complainants explained that they are facing sever noise and air problems from some factories in Friends Colony Industrial Area but no proper action has been taken by the concerned authorities.

DPCC informed that they got inspected the concerned units and the units were found to have installed air pollution control devices. The complainants asserted that the units are run during nighttime and create severe problem of fumes and noise to the nearby residential area. On asking, DPCC clarified that the inspection were carried out during daytime.

EPCA directed DPCC to carry out surprise inspections of the concerned units at appropriate time and investigate all aspects of pollution within 10 days.

EPCA decided to review the matter after two weeks.

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**Minutes of the On-the-spot Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on February 28, 2009 (Saturday) (11.00 AM)**

**Agenda:** Issues related to BRT and DMRC interface at Lajpatnagar.

**In attendance:**

1. Dr Bhure Lal, Chairman, EPCA
2. Ms Sunita Narain, Director, CSE
  
3. Mr. V. K. Mahrotra, Sr. Consultand, DIMTS
4. Mr B S Sehrawat, AGM RITES
5. Mr Harendra K Singh, ACP/Traffic (South)
6. Mr. S. K. Gupta, CPM/SE, DMRC
7. Mr. Sandeep Gandhi, SG Architects / TRIPP, IIT-D
  
8. Nazim uddin, Environmental Engineer, CPCB

EPCA inspected the BRT corridor area between the South end of Defense Colony flyover and the under-construction Metro station near Lajpat Nagar

EPCA observed that the car lane between the Hyundai showroom and Metro station needs to be wide enough to avoid congestion due to traffic entering from the roads joining BRT corridor from the Lajpat Nagar side and this is possible if the cycle lane and footpath are kept left to the Metro pillars.

EPCA also observed the bus stop opposite filling station could be shifted closer to the Metro station to facilitate integration of the two modes of public transport. It was also discussed that the possibility of providing access from mid of the Metro footbridge directly to BRT bus stop at median of the road should be explored.

EPCA asked TRIPP, IIT-D and DMRC to examine the above points and apprise EPCA within a week.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on February 28, 2009 (Saturday) (12.30 PM)**

**Agenda items:** Issues related to parking

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member, EPCA
3. Mr. Kuldeep Singh Gangar, Joint Secretary (UD), Govt. of NCT of Delhi
4. Mr. Anurag Goyal, Director (Proj.), NDMC
5. Mr. J. K. Gupta, Dy Director
6. Mr. Amiya Chandra, Addl. DC (RP Cell), MCD
7. Mr. Rajesh Wadhwa, SE, MCD
8. Mr. J. B. Bhatia, EE, MCD
9. Mr. Harminder Singh, EE, MCD
10. Mr. S. N. Shrivastava, Jt. Commissioner of Police (Traffic)
11. Nazim uddin, Environmental Engineer, CPCB

**Authorised parking list:** NDMC stated that Delhi Police has been informed about acceptance of their recommendation on authorized parking and de-notification of the 3 parking sites and that the list of remaining recommended parking has been put on website along with maps.

MCD representative stated that all DCs have been informed that the list of parking cleared by Delhi Police is the final list and the parking sites that have not been cleared by Delhi Police should not be allowed. MCD would send a letter to the Delhi Police in the first week of March 2009 regarding the list of authorized parking lots (as recommended by the Police) and the list of parking lots, not recommended, with dates on which the current contract will expire. The list would also be sent to EPCA for further action.

It was also agreed that MCD/NDMC officials and Delhi Police would carry out a joint inspection and physical demarcation of the 273 authorized parking sites in the following weeks. The schedule is as follows:

**March 1<sup>st</sup> week:** Central District, East District and New Delhi District

**March 2<sup>nd</sup> week:** North District and North East District

**March 3<sup>rd</sup> week:** North West District and South District

**March 4<sup>th</sup> week:** South West District and West District

EPCA decided to monitor parking related issues in every two weeks.

**Agenda and action points discussed:**

<b>1</b>	<b>Demarcation in authorized parking:</b>	<p>It was agreed that a joint inspection and physical demarcation would be carried out by MCD, NDMC and Delhi Police in authorized parking sites as per the schedule discussed in the meeting.</p> <p>It was agreed to put pillars for demarcation and also to draw yellow lines in between them. At the inspection the area of the parking lot would be drawn on a map; measured and included in the final list of parking lots recommended by the Police.</p>
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2	<b>Un-authorized parking:</b>	<p>EPCA asked MCD/NDMC/DDA to provide the list of un-authorized sites with details of date of expiry and other details of the current contacts.</p> <p>Once the list is received by EPCA, it will plan a phase-out schedule and other actions.</p>
3	<b>Fine/ Penalty for un-authorized parking:</b>	<p>Delhi Police pointed out that the enforcement of removing un-authorized roadside parking is very difficult as the penalty for unauthorized parking, as prescribed in the act (Rs.100/-) is not a deterrent.</p> <p>EPCA has agreed to DP's view and assured them that it call a meeting on this on March 13, 2009 to discuss the penalty amount and further related issues to resolve this issue.</p>
4	<b>Terms of Contracts for Contractors:</b>	<p>NDMC/MCD/DDA will give a draft copy of the terms of parking contractors to EPCA for review and discussion.</p>
5	<b>Parking under parks:</b>	<p>In the context of MCD's decision to create underground parking in neighborhood parks and green areas, EPCA reviewed this matter and has raised objections to the loss of green spaces in the city. EPCA will write to Ministry of Urban Development and DDA regarding the provisions in MPD 2021.</p>
6	<b>Feasibility study of MPD Streets:</b>	<p>MCD informed EPCA that the tenders for the feasibility study report for creating parking for streets declared commercial in the 6 MCD zones (Central Zone, South Zone, City Zone, Karol Bagh Zone, Narela Zone, Civil Zone) is to be cleared by the Standing Committee in first week of March 2009 and the study will be completed by June 2009. EPCA asked MCD to strictly abide with the deadline.</p> <p>EPCA also observed that this exercise being an ongoing process and the notification of streets has been done long time ago, this process should not be affected by the code of conduct of Election Commission.</p> <p><b>EPCA repeatedly stressed that no streets should further be notified without EPCA's clearance, given the provisions for parking and the past record of non-compliance.</b></p>
7	<b>Multi level parking:</b>	<p>MCD informed EPCA that the tenders for the 6 locations (Greater Kailash, Defence Colony, South Extension, Shastri Park, Lajpat Nagar, Rani Bagh) would be called by March 24<sup>th</sup>. MCD also informed EPCA that these would be automated parking.</p>

**(draft) Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on March 6, 2009 (Friday) (03.00 PM)**

**Agenda items:** Progress of works on 1<sup>st</sup> BRT Corridor in Delhi

The meeting was cancelled because EPCA actually wanted meeting on public transport and not BRT.

**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on March 6, 2009 (Friday) (03.45 PM)**

**Agenda items:** Action taken by DPCC on complaints of 'Vishwakarma Nagar Residents Welfare Association' regarding air and noise pollution problem due to factories in Friends Colony Industrial Area

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member, EPCA
  
3. Mr. Satender Kumar, Env. Engineer, Delhi Pollution Control Committee (DPCC)
4. Mr. M. I. Siddiqui, Asstt. Env. Engineer, DPCC
  
5. Nazim uddin, Environmental Engineer, CPCB

And the Complainants

This meeting was held in continuation to the last meeting held on 21.02.09 in which EPCA asked DPCC to carry out surprise inspections of the concerned units at appropriate time and investigate all aspects of pollution within 10 days.

DPCC informed EPCA that the concerned 3 industrial units have been inspected on 05.03.09 while the fourth was not in operation during the inspection. The manufacturing process of the units involves varnish coating on copper wire and subsequent heating in furnace, which is the source of offensive odour. It was also informed that the units have installed wet scrubber on furnace and the results of the monitoring carried out during the inspection are awaited.

DPCC further informed that the whole industrial area has been surveyed recently and report is being compiled.

EPCA asked DPCC to keep EPCA informed about its findings and the action taken. EPCA will review the progress after three weeks.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on March 13, 2009 (Friday) (02.30 PM)**

**Agenda items:** Progress on activities relating improvements in public transport (bus) in Delhi as discussed / time schedule decided in EPCA's 27<sup>th</sup> Dec, 2008, meeting

Progress of first BRT corridor and status of next BRT corridors

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member, EPCA
3. Mr. Vishva Mohan, Joint Commissioner, Transport Department, Delhi
  
4. Mr. Suvajit Roy, Chief-Operations, DIMTS
5. Mr. A. K. Singh, GM – Operations, DIMTS
6. Mr. A K Sinha, AGM (RT) BO, DIMTS
7. Mr. V. K. Gaur, Manager, DIMTS
  
8. Mr. V. K. Sehgal, CGM-SBU, DTC
9. Mr. A K Chawla, Dy. CGM, DTC
10. Mr. S. P. Sethi, Sr. Manager-SBU, DTC
11. Mr B S Chauhan, Sr. Mgr./DM-SUD, DTC
  
12. Mr. S. A. Verma, Dy. CEO, DMRC
13. Mr. R.N. Verma, CE (PI), DMRC
  
14. Mr B S Sehrawat, AGM RITES
  
15. Mr Harendra K Singh, ACP-Traffic (South), Delhi Traffic Police
16. Mr. Ravinder, Inspector –Traffic Engg., Delhi Traffic Police
  
17. Mr. Sandeep Gandhi, SG Architects / TRIPP, IIT-D
18. Ms. Ruchi Varma, TRIPP, IIT-D
  
19. Nazim uddin, Environmental Engineer, CPCB

EPCA convened this meeting to check the status of the activities discussed in the EPCA meeting held on 27<sup>th</sup> December 2008 regarding improvement in public transport (city bus service) in Delhi. The progress reported in the meeting is given below:

	<b>Issues</b>	<b>Organization</b>	<b>Action / Time schedule decided in 27<sup>th</sup> Dec Meeting of EPCA</b>	<b>Status Reported in the meeting</b>
1.	Induction of new bus drivers	DTC	600 new drivers have been inducted. All 4000 drivers to be inducted by March 2009.	2667 drivers appointed, all 4,000 additional drivers will be inducted by April 2009
2.	Improvement in evening bus schedule on BRTS	DTC / DIMTS	Present 70% availability of buses in the evening shift out of total 102 buses on 1 <sup>st</sup> BRT route will be improved to 100% by March 2009.	Bus schedule on BRT route improved to 91/90% in morning /evening

3.	Review of plans of bus terminals	DTC  Transport Department / DIMTS	To submit plans on increase of bus terminals by January 2009.  (In Jan 31, 2009 Meeting, EPCA decided that Transport department and DIMTS will get the review done of the bus terminals with integration of multi model system in one month)	No progress made
4.	Delivery of buses against DTC placed orders	DTC	Tata 650 buses of 1 <sup>st</sup> order have been received. Tata has to supply 1625 buses and Ashok Leyland 875 buses against 2 <sup>nd</sup> order for which prototype is to be presented by March 2009 and supply completed between April 2009 to February 2010.  DTC to write to both manufacturers to advance the schedule of prototype and delivery of buses. To keep EPCA informed for deliberations with bus companies.  (Progress was further reviewed by EPCA in Jan 31, 2009 Meeting)	Tata and Ashok Leyland have informed DTC to supply prototype by March /April 2009
5.	Placement of 2000 bus order by DTC, which is pending final decision about type	Transport Department	Transport Department to take a final decision so that this order can be expedited. (In January 31, 2009 Meeting, DIMTS informed that by 5 <sup>th</sup> February it would provide the details to Transport Department and after its approval by the Finance Department and the Cabinet, the order can be placed by 20 <sup>th</sup> Feb. EPCA desired that updated position will be given by Transport Department.)	Updated position not informed. It was also indicated that Govt. of Delhi is not prepared with its 65% portion for JnNURM scheme
6.	Award of first bus cluster (231 buses)	DIMTS / Transport Department	RFP will be finalized by 16 <sup>th</sup> January 2009 and DIMTS will forward the matter to Transport department within a week from 16 <sup>th</sup> January. Letter of Intent to be issued by 1 <sup>st</sup> week of February 2009.  (In Jan 31, 2009 Meeting, DIMTS informed EPCA that the first bus cluster (231 buses) will be awarded to the party by 20 <sup>th</sup> February)	Not yet awarded, Cabinet approval is yet to be obtained

7.	Award of Group-2 bus clusters (6 clusters; 1310 buses)	DIMTS / Transport Department	Will be taken up Group-2 bus clusters in February end, 6 to 8 weeks requires for seeking proposals (RFQ+RFP). DIMTS/Transport department to inform EPCA of final schedule  (In January 31, 2009 Meeting, DIMTS informed EPCA that the award of Group-2 bus cluster will be completed by mid March and Cabinet clearance for entire group will also be obtained)	No schedule given
8.	Award of Group-3 bus clusters (remaining)	DIMTS / Transport Department	DIMTS/Transport department to inform EPCA of final schedule  (In January 31, 2009 Meeting, EPCA asked DIMTS/Transport Department to inform final schedule for award of Group-3 clusters)	No schedule given
9.	GPRS for buses	Transport Department / DTC / DIMTS	As the agency finalized for this work has backed off, a new process has to be started. Also it has to be decided how the system will work for all buses – DTC and private buses. Transport department to inform EPCA of its decision and schedule.  (In January 31, 2009 Meeting, DIMTS informed EPCA that final decision will be taken by the Transport Department by February)	DIMTS is proceeding for purchase of equipment. Software developed.  No schedule given
10.	Operationalisation of the public transport fund	Transport Department	Cabinet note to be prepared and matters sorted by January 2009  (In January 31, 2009 Meeting, Delhi Government informed that cabinet approval is still awaited on the note on operationalisation of public transport fund)	No further progress reported
<b>Other issues to be addressed and taken up for monitoring:</b>				
11.	Progress of 1 <sup>st</sup> BRT corridor	Transport Department / DIMTS / RITES / IIT / Delhi Police		As decided in on-spot meeting on 28 <sup>th</sup> February 2009, IIT-D presented plan for improvement near Lajpatnagar metro station. DIMTS expressed in principal approval.

				<p>IIT-D to submit formal proposal. RITES to give cost implications.</p> <p>RITES informed work of corridor will be completed by April 2009</p>
12.	Status of next BRT corridor	Transport Department / DIMTS		DPR for 2 <sup>nd</sup> and 3 <sup>rd</sup> corridors submitted. EPCA asked Transport Department to inform when DPR preparation for 4 <sup>th</sup> , 5 <sup>th</sup> and 6 <sup>th</sup> corridors will be taken up
13	Proper orientation of new DTC drivers	DTC		Delhi Police expressed that new drivers needs to be adequately oriented, as number of accidents have risen in recent months. DTC to take action.
14.	Back-end office to manage public transport system and all functions, including integrated ticketing	Transport Department / DIMTS / DTC		
15.	Parking of private buses etc	Transport Department / DIMTS / DTC		

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on March 13, 2009 (Friday) (03.15 PM)**

**Agenda items:** Status of air quality in Delhi during last winter

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member, EPCA
  
3. Dr. S. D. Makhijani, Director, CPCB
4. Dr. A. K. Ambasht, Member Secretary, DPCC
5. Dr. M. P. George, Sr. Scientist, DPCC
  
6. Nazim uddin, Environmental Engineer, CPCB

CPCB presented results of air quality monitoring in Delhi during the year 2008. EPCA observed that there is clear increase in pollution in residential areas in respect of critical parameters RSPM and NO<sub>2</sub> and discussed that the reasons could be increasing traffic, increasing diesel vehicles, inadequate traffic management, road conditions. EPCA also observed that increase is also prominent in border areas indicating pollution effect of the neighbouring cities.

**EPCA asked CPCB to provide winter monitoring data including the results of January and February 2009.**

DPCC informed that it is monitoring air quality at 41 stations in residential areas of Delhi once in a month through a private laboratory – M/s Spectro Analytical Laboratory - at a total cost of Rs. 1.5 lac per month.

**EPCA asked DPCC to review its monitoring protocol to bring it at par with NAMP. EPCA further expressed that for this purpose DPCC may reduce number of stations, as cost may be a constraint.**

DPCC apprised EPCA about implementation of ban on coal-fired boilers in industries. **EPCA appreciated it and desired that UPPCB and HSPCB should also adopt pro-active strategies to curb air pollution.**

**EPCA concluded that in view of the observed trends of pollution increase in Delhi enhanced action on the existing strategies as well as new strategies would be required.**

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on March 13, 2009 (Friday) (03.45 PM)**

**Agenda items:** Issues related to CNG safety -recent burning of the blue-line bus (No. DL-1PB 6235)

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
  2. Ms. Sunita Narain, Member, EPCA
  3. Dr. H. B. Mathur, Retd. Professor, IIT-D (Tech Expert)
  4. Mr. Ajay K Bisht, Sr. Dy. Commissioner, Transport Department, Delhi  
(and other officers of Transport Department, Govt. of NCT of Delhi and DTC)
  5. Mr. S. K. Patra, Director (Tech), ASRTU
  6. Nazim uddin, Environmental Engineer, CPCB
- And representatives of Tata Motors & Ashok Leyland

Burning of the blue-line bus (No. DL-1PB 6235): Dr. H. B. Mathur, who had investigated the case of burning of the blue-line bus (No. DL-1PB 6235) reported to EPCA that the incident occurred when the bus, which was running at very high speed, collided with a dumper. The impact was so severe that a part of frontal body of the bus was pushed deep inside and the front member of the chassis was bended towards driver side. The damaged distributor and the LP gas pipe, in all probability provided the triggering of spark to the resulting gas leak, setting the bus on fire. The CNG cylinders were intact and un-damaged. After seeing the photographs of the accidental bus EPCA agreed with the findings and observed that burning of the bus was not due to any failure in the CNG safety system setup by EPCA.

Re-registration of buses in U.P. having issued NOC by Delhi: EPCA asked Transport Department, Delhi to write a letter to U.P. Govt. for necessary action on this matter with intimation to EPCA.

Audit of authorized periodic test workshops: The report of the audit of 32 workshops conducted by a committee setup by Delhi Transport Department was placed before EPCA. EPCA took serious view of the shortcomings and mal-functioning of the workshops as reported. EPCA directed that a stern warning be issued to the workshops by STA, with orders to improve their functioning and shortcomings. Those which are found failing to comply in a follow-up checking should be blacklisted. The list of the shortcomings and mal-functioning found by the audit team should be circulated to the OEMs and DTC authorities, apart from the workshop owners.

Norms for Converters of Diesel LCVs to CNG: -It was brought to the notice of EPCA that the conversion of diesel LCVs to CNG operation was being carried out in un-authorized workshops lacking trained technical man-power, necessary equipments, tools, and adequate space. EPCA felt that there was an urgent need to regulate and monitor the conversion process and the converters workshop facilities. Norms got prepared by Dr. Mathur for the Retrofitment of the diesel LCVs in to CNG, tools, manpower and space requirements for granting recognition of the converter workshops were duly approved by EPCA and copies of these documents were handed over to STA for necessary notification and follow-up action.

Submission of Quarterly records of Periodic testing by the Authorized ovrkshop: Delhi Transport Department informed that while records were being received from DTC workshops, other authorized workshops were not submitting the records regularly as directed. EPCA expressed strong displeasure on this and asked Transport Department to take action against the workshops not submitting the records timely and from the next quarter it should apprise EPCA about the status and also about the action taken against defaulting workshops.

Surprise Checking of Buses : EPCA asked Delhi Transport Department to submit regularly the reports of surprise checking drives being planned and carried out by it.

**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on March 20, 2009 (Friday) (03.00 PM)**

**Agenda items:** Issues related to parking including the following:

- i) Issues mentioned in Chairman, EPCA letter dated March 2, 2009 to MoUD (with MoUD, Govt. of India, DDA, MCD)
- ii) Issue of penalty for parking violations (with MoSRT&H, MoHA)

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member, EPCA
  
3. Ms. S. Chaturvedi, Director (DD), MoUD, GoI
4. Mr. Anand Prakash, Director (RT), Dept. of Road Transport & Highways, GoI
  
5. Mr. B. K. Jain, Addl. Commissioner, (Plg.), DDA
6. Mr. K. C. Sunder, Dy. Director (LPC), DDA
7. Mr. J. Chandra, Astt. Director (LPC), DDA
  
8. Mr. Parimal Rai, Chairman, NDMC
9. Mr P. C. Chaturvedi, Director (Enf.), NDMC
10. Mr. Anurag Goyal, Director (Proj.), NDMC
11. Mr. R. Raina, CE (C), NDMC
  
12. Mr. R. P. S. Bhatia, Dy. Secretary (UD), Govt. of NCT of Delhi
13. Mr. Ashok Bhardwaj, AO (RP Cell), MCD
14. Mr. Anil, MCD
  
15. Mr. S. N. Shrivastava, Jt. Commissioner of Police (Traffic)
16. Mr Harendra K Singh, ACP-Traffic (South), Delhi Traffic Police
  
17. Nazim uddin, Environmental Engineer, CPCB

**Parking issues mentioned in Chairman, EPCA letter dated March 2, 2009 to MoUD, Govt. of India**

MoUD, Govt. of India representative stated that the Ministry has started consultation with stakeholder Govt. bodies – DDA, MCD, NDMC. MoUD expressed that some issues appear to be relating to implementation. MoUD further stated that it may take about two week time to complete the process. EPCA agreed to the time frame and requested MoUD, GoI to meanwhile ask Govt. of NCT of Delhi whether adequate parking facilities have been ensured in the Zonal Plans.

**Penalty on parking violations –Suggestion of Delhi Police to increase the penalty amount**

MoSRT&H, Govt. of India representative informed that proposal for amendments in of the Motor vehicle Act, 1988 has been finalized in which fine of Rs. 500 for the first offence (presently it is Rs. 100) and Rs. 1000 for second or subsequent offence, which can be extended upto Rs. 1500 (presently it is Rs. 500) under Section 177, has been proposed. It was further informed that draft Cabinet Note in this regard has been prepared and circulated to concerned Ministries/ Departments for their comments and after receipt of the comments of all the Ministries / Departments the Cabinet Note would be placed before the Union Cabinet for consideration / approval.

### Joint inspection and demarcation of authorized Parking sites

During the last EPCA meeting on parking issues held on 28.02.09 a week-wise schedule was agreed to complete the joint inspection and physical demarcation of all authorized parking sites by MCD, NDMC and Delhi Police in March 2009. Joint Commissioner, Delhi Traffic Police informed that orders were issued to Assistant Commissioner of the respective areas but MCD did not respond and therefore the joint exercise could not be carried out. EPCA expressed displeasure over this.

Joint Commissioner, Delhi Traffic Police suggested that the task could be completed if senior level officers of MCD are asked to be involved in the exercise. EPCA decided to take up the matter with MCD. During the meeting Chairman, EPCA talked on telephone to Commissioner, MCD and also handed over to the MCD representative a letter addressed to Commissioner, MCD attaching Minutes of EPCA meeting on parking issues held on 28.02.09.

### Parking sites not cleared by Delhi Police

NDMC informed that the three sites not cleared by Delhi Police have been cancelled.

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**Minutes of the Meeting of  
The Environment Pollution (Prevention and Control) Authority for the NCR  
held on March 28, 2009 (Saturday) (11.00 AM)**

**Agenda items:** Progress of capacity expansion plans for auto CNG supply in Delhi and NCR

**In attendance:**

1. Dr. Bhure Lal, Chairman, EPCA
2. Mr. Sudhanshu Pant GM (Projects), GAIL (India) Ltd.
3. Mr. S. P. Sharma, DGM (CGM), GAIL (India) Ltd.
4. Mr. Manmohan Singh, Director (Comm), IGL
5. Mr. Ashim Batra, CGM (Mktg.), IGL
7. Mr. Sudhir Singh, CM-BD, IGL
8. Mr. Ashok Kumar, Additional Commissioner (Plg.), DDA
7. Mr. V. K. Bhatia, CGM (Tech), DTC
8. Mr. A K. Singh, PD, PIU Gurgaon, NHAI
9. Mr. Sanjay Tripathi, PD, PIU Sonapat, NHAI
  
10. Nazim uddin, Environmental Engineer, CPCB

Progress of auto CNG infrastructure improvement in Delhi and NCR

IGL presented the progress report dated 28.03.2009 of its CNG infrastructure development plan for auto CNG supply in Delhi and NCR that included:

- Enhancement of compression capacity: By adding 44 compressors to the 166 compressors as existed on 1<sup>st</sup> July 2008 (7 more expected in April 2009) and increasing compression capacity from 21 Lac Kg per day in to 27 Lac Kg per day during this period (expected to increase to 28.75 Lac Kg per day by April 2009)
- Increase in number of CNG stations:  
Existing number of stations -Delhi 171, Noida 5, G.Noida 3, Ghaziabad 2, Total 181
- Improvement in pressure: By installing motor driven Delta 1200 SCMh compressors
- Enhancement of dispensing capacity: By adding 106 dispensers to the 469 compressors as existed on 1<sup>st</sup> July 2008 (14 more expected in April 2009)
- Refueling of private buses at DTC bus depots:  
Status of 14 depots presented  
(4 existing, 5 under-construction, and construction to be started at 5)
- Future plans for in Delhi: Applied for 50 new plots, 12 plots already allotted (status presented)  
22 new stations to be constructed during 2009-10
- Future plans for NCR: Greater Noida - 2 CNG stations (opposite Honda and Daewoo) started in Feb 2009, for two more CNG stations construction is starting in April 2009; Noida - CNG station (at DTC Depot, Sector 16) started in Feb 2009, Mother CNG station (Sector 53) started in Mar 2009, Online dispensing facility at 5 OMCs (one commissioned, two functioning as Daughter Booster stations at present), CNG station at UPSRTC Depot to commission in April

2009, Ghaziabad – 2 CNG stations commissioned as Daughter Booster stations, ready for operation.

DDA's permission for refueling facility for private buses at DTC bus depots: IGL informed that recently a meeting was taken by Chief Secretary, Delhi in which this issue was discussed and DDA and DTC were also represented in the meeting. DDA representative informed that the proposal has been cleared by planning department of DDA and it is to be cleared by land department of DDA. **DDA representative assured to get back and confirm by coming Wednesday.**

DTC requested IGL to expedite the ongoing work on 10 depots. **EPCA asked IGL to give depot-wise time bound schedule for completion of the refueling facility for private buses at DTC bus depots.**

Re-opening of Rangpuri CNG station at NH-8: NHAI explained that its reopening will be feasible if the land belonging to Airport Authority is made available for construction of service road. **EPCA asked NHAI to design the service road by minimizing land requirement and write a letter to Cabinet Secretary / Secretary (RT&H) with copy to EPCA on this issue.**

Access permission of NHAI for IGL's CNG stations: NHAI representative mentioned that IGL should take access permission from NHAI for its CNG stations on national highways. **EPCA observed that as regard old stations, NHAI and IGL should jointly inspect these stations and mutually decide whatever modifications are feasible and IGL will carry out these modifications.**

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