

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on April 03, 2010 (Saturday) (11.00 AM)**

Agenda items: Progress of initiatives to improve enforcement on TSRs in Delhi

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member EPCA

3. Mr. Ajay Chagti, Joint Commissioner and Secretary STA, Delhi
4. Mr. S. M. Ali, Sr. DC, Transport Department, Govt. of NCTD
5. Mr. Vikas Jain, PCO (HQ), Transport Department, Delhi
6. Mr. S. K. Rai, MLOO, Transport Department, Delhi
7. Mr. Brijpal Singh, MVI, Transport Department, Delhi
8. Mr. A. K. Goyal, S.O., Transport Department, Delhi

9. Nazim uddin, Environmental Engineer, CPCB

EPCA stated that it has submitted a report before Honble Supreme Court in which it has recommended for lifting of the exiting restriction on number of TSRs under certain conditions that included mandatory biometric smart cards for owners and drivers and public service vehicle badges for drivers and that it feels that a supplementary reports should be filed to inform the court about progress of compliance of these conditions. EPCA asked Transport Department to inform the progress.

Transport Department informed that smart cards have been issued to owners of about 38000 TSRs. EPCA stated that it had recommended that it should be done by 31st March 2010 therefore Transport Department should at least decide a timeframe to complete this and issue a public notice in this regard. Transport Department also informed that it has been noticed that one person is coming for issuance of up to 10 smart cards in his name at a time. **EPCA took on board the letter of Nyaya Bhoomi dated 29th March 2010 in which it has been cited that 683 TSRs are owned by 7 persons / families and registered at 7 addresses and asked Transport Department to give information that how many TSRs are owned by how many persons.**

Transport Department also mentioned about some court stay being granted against making the smart card mandatory. **EPCA directed Transport Department to put up full facts before the court that the matter is being monitored by EPCA and reported to Supreme Court.**

EPCA reminded that Transport Department was to examine the option of introduction of GPS based meters and that the in-use vehicle fitness and emission testing systems was to be improved. EPCA asked Transport Department to come back on these next week.

EPCA decided to review the progress after one week.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on April 03, 2010 (Saturday) (11.30 AM)**

Agenda items: Delhi Transport Department's proposal for release of funds for GPS

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member EPCA

3. Mr. Ajay Chagti, Joint Commissioner and Secretary STA, Delhi
4. Mr. S. M. Ali, Sr. DC, Transport Department, Govt. of NCTD
5. Mr. Vikas Jain, PCO (HQ), Transport Department, Delhi
6. Mr. S. K. Rai, MLO, Transport Department, Delhi
7. Mr. Brijpal Singh, MVI, Transport Department, Delhi
8. Mr. A. K. Goyal, S.O., Transport Department, Delhi

9. Mr. Ashwini Vaishnaw, Advisor, DIMTS
10. Col. Ashok Kumar Singh, GM-Ops, DIMTS
11. Mr. C. K. Goyal, AGM (Technical), DIMTS
12. Mr. Alok Sethi, AGM (CS), DIMTS
13. Mr. Jaspal Singh, Dy. Manager, DIMTS

14. Nazim uddin, Environmental Engineer, CPCB

DIMTS made a detailed presentation on its proposal to set up an OCC (operation control centre) with the objective of overall optimization of transport system in Delhi. DIMTS explained that this will be linked initially to GPS based AVL (Automatic Vehicle Location) system to create Passenger Information System, but later to other input subsystems such as hand held electronic ticketing machine based FCS (Fare Collection System) and ITS (Intelligent Traffic Signaling). It was also informed that the design will be based on open system so that it can cater to both DTC and cluster buses and also the metro. DIMTS informed that the work of introducing GPS in DTC buses has already started and 4000 DTC buses are to be covered within 2010 and the entire fleet is to be covered by March 2011 and the work the work of introducing GPS in cluster buses will also be taken up simultaneously.

EPCA asked Transport Department to forward in writing the overall proposal for the Phase I of OCC for which the fund release is required, with comments about its relative advantages / disadvantages, and also inform whether the government has planned for the rest of the money needed to set up the system.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on April 03, 2010 (Saturday) (11.45 AM)**

Agenda items: Integration of public transport (metro and bus) infrastructure - preparation and implementation of comprehensive integration plans for metro stations with the objectives of providing safe pedestrian access and integration of metro and bus.

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member EPCA

3. Mr. Ashwini Vaishnaw, Advisor, DIMTS
4. Col. Ashok Kumar Singh, GM-Ops, DIMTS
5. Mr. A. K. Goyal, S.O., Transport Department, Delhi

6. Ms. Tripta Khurana, CA, DMRC
7. Ms. Ritu Kapila, Dy. CA, DMRC
8. Mr. S. A Verma, Dy. CE, DMRC
9. Mr. Divakar Agrawal, SE (M31), Delhi PWD

10. Nazim uddin, Environmental Engineer, CPCB

EPCA convened meetings on 13th March and 27th March 2010 with the concerned agencies to persuade the road owning agencies and the DMRC to take up preparation and implementation of comprehensive integration plans for each metro station with the objectives of providing safe pedestrian access and integration of metro and bus ó the two important means of public transport. In these meetings EPCA has also been suggesting that the stations on metro lines that has been recently operationalised and that are likely to be operationalised shortly and the roads are to be handed over back to the road owning agencies may be taken up on priority to avoid duplication of works. EPCA has also asked UTTIPEC, DDA to formulate guidelines in this regard which are being prepared. This meeting was convened to take stock of the progress made.

DMRC stated that another metro line - Inderlok ó Mundka line ó has been recently operationalised and DMRC held a meeting with DTC some time back and requested it shifting of bus stops but no action has been taken by DTC. DMRC explained some bus stop shifting suggestions on plans / drawings during the meeting. It was revealed that minutes of the referred meeting were not recorded. **EPCA suggested DMRC to list out these requirements in words and send to DTC under intimation to EPCA. It was agreed that a meeting will be convened in Ms. Tripta Khurana's office with Mr. Minhas and Mr. Kasana of DTC on 6th April 2010 at 11.00 AM to discuss the bus stop shifting on three lines, Central Secretariat – Badarpur, Central Secretariat – Mehrauli and Inderlok – Mundka, and sort out this matter.**

PWD representative stated they have understood what EPCA desires - they have to provide pedestrian and cyclist mobility facilities on PWD roads and integrate metro stations with bus transport in accordance with UTTIPEC guidelines and assured it will be ensured by PWD. **EPCA requested PWD to take up this expeditiously on its roads on the above referred three lines and suggested to hold occasional meetings with DMRC to maintain coordination. EPCA stated that MCD should also take up its roads on the above referred three lines.**

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on April 03, 2010 (Saturday) (12.30 PM)**

Agenda items: Implementation of of BS IV emission norms in 13 identified cities from 1st April 2010 and BS III emission norms in rest of the country in a phased manner from 1st April 2010 to 1st October 2010 according to the availability of the compatible fuels.

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member EPCA

3. Mr. S. K. Dash, Joint Secretary, MoSRT&H, Govt. of India
4. Mr. Anand Prakash, Director (RT), Dept. of Road Transport & Highways, Govt. of India

5. Nazim uddin, Environmental Engineer, CPCB

EPCA convened a meeting on 27th March 2010 with MoP&NG to discuss the introduction of BS IV and BS III grade auto fuels in 13 identified cities and rest of the country, respectively. In the meeting the EPCA was informed that the MoPN&G is going to introduce BS IV grade fuels in 13 identified cities from 1st April 2010 and but due to unavoidable circumstances it will be able to introduce BS III grade fuels in rest of the country in a phased manner from 1st April 2010 to 1st October 2010, with more than 50% States and UTs being covered as early as by June 2010. It was also informed that MoPN&G has communicated the detailed schedule to the concerned Ministries ó MoSRT&H and MoHI&PE (Department of Heavy Industries). Consequently, EPCA also wrote letters to these Ministries on the subject on 27th March 2010 requesting these Ministries to adhere to the schedule and ensure implementation of BS IV and BS III emission norms and introduction of BS IV and BS III compliant vehicles, respectively. Today's meeting was convened to further discuss the matter with MoSRT&H.

First the matter of applicability of new norms on vehicles manufactured before but not registered till 1st April 2010 was discussed. MoSRT&H stated that at the time of introduction of past emission norms instructions were given to state authorities that stock position of dealers and manufacturers should be obtained and those vehicles which are in stock may be allowed registration. Therefore, the process to be followed is already clear. **EPCA requested MoSRT&H to further send a circular to state authorities in this regard to which MoSRT&H agreed. EPCA asked Delhi Transport Department to conform by Monday that stock position has been obtained.**

About implementation of BS III emission norms, EPCA expressed that deferring it to 1st October 2010 for the whole country would not appear logical given that BS III grade auto fuels will be available in more than half of the country from 1st July 2010. **EPCA suggested that it may be implemented in atleast two phases i.e. from 1st July 2010 and 1st October 2010.** EPCA pointed out that since BS III grade auto fuels will be available in part of U.P. and J&K, whole of these states may be considered in second phase. **MoSRT&H agreed to consider this and report back.**

MoSRT&H informed that the exercise of developing revised in-use vehicles emission/PUC norms for 4-wheelers has been completed and has been put up for approval and that for 2&3-wheelers will be completed shortly.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on April 10, 2010 (Saturday) (11.00 AM)**

Agenda items: Status of initiatives taken for improvement in enforcement on TSRs in Delhi.

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member, EPCA

3. Mr. Anand Prakash, Director (RT), Dept. of Road Transport & Highways, GoI
4. Mr. Ajay K Bisht, Sr. Dy. Commissioner, Transport Department, Delhi
5. Mr. Ranjeet Singh, Dy. Commissioner, Transport Department, Delhi
6. Mr. Maharaj Singh, MVI, Transport Department, Delhi
7. Mr. Subhash Chandra, PCO, Transport Department, Delhi
8. Mr. S.K. Rai, Auto Rickshaw Unit, Transport Department, Delhi
9. Mr. Joginder Dabas, Auto Rickshaw Unit, Transport Department, Delhi

10. Ankush Tewani, Assistant Environmental Engineer, CPCB

Transport Department presented the data regarding TSRs owned by individuals and multiple holders and smart cards issued to them but the data was not complete. EPCA asked the Transport Department to present the complete data along with the fixed deadline for issuance of public notice in the next meeting.

The cost for GPS based meters in TSRs as per the analysis done by the Transport Department appeared quite high as per the perspective of EPCA, so the Transport Department was asked to review this again and come with more economical cost, which will be discussed in the next meeting.

EPCA discussed with Transport Department the time requirement for completion of 8 Lane construction work going on in Burari in context with improvement in vehicle fitness and emission testing systems and directed for expediting it.

**(draft) Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on April 10, 2010 (Saturday) (11.30 AM)**

Agenda items: Submission of proposal for development of an OCC (operation control centre) and its subsystems (such as GPS and FCS) by Transport Department to EPCA with comments about its relative advantages / disadvantages for release of funds

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member, EPCA

3. Ankush Tewani, Assistant Environmental Engineer, CPCB

(The meeting not held because the concerned officers did not get information about the meeting)

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on April 10, 2010 (Saturday) (12.00 Noon)**

Agenda items: Integrated public transport (metro&bus) planning - final plans for next BRT corridors.

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member, EPCA

3. Mr. M. C. Wankhede, DC (Plg.), Transport Department, Govt. of NCTD
4. Mr. Alok Bhardwaj, VP-TP, DIMTS

5. Mr. Yash Sachdeva, GM/VT, RITES
6. Mr. Viresh Goel, JGM, RITES
7. Mr. Sudeep Gupta, Manager, RITES

8. Ankush Tewani, Assistant Environmental Engineer, CPCB

A presentation was given by RITES regarding the past, current and future incoming and outgoing traffic scenario of Delhi on daily basis. DIMTS plans for next BRT corridors were also discussed.

EPCA asked DIMTS to do further assessment after collecting data from DTC regarding average bus trip by an individual and present the final plan based on this calculations in the next meeting.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on April 10, 2010 (Saturday) (12.30 PM)**

Agenda items: Integration of public transport (metro and bus) infrastructure:

- i) Outcome of the meeting scheduled for 6th April 2010 between DMRC and DTC for rationalization of location of bus stops in relation to station metro station on three lines ó Central Secretariat ó Badarpur, Central Secretariat ó Mehrauli and Indelok -Mundka.
- ii) PWDs plans for integration of metro stations on PWD roads on the above three metro lines.
- iii) UTTIPEC's guidelines for integration of metro stations

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member, EPCA

3. Mr. Ashok Bhattacharjee, Jt. Director UTTIPEC, DDA
4. Ms. Romi Roy, Sr. Consultant UTTIPEC, DDA
5. Ms. Tripta Khurana, CA, DMRC
6. Mr. S. A. Verma, Dy. CEO, DMRC
7. Mr. Divakar Agrawal, SE, CPWD
8. Mr. Satish Sabharwal, SA, CPWD

9. Ankush Tewani, Assistant Environmental Engineer, CPCB

The layouts prepared by DMRC for each metro station was discussed with EPCA. DMRC was asked to send the finalized bus stop list to DTC for their views.

UTTIPEC presented the guidelines to be followed for providing safe pedestrian access and integration of metro and bus ó the two important means of public transport to EPCA. These guidelines were distributed to DMRC and CPWD.

CPWD was asked to prepare and present the final plans in the next meeting on April 24, 2010 using these guidelines.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on April 10, 2010 (Saturday) (01.00 PM)**

Agenda items: The stock position of BS III compliant 4-wheeler vehicles as on 31.03.2010 in Delhi.

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member EPCA

3. Mr. Anand Prakash, Director (RT), Dept. of Road Transport & Highways, Govt. of India

4. Mr. Ajay K Bisht, Sr. Dy. Commissioner, Transport Department, Delhi
6. Mr. Ranjeet Singh, Dy. Commissioner, Transport Department, Delhi
7. Mr. Maharaj Singh, MVI, Transport Department, Delhi
8. Mr. Subhash Chandra, PCO, Transport Department, Delhi

9. Ankush Tewani, Assistant Environmental Engineer, CPCB

EPCA took stock of the position of enforcement of BS IV emission norms for 4-wheeled vehicles and BS III emission norms for 2-3 wheeled vehicles, applicable in the NCR region from April 1, 2010 as per GSR 84 (E), dated February 9, 2009.

The Delhi government representative has informed EPCA and given in writing the stock position of BS III vehicles, manufactured before March 31, 2010. It must be noted that within NCR only BS IV standard vehicles can be registered as of April 1, 2010. As a result, the state government has to ensure that 12,375 BS III vehicles, which were in stock on March 31, 2010, can only be registered. No vehicle beyond this number would be registered in the NCT.

As far as vehicles registered under national vehicles are concerned the Ministry of Surface Transport is directed to sort out the lacunae in the Rule 90 (7) and 85 (4) of the Motor Vehicles Act. The rules provide that:

öProvides that where such vehicle is registered in the NCR region, it shall not pick up or set down goods between two points situated in the NCR unless it conforms to the mass emissions standards (BS III) specified in sub rule (14) or rule (115)ö

The Ministry is directed to modify the rules urgently to ensure that only BS III vehicles are registered under national permit. EPCA has made it clear that only BS III compliant vehicles will be registered in the NCR under the national permit.

The state government is directed to abide by the above direction of the Authority.

As far as 2-3 wheelers are concerned, BS III will be applicable in the NCR region as of April 1, 2010, as per GSR 84 (E), dated February 9, 2009 and the Delhi government is in the process of ascertaining the final stock position. As per records available and based on sales positions, it is estimated that there are roughly 15,000 vehicles in stock. Delhi government will give EPCA by April 15, 2010 the exact stock position.

As there is considerable confusion regarding the applicability of BS IV norms in NCR, EPCA is seeking information from relevant transport officials of NCR and will convene an urgent meeting on Thursday to sort out the pending issue.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on April 15, 2010 (Thursday) (3.00 PM)**

Agenda items: The Stock position of BS-III compliant 4-wheeled vehicles and BS II compliant 2/3-wheelers as on 31.03.2010 in NCR cities.

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member, EPCA

3. Mr. Muhammad Shayin, IAS, Director, Environment, Govt. of Haryana
4. Mr. S. K. Monga, Member Secretary, Haryana State Pollution Control Board
5. Mr. Uma Shankar, R.O., Faridabad, HSPCB

6. Mr. T.U. Khan, R.O., Ghaziabad, UPPCB
7. Mr. Paras Nath, R.O., Noida, UPPCB

8. Mr. V.S. Singh, DTC (Zone), Meerut
9. Mr. V.K. Singh, R.T.O., Meerut
10. Mr. D.K. Singh, A.R.T.O., Meerut
11. Mr. Lalji Choudhary, R.T.O., Ghaziabad
12. Mr. K.P. Gupta, A.R.T.O (A), Ghaziabad
13. V.K. Sonakia, R.T.O., Agra,
14. Mr. A.K. Pandey, R.T.O., Lucknow
15. Mr. Indra Prakash, A.R.T.O. (Technical), Kanpur
16. Mr. D.K. Sinodra, A.R.T.O. (Technical), Bulandshahar
17. Mr. J.S. Tiwari, A.R.T.O. (A), Gautam Budh Nagar
18. Mr. Sahab Singh Verma, A.R.T.O., Baghpat

19. Ankush Tewani, Assistant Environmental Engineer, CPCB

EPCA asked for the stock position BS II compliant 2/3 wheeled vehicle and BS III compliant 4 wheeled & above vehicle in NCR cities and State authorities gave the following figures:

1. Gautam Budh Nagar - 1588 4-wheelers, 404 good vehicles, 132 passenger vehicles and 1177 2-wheelers, in stock as on 31.03.2010.
2. Ghaziabad - 1070 4-wheeled vehicle and above, 33 commercial or goods vehicle, 329 3-wheelers and 2635 2-wheelers in stock as on 31.03.2010.
3. Bulandshahar ó 52 4-wheelers, 5 3-wheelers and 2353 2-wheelers in stock as on 31.03.2010.
4. Baghpat- 774 2-wheelers in stock as on 31.03.2010.
5. Meerut ó 696 4-wheelers in stock as on 31.03.2010.
6. Agra ó 949 4-wheelers and 1569 2-wheelers in stock as on 31.03.2010.
7. Kanpur ó 2 6-wheelers, 31 and 1072 Commercial and Non- Commercial 4 wheelers. Data was not submitted for 2/3 wheelers, EPCA asked them to FAX that data urgently.
8. Lucknow did not present any data, so they were asked to FAX it urgently to EPCA.
9. Haryana did not present data for any of the 9 districts, so EPCA asked them to FAX it urgently.

EPCA stated that these stock positions as submitted by various NCR cities are frozen and no more 2/3 wheeled vehicle and 4 wheeled & above vehicle will be registered under BS II and BS III respectively.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on April 15, 2010 (Thursday) (3.45 PM)**

Agenda item: The progress of issuance of the biometric smart cards/badges data for owners/drivers, issuance of public notice in this regard, and the deadline to complete the process and the introduction of GPS based meters in TSRs.

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. Ankush Tewani, Assistant Environmental Engineer, CPCB

As per Delhi Government representative, 38500 smart cards have been issued to TSRs owner till date and further 2-3 months will be required to complete this process. EPCA stated that after this time period it must be ensured that no TSR without the smart card will be allowed to ply in NCT.

Costing of GPS based meters was discussed and Transport Department assured EPCA to workout a more economical cost.

During the meeting, the stock position of BS II compliant 2/3 wheeled vehicles as on 31.03.2010 was also submitted by the representative of Delhi Transport Department. 628 3-wheelers and 3940 2-wheelers were in stock as on 31.03.2010. EPCA said that no BS II vehicle will be allowed to register beyond this in NCT.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on April 15, 2010 (Thursday) (4.15 PM)**

Agenda items: Integrated public transport (metro & bus) planning-final plans for next BRT corridors

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member, EPCA

3. Mrs. Vaishali G., AGM, DIMTS
4. Mr. Viresh Goel, JGM, RITES

5. Ankush Tewani, Assistant Environmental Engineer

Layouts of 16 BRT corridors were presented to EPCA by DIMTS. It was discussed that work on 11 can be started immediately after being approved by the Delhi Govt. EPCA desired that the work should be done simultaneously rather than in phases.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on April 17, 2010 (Saturday) (11.00 AM)**

Agenda items: Control of foul smell in wastewater reused in public parks/gardens

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Mr. A. K. Ambasht, Member Secretary, DPCC
3. Mr. D. R. Arya, Director (T&QC), DJB
4. Mr. Bhagwan Ram, CWA (SDW), DJB
5. Mr. Shesh ram Singh, EE (SDW), DJB
6. Mr. Sanjay Khanna, JE, DJB

7. Mr. Gyanesh Bharti, Secretary, NDMC
8. Mr. Subhash Chandra, Director (Hort.), NDMC
9. Mr. R. S. Thakur, ACE, NDMC
10. Mr. M. Ali, EE (SP), NDMC
11. Mr. U. C. Gautam, AE (SP), NDMC

12. Mr. Deepak Gupta, SE, DCC-10, CPWD
13. Mr. Ram Prasad, EE, UFWSD, CPWD

14. Ankush Tewani, Assistant Environmental Engineer

The problem of foul smell in Public Park including Lodhi garden was discussed. The concerned authorities namely NDMC, DJB, and CPWD agreed that the treated water supplied in the park contains unpleasant smell, detrimental to health of the people. They submitted that they should be given one more opportunity to set the situation right within a period of none month.

In view of the above, the Authority revises its stand to prosecute the defaulter and give one month time to get the situation right. The situation will be reviewed after the expiry of one month and if it is not found right the DPCC will report to EPCA after filling the prosecution.

During the meeting, Chairman, EPCA asked Member Secretary, DPCC to give a report on the incident of Cobalt-60 radiation leak in a scap shop in Mayapuri that occurred the previous week.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on April 21, 2010 (Wednesday) (04.00 PM)**

Agenda items: Delhi Transport Department's proposal for the development of an OCC (operation control centre) and its subsystems (such as GPS and FCS) for release of funds.

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. Ashwini Vaishnaw, Advisor, DIMTS
5. Mr. C. K. Goyal, AGM (Technical), DIMTS
6. Mr. Alok Sethi, AGM (CS), DIMTS

7. Nazim uddin, Environmental Engineer, CPCB

The last meeting on the above subject was convened on 21st April 2010 in which DIMTS made a presentation on the proposal to set up an OCC (operation control centre). In the present meeting DIMTS presented the finalized proposal and its financial details. EPCA agreed to consider this proposal and to send its comments to the Honøble Supreme Court.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on April 24, 2010 (Saturday) (11.30 AM)**

Agenda items: The issues related to CNG safety / fire accidents in buses.

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Prof. H.B. Mathur, Retd. Prof. IIT-D (CNG Expert)

3. Mr. S.M. Ali, Sr. DC, Transport Department, Delhi
4. Mr. Ajay Mamoriya, PCO, Transport Department, Delhi
5. Mr. Satinder Dabas, PLT, Transport Department, Delhi

6. Mr. R.S. Ranga, Senior Manager, DTC

7. Mr. S. Rohilla, Associate Director, SIAM

8. Mr S.K. Patra, Director(Tech.), ASRTU

9. Mr. S. Panigrahy, Tata Motors Ltd
10. Mr. Sunil. K.Pandey, AGM, Tata Motors Ltd
11. Mr. A. Samanta, ASM, Tata Motors Ltd
12. Mr. Nitin Verma, CSM, Tata Motors Ltd
13. Mr. G.K. Singh, CSM, Tata Motors Ltd
14. Mr. Nitin Sharma, CSM, Tata Motors Ltd

15. Mr. N.K. Goyal, Senior Officer, Ashok Leyland Ltd
16. Mr. V.K. Sharma, Senior Manager, Ashok Leyland Ltd
17. Mr. Deepak Razdan, Senior Manager, Ashok Leyland Ltd
18. Mr. B.P. Sharma, AM(Sales), Ashok Leyland Ltd
19. Mr. N.K.Diwan, AGM, Ashok Leyland Ltd
20. Mr. Tapan Sarada, AM, Ashok Leyland Ltd

21. Mr. U.K. Sharma, Deputy Manager, VECV(Eicher)

22. Ankush Tewani, Asst. Environmental Engineer, CPCB

The meeting got delayed as no representative came from DTC. The chairman rang up DTC chairman who told that he would call back within ten minutes which he never did. All subsequent attempts made to contact him proved futile as the calls were not being taken. The chairman then contacted Shri Sehgal chief general manager DTC asking him to depute someone for the meeting.

After around an hour Shri R. S. Ranga of DTC turned up but he pleaded his ignorance about the safety issues that were under discussion. He said he had only a brief for the other meeting scheduled that day on CNG refueling facilities at DTC bus depots.

EPCA asked Tata motors, why action taken report was not submitted to EPCA after joint inspection with DTC of the entire fleet of 650 low floor buses as was mandated in the minutes of the EPCA meeting held on 02.01.10 to consider safety issues arising out of a spate of 11 firing incidents in low floor Tata buses. Tata represented that inspection and maintenance schedules were upgraded. Greasing of several

key components has been advanced to 2000 km of travel against the early schedule of 9000 km. Sealing of the controls of the governor, pneumatic doors and panel on the fuses cabinet was being done every day on each outgoing bus from the depots, duly signed jointly by Tata and DTC representatives. This measure has reduced by 90% the incidences of over speeding of the buses much beyond the speed limit set by the Honøble Court, buses running with open doors and running bus electrical flaws leading to short circuit due to tempering of the fuses.

EPCA observed that did it imply deliberate and willful tempering of these items by DTC staff earlier and if so what action has been taken by DTC to discipline erring staff who indulged in such tempering. EPCA wanted Tata motors to explain as to why these measures have proved effective in only 90% of the road fleet and failed in the remaining 10% of the fleet which still operates with open doors, over speeding at the road, electrical sparking/short circuiting. Was it only tempering by DTC staff or due to some short comings in various sub systems that contributed to these maladies.

EPCA also wanted to know what hardware and component changes/modifications, if any, have been made to prevent jamming of the wheels, burning of rear tyres, electrical short circuiting, etc. EPCA also wanted to know about the action pertaining to the quality of LT wires and upholstery, roof covering material, etc which were earlier found by DTC and ARAI not meeting the tender specification.

In view of frequent incidents of bus tyre burning, tearing, wearing, etc EPCA wanted to get a list of different makes of tyres used in DTC fleet both by Tata and Ashok Leyland according to published media reports some foreign makes of cheap radial tyres, banned in USA have been dumped in the Indian market and are being used as original and replacement tyres in the DTC fleet. An earlier case of tyre fire also revealed that the make of the tyre was of such foreign origin.

Chairman EPCA expressed that Ashok Leyland should also be careful for all the technical problems that had confronted to Tata fleet and should take suitable technical precautionary measures. Ashok Leyland representative replied that they are already doing the greasing of major components every 2000 kms which was being done earlier after 9000 kms in the Tata fleet. Their own technical manpower has been deployed to carry out the maintenance of their DTC fleet.

Chairman EPCA asked Tata and DTC to submit the Action Taken and Compliance Report on the issues listed in the minutes of the EPCA meeting of January 2, 2010, latest by the ensuing Monday and Tuesday respectively. A hard copy of those minutes was handed over to Shri Ranga of DTC also.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on April 24, 2010 (Saturday) (12.00 Noon)**

Agenda items: Review the status for establishment of CNG refueling facilities at DTC depots.

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Mr. Manjeet Singh, Chief GM (Engg. & Proj.), IGL
3. Mr. S. Pant, GM, IGL
4. Mr. Anadi Mishra, (Marketing) IGL
5. Mr. Kamaljeet Sidhu, IGL
6. Mr. R.S. Ranga, Senior Manager, DTC
7. Ankush Tewani, Asst. Environmental Engineer, CPCB

EPCA took stock of the progress of establishment of CNG refueling facilities in DTC bus depots.

IGL presented the progress report dated 24.04.2010, which included:

- 1) Current status of 22 depots with respect to following aspects:
 - a) Status of civil works
 - b) Equipment installation
 - c) Pipeline length
 - d) Pipeline connectivity
 - e) Commissioning of the station
 - f) License granted
 - g) Commencement of operation
- 2) Status of compression capacity augmentation plan for installation of 600 scmh and 1200 compressors for various depots.
- 3) Status of load requirement in various depots.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on April 24, 2010 (Saturday) (12.30 PM)**

Agenda items: Review the progress of CNG infrastructure development in Ghaziabad.

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Mr. Kamaljeet Sidhu, IGL
3. Mr. Manjeet Singh, Chief GM (Engg. & Proj.), IGL
4. Mr. S. Pant, GM, IGL
5. Mr. Anadi Mishra, (Marketing) IGL
6. Mr. V.K. Sonkar, Senior Engineer, G.D.A
7. Mr. Jyoti Prasad, Town Planner, G.D.A

8. Ankush Tewani, Asst. Environmental Engineer, CPCB

EPCA took stock of the progress of of CNG infrastructure development in Ghaziabad.

IGL presented the progress report dated 24.04.2010 regarding CNG infrastructure development in Ghaziabad which contained details of i) Current status of pipeline work ii) Commencement of operation of CNG stations iii) Allotment of land for CNG stations iv) PNG supply

EPCA asked representatives of GDA to make sure that there should not be any delay on their part, so that the implementation plans of IGL should not get affected.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on April 24, 2010 (Saturday) (1.00 PM)**

Agenda items: Review the improvement in CNG dispensing capacity in Delhi.

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Mr. Manjeet Singh, Chief GM (Engg. & Proj.), IGL
3. Mr. S. Pant, IGL
4. Mr. Anadi Mishra, IGL
5. Mr. Kamaljeet Sidhu, IGL

6. Ankush Tewani, Asst. Environmental Engineer, CPCB

IGL presented the report dated 24.04.2010 on improvement of CNG dispensing capacity in Delhi, which gives details of i) Number of CNG stations ii) Compression capacity iii) Number of Mother/ Online compressors installed and commissioned in the beginning of financial year 2009 and 2010. The report also included a list of stations that were commissioned in the financial year 2009.

EPCA expressed concern regarding the pressure not being maintained in many of CNG dispensing stations and especially for poor pressure condition in East Delhi. In reply to this, IGL said that a pipeline is being laid to provide the solution to pressure problem in East Delhi. EPCA asked IGL to submit a time bound plan for laying and commencement of operation of East Delhi pipeline.

EPCA further expressed dissatisfaction for no maintenance of records for pressure at CNG filling stations. EPCA directed that log books should be maintained on all the stations of Delhi and every month a report should also be sent to EPCA.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on May 01, 2010 (Saturday) (11.45 AM)**

Agenda items: Issues related to parking in Delhi

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member EPCA

3. Mr. Amiya Chandra, OSD (RP Cell), MCD
4. Mr. J. B. Bhatia, EE, MCD

5. Mr. Gyanesh Bharti, Secretary, NDMC
6. Mr. Anand Tiwari, Director-Projects, NDMC

7. Mr Prabhakar, Dy. Commissioner of Police -Traffic, Delhi Traffic Police

8. Nazim uddin, Environmental Engineer, CPCB

EPCA was informed that the exercise of survey and demarcation of parking sites on PWD roads is underway and will be completed shortly.

The general concerns about loopholes in MPD parking provisions and their rampant misuse by MCD were discussed. It was discussed that MCD commercialized a large number of streets without thinking how the required parking facilities will be created. The study got done by MCD through a consultant has amply reflected that the decision to commercialize without parking was totally wrong in the first place. Had the MCD followed -no commercialization without parkingø principle, this situation would have been avoided.

On the matter of amendments in MPD-2021 parking provisions, EPCA was of the view that a meeting with DDAø highest level officers is needed to get the much awaited amendments done.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on May 01, 2010 (Saturday) (12.15 PM)**

Agenda items: Issues related to auto CNG supply in Kanpur (by Central UP Gas Limited) and in Lucknow (by Green Gas Ltd.).

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member EPCA

3. Mr. R. C. Arora, GM (CGM), GAIL (India) Ltd
4. Mr. S. P. Sharma, DGM (CGM), GAIL (India) Ltd.
5. Mr. Manish Grover, Chief Manager (Gas Mktg.), IOCL, New Delhi

6. Mr. Harsh Mohan, Director (Comm.), Green Gas Ltd.
7. Mr. V. Gautam, DGM, Green Gas Ltd. Lucknow

8. Mr. A. K. Dutta, Director (Comm.) Central UP Gas Limited, Kanpur
9. Mr. Praveen Agrawal, Head of Marketing

10. Mr. A. K. Pandey, RTO Lucknow
11. Mr. Sanjay Tiwari, ARTO, Kanpur
12. Mr. S. P. Yadav, ARTO, Agra

13. Nazim uddin, Environmental Engineer, CPCB

Auto CNG Supply in Kanpur

Regarding authorization, Central UP Gas Limited (CUGL) informed that now there are no issues about authorization and they have been recognized as the authorized entity for Kanpur.

CUGL informed that there are 8 operational online stations and 4 more stations are under construction. It was further stated that after the conversion of all 2995 autos and with 265 school buses and 200 UPSRTC buses already on CNG, there is no further scope of conversion left.

CUGL suggested that there are a large number of diesel loaders and diesel generators operating in the city which can be converted to CNG to improve the air quality. RTO Kanpur informed that from 01.04.2010 onwards registration of diesel loaders has been stopped. CUGL mentioned that a large number of diesel autos which are registered in Kanpur Dehat and Unnao ply right upto inside the Kanpur city and if these are checked CNG auto will substitute them in the city. CUGL also mentioned that getting permission to lay pipelines in the city is very difficult process and approval often takes about a year time.

EPCA asked CUGL to list the issues which needs to be addressed so that EPCA can flag these issues to U.P. Govt.

Auto CNG Supply in Lucknow

Regarding authorization, Green Gas Limited (GGL) also informed that now there are no issues about authorization and they have been recognized as the authorized entity for Lucknow and Agra.

GGL informed that there are two operational online mother stations in Amosi and Gomti Nagar area and the present sale is 58000 kg against the capacity of 98000 kg. GGL informed that one more online mother station and 3 DB stations were planned but final decision about time schedule has not been taken as the demand is estimated to be only 63000 kg at the end of 2010. It was informed that all 4230 autos and 2534 tempo taxis have been converted and 333 out of 715 school buses, 247 out of 250 UPSRTC buses and 26 out of 48 private buses area already on CNG.

RTO Lucknow informed that in view of the pathetic situation of CNG dispensing at Amosi station where the waiting period for CNG filling used to be 8-10 hours, conversion had to be stopped at one time and it was only after the commissioning of the Gomti Nagar station that situation has eased form Feb 2010. RTO Lucknow expressed that one more station is urgently needed somewhere in Dubagga area to cater to Chowk area. EPCA also agreed that the CNG capacity should be across the city and expressed that GGL should not think small but rather plan futuristically.

EPCA was told that CNG price in Kanpur and Lucknow is Rs. 31 per kg. EPCA asked both companies - CUGL and GGL ó to give the break up the cost in terms of cost components such as basic cost, cost of capital investment, recurring cost and tax components.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on May 08, 2010 (Saturday) (11.00 AM)**

Agenda items: Integration of public transport (metro and bus) infrastructure:

1. Rationalization of location of bus stops by DTC in relation to metro stations on three lines ó Central Secretariat ó Badarpur, Central Secretariat ó Mehrauli and Inderlok ó Mundka taking into the consideration the suggestions of DMRC.
2. Finalisation of PWDs plans for integration of metro stations on its roads on the above three metro lines as per UTTIPEC guidelines.

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member EPCA

3. Mr. Ashok Bhattacharjee, Jt. Director UTTIPEC, DDA
4. Mr. Rajiv Batra, Advisor, UTTIPEC, DDA
5. Ms. Romi Roy, Sr. Consultant UTTIPEC, DDA

6. Mr. Anil Kohli, Vice President, DIMTS

7. Ms. Tripta Khurana, CA, DMRC
8. Mr. S.A. Verma, Dy. CE, DMRC

9. Mr. Divakar Agrawal, SE, CPWD

10. Mr. R. S. Ranga, Senior Manager, DTC

11. Ankush Tewani, Assistant Environmental Engineer, CPCB

EPCA asked CPWD about the final plans for integration of metro stations on its roads on three lines ó Central Secretariat ó Badarpur, Central Secretariat ó Mehrauli and Inderlok ó Mundka. In reply to this, the Senior Officer from CPWD said, that currently they are working on the plans for two lines - Central Secretariat ó Badarpur, Central Secretariat ó Mehrauli and the complete plans for these two lines will be presented to EPCA on May, 15, 2010.

EPCA further said that the periphery (500 m) of every station is to be carefully examined during the preparations of the plans, and the four elements - Crossovers, Footpaths, Cycle Tracks and Bus Stops ó needs to be considered in plans.

EPCA asked about the findings of joint survey done by DTC and DMRC regarding rationalization of location of bus stops. To this DTC replied that the data regarding the number of bus stops and the position of bus queue shelters was collected for the metro lines. DTC further said that, there are 27 bus stops on one side of the 14 metro station Inderlok ó Mundka line and the bus queue shelter for this line are found to be at appropriate positions but there are few problem areas as well, where specification of 50 m distance of bus stop form the metro station does not get fulfilled and similar is the case for the other two lines. For this EPCA suggested that both DTC and DMRC should collect data on the following - name of the metro stations, bus stops and the distance between them and the road owning agencies for the entire stretch and present in the next meeting so that a review can be done.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on May 08, 2010 (Saturday) (11.45 AM)**

Agenda items: Review the progress of decisions taken for improvement in status of handling and disposal of MSW and monitoring of MSW management in Delhi:

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member EPCA

3. Dr. Anil Kumar, Director (DoE)
4. Mr. A.K. Ambasht, Member Secretary, DPCC
5. Mr. B.M.S. Reddy, Environmental Engineer, DPCC

6. Mr. R.C. Shukla, Jt. Director, NCRPB

7. Mr. J.P. Verma, S.E., DDA

8. Mr. Pradeep Khandelwal, S.E., MCD
9. Mr. Sunil Kumar, S.E., DEMS
10. Dr. Ramesh Kumar, CMO, NDMC

11. Dr. Sanjeev Agrawal, Sc.-Cø CPCB
12. Ankush Tewani, Assistant Environmental Engineer, CPCB

EPCA asked MCD about the actions taken to improve MSW management in Delhi. To this MCD replied that individual waste to energy projects have been already given to Jindal, Ramky and GMR, which will result in minimal inert residue for landfilling along with the generation of electricity. MCD further gave the details of the ðwaste loadö that will be handled by the aforementioned contractors as follows:

1. 2050 Metric Ton project at Okhla by Jindal.
2. 1000 Metric Ton project at Narela-Bawana by Ramky.
3. 1300 Metric Ton project at Ghazipur by GMR.

MCD further said that the projects handled by Jindal will be commissioned in early 2011 and the project handled by GMR is also expected to be commissioned in 2011. EPCA further asked MCD to send the project details handled by Jindal and GMR and also the project being implemented by Ramky along with the compost plant at Okhla site.

EPCA also asked MCD to determine the quality of waste so that the compost which can be prepared from this waste can be promoted and used in parks, forests and other areas instead of the manure which is bought from the market at very high cost.

EPCA asked MCD to submit information as required earlier about the system of monitoring to ensure segregation of waste and compliance of contract conditions, the cost of collection, conveyance, processing and disposal, the method used for processing and about utilization of GPS to improve management as a whole, within 15 days.

CPCB presented the fortieth inspection report on collection, storage, transportation and disposal of MSW in Delhi to EPCA, and the work done by CPCB was appreciated.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on May 08, 2010 (Saturday) (12.15 PM)**

Agenda items: Confirmation of registration of BS IV compliant 4-wheeled and BS III compliant 2/3 vehicles in NCT and NCR.

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member EPCA

3. Mr. H.N. Bairwa, Additional Transport Commissioner, Rajasthan
4. Mr. Jagdeep Singh, Additional Transport Commissioner, Haryana
5. Mr. Ajay Kumar Bisht, Sr. Deputy Commissioner, Transport Dept., Delhi
6. Mr. Ranjeet Singh, Deputy Commissioner, Transport Dept., Delhi
7. Mr. K.K. Sharma, MLO, Transport Dept., Delhi

8. Mr. Sudhir Kumar Verma, ARTO, Ghaziabad
9. Mr. R.R. Soni, ARTO (E), Meerut
10. Mr. Rajesh Kumar, ARTO, Agra

11. Ankush Tewani, Assistant Environmental Engineer, CPCB

EPCA asked Transport Department of Delhi about the status of the stock of BS III compliant 4-wheeled and BS II compliant 2/3 vehicles. The representative of Transport Dept. Delhi replied that still more than half of the stock is left. EPCA was surprised to note that sufficient time has lapsed and still the old stock has not cleared.

EPCA directed Delhi Government that no BS III compliant 4-wheeled and BS II compliant 2/3 wheeled vehicle will be registered in NCT from May 11, 2010.

The Rajasthan representative replied that their old stock is clear and only the vehicles complying with BS IV and BS III norms (for 4-wheelers and 2/3 wheelers, respectively) are now registered. EPCA appreciated that Rajasthan is the first state to clearly declare implementation of new standards.

Uttar Pradesh replied that they are still left with some stock.

Haryana submitted the stock position for BS III compliant 4-wheeled and BS II complying 2/3 wheeled vehicles as 2130 and 4298 respectively as on March, 31 2010.

EPCA asked Haryana and Uttar Pradesh to submit the stock reports by May 20, 2010 and further said that they should finish the stock immediately.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on May 15, 2010 (Saturday) (02.30 PM)**

Agenda items:

- Supply of BS IV compliant special vehicles by Tata and Mahindra against Delhi Police order
- Issues related to CNG safety / fire accidents in buses

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member EPCA
3. Dr. H. B. Mathur, Retd. Professor IIT-Delhi / CNG Expert
4. Mr. P. N. Agrawal, Delhi Police

5. Mr. C. V. Kumar, CGM, DTC
6. Mr. S. C. Chaudhry, Dy. CGM, DTC
7. Mr. Ved Pal Singh, DTC

8. Mr. Satinder Dabas, PLTI, Transport Department, Delhi
9. Mr. Jasbir Singh, PLTI, Transport Department, Delhi

10. Mr S.K. Patra, Director(Tech.), ASRTU

11. Mr. Sandeep Kumar, RM, Tata Motors Ltd
12. Mr. Nitin Verma, CSM, Tata Motors Ltd
13. Mr. Nitin Sharma, CSM, Tata Motors Ltd
14. Mr. Arun Jalal, AGM, Customer Service, Tata Motors Ltd

15. Mr. Mahesh Gautam, Ashok Leyland Ltd
16. Mr. V.K. Sharma, Senior Manager, Ashok Leyland Ltd
17. Mr. Deepak Razdan, Senior Manager, Ashok Leyland Ltd
18. Mr. B. Mukherjee, Ashok Leyland Ltd
19. Mr. Amar Sureka, Ashok Leyland Ltd

20. Nazim uddin, Senior Environmental Engineer, CPCB

Supply of BS IV compliant special vehicles by Tata and Mahindra against Delhi Police order

The matter was taken up on request of Delhi Police. EPCA stated that Delhi Police has informed that they had placed order to Tata Motors and Mahindra & Mahindra for supply of few special armored vehicles and to Tata Motors for supply of 15 cranes on Tata 407 platform and these vehicles and cranes are to be supplied before Common Wealth Games 2010 but the vehicles are expected to be BS II emission norms compliant and there will be difficulty in their registration.

EPCA stated that these vehicle / cranes should be upgraded to BS IV emission norms.

Tata Motors stated that the cranes ordered are based on diesel engine. BS III compliant diesel Tata 407 is already available and BS IV compliant diesel Tata 407 will be available by August 2010. Tata Motors further informed that BS IV compliant CNG Tata 407 will also be available by July 2010. Tata Motors expressed it is agreeable to any of these conversion. EPCA desired that Delhi Police should go for CNG cranes and asked Tata Motors to strictly adhere to dates.

About special armored vehicles, Tata stated that given that it is a special product based on 4x4 transmission and that (BS II compliant) B-series engines cannot be upgraded to BS IV compliant engines, it will not be possible to upgrade it to BS IV within the time available. Tata Motors further stated that since it has already approached for type-approval for BS III version, up gradation to BS III can be made by August 2010.

No one from Mahindra & Mahindra attended the meeting. EPCA asked Delhi Police to communicate to Mahindra & Mahindra that EPCA desires that the vehicles should be upgraded to BS IV.

Issues related to CNG safety / fire accidents in buses

Dr. Mathura pointed out that during the 2nd January 2010 meeting, CGM DTC had informed about the minimum (skilled and unskilled) manpower and test equipment requirements for each of the DTC Low floor bus depot from Tata Motors but DTC has not given any report whether those requirements were fulfilled by Tata, despite being again asked in the 24th April 2010 meeting.

Dr. Mathur further mentioned that during the 2nd January 2010 meeting, Tata had also brought to the knowledge of EPCA that there are not sufficient number of pits in DTC depots which are essential for inspection of low-floor buses and because of this it is very difficult to closely inspect from beneath all buses, more so when all the buses are made available for inspection only during few night hours. EPCA wanted to know why the commitment made by DTC for providing the required number of pits has not been fulfilled.

EPCA handed over to both Tata Motors and DTC the list 13 points on which DTC had expected action from Tata and asked both of them to give their respective reports by 11.00 AM on Monday (17th May).

Dr. Mathur informed that the one and a half page report received from Tata Motors after 4 month since 2nd January 2010 meeting about the one-time bumper-to-bumper check of the whole fleet of 650 Tata low-floor buses is totally inadequate. EPCA desired that a detailed report in this regard should also be submitted by Monday giving full details of the defects pointed out and the hardware changes made, especially to prevent jamming of wheels, burning of rear tyre, electrical short-circuiting etc.

EPCA stated that the reports on list of make of tyres used by Tata and Ashok Leyland as desired in 24th April 2010 meeting is still awaited and it also must be submitted by Monday.

EPCA reminded that there are EPCA's standing instructions that report of each major or minor fire incident in CNG buses should be sent by bus manufacturer as well as by DTC to EPCA immediately but these are not being strictly followed. This will not be tolerated any more. EPCA asked Tata to send reports of all past incidents. Ashok Leyland stated that there has not been any incident in its low-floor buses so far.

EPCA asked DTC to submit status of bus supply against its orders to Tata Motors and Ashok Leyland and the status of the penalty imposed due to the delay in supplies.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on May 21, 2010 (Friday) (02.30 PM)**

Agenda: Review of the progress of Western Peripheral Expressway

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Mr. K. K. Sharma, Pr. Secretary, PWD, GNCTD
3. Mr. Rajeev Arora, MD, HSIIDC
4. Mr. H. R. Raheja, CE, HSIIDC
5. Mr. S. K. Mehta, SE, HSIIDC
6. Mr. S. Narang, DGM, HSIIDC
7. Mr. Yogesh Mehra, Ex. Engineer, HSIIDC
8. Mr. Shravan Kr. Sharma, Commissioner, Meerut
9. Additional Commissioner, Meerut
10. Mr. V. K. Rajawat, GM (T), NHAI
11. Mr. R. K. Chawla, PD (Sarita Vihar), NHAI
12. Mr. R. K. Singh, Ex. Engineer, MoRT&H
13. Mr. J. P. Bhatnagar, I. C. Span Consultants
14. Mr. H. S. Kohli, CMD, KMP Expressways
15. Mr. B. S. Popli, SA, KMP Expressways
16. Nazim uddin, Sr. Environmental Engineer, CPCB

Chairman, EPCA said that pollution level in Delhi have been increasing during past few years and is quite high as compared to the prescribed air quality standards. This is a cause of great concern in view of the forth coming Common Wealth Games (CWG). WHO has observed that exposure for even 10 minutes to very high level of air pollution may affect athletes. Considering this situation there is no leverage left for delaying the actions needed to control pollution in Delhi. It is high time for all to act together. The Eastern Peripheral Expressway (EPE) has not picked up for which penalty against the executing agency will be recommended. Construction of Western Peripheral Expressway (WPE) was started but the progress has been so slow that penalty needs to be recommended for it also.

HSIIDC said that one of the main roadblocks which they are facing is the courts stay orders in 26 cases relating interchanges and next hearing is fixed for 22.08.2010. HSIIDC stated that the cases are being defended with full alertness. Chairman, EPCA stated that let there be some report put up before this Authority about this through Haryana Government. Chairman, EPCA suggested that Haryana Government may plead in the Supreme Court to pass an order that in the matter being dealt by Supreme Court, the jurisdiction of other courts may be barred. Chairman, EPCA requested Delhi Govt. also to help Haryana Govt. in this regard as the project is being executed in the interest of Delhi and is also jointly funded by Delhi Govt.

The concessionaire stated that besides the stay orders in the matter of interchanges, railways approval for 3 RoBs has been received recently and that for one more is still pending. HSIIDC said that progress of rest of the work is also extremely slow. The monthly work schedules are being given for 1.5% and 2% work. HSIIDC further said that they are resisting the legal action just because of chances of more delay due to litigation. HSIIDC stated that they are totally dissatisfied with the attitude of the concessionaire and are not in a position to commit any deadline on behalf of the concessionaire. Chairman, EPCA cautioned the concessionaire that the Authority means business and the work at the present pace of 2% will not be acceptable. Even if the interchanges and RoBs are not complete, ensure that rest of the work is complete before Common Wealth Games so that opening of traffic can be considered. EPCA asked HSIIDC to examine this and work out the modalities. EPCA asked HSIIDC to send the draft of letter to be sent to Railways on the matter of RoBs, if required.

U. P. Govt. representative mentioned that for EPE the land has been acquired and whatever money was released has been distributed to the land owners. Now Rs. 631 crore is required from Delhi but it is not being released. EPCA directed that the issue should be resolved at the earliest and work commenced. It was also inquired whether any petition was pending disposal in respect of EPE. NHAI replied in the negative.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on May 22, 2010 (Saturday) (10.30 AM)**

Agenda: The strategy needed to control pollution due to rising volume of vehicular movement to NCT from towns of NCR

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member EPCA
3. Mr. Ajay Chagti, Joint Commissioner and Secretary STA, Delhi
4. Mr. Vikas Jain, PCO (HQ), Transport Department, Delhi
5. Dr. Shubh Kiran Shamo, Scientist Grade I, Dept. of Environment, Haryana
6. Mr. V.S. Singh, DTC (Zone), Meerut
7. Mr. D.K. Singh, ARTO Meerut
8. Mr. K. P. Gupta, ARTO (A), Ghaziabad
9. Mr. J.S. Tiwari, A.R.T.O. (A), Gautam Budh Nagar
10. Mr. Sahab Singh Verma, ARTO, Baghpat
11. Mr. S. P. Yadav, ARTO, Agra
12. Mr. Dharmendra Singh, Secretary, RTA, Sbd.
13. Nazim uddin, Sr. Environmental Engineer, CPCB

Chairman, EPCA said that you all are aware about very high pollution level in Delhi which is a cause of great concern in view of the forth coming Common Wealth Games (CWG). If any country decides to withdraw its athletes it will be disrespect to the country. One of the major causes attributing to the high pollution level in Delhi is the rising volume of vehicular movement from the cities of NCR. On an average more than a million vehicular trips originate from NCR to Delhi. It is high time for all to act together. Pollution level needs to be brought down by any possible measures. While more stringent measures could be taken before the games as were taken in China during the Olympics, this authority wants some actions be started by state authorities with immediate effects:

1. Considering that it becomes very difficult to return vehicles once they reach at MCD toll plazas as there are no facilities to turn back vehicles at toll plazas, the neighbouring states ó U.P. and Haryana will make special pickets at the point of alternate diversion route to check and divert all commercial vehicles that are not destined for Delhi. EPCA reminded that this has been directed earlier also (in meetings held on November 8, 2008 and December 19, 2009) but no compliance reports received from states. Chairman, EPCA cautioned there is no scope left for delay in this regard and further directed that records of vehicles diverted at the pickets will be maintain and submitted to EPCA every month.
2. MCD and Delhi Police will further check all commercial vehicles entering Delhi at toll plazas as directed by Honøble Supreme Court and submit status every month.
3. The neighbouring states ó U.P. and Haryana will check all Delhi bound private vehicles before they enter Delhi for emission of visible pollution and take action against polluting vehicles as required by law.
4. Delhi will further check all private vehicles entering Delhi from NCR for emission of visible pollution and will impound the violating vehicles.

Chairman, EPCA directed all concerned to initiate action within one week and report progress in the meeting after two weeks.

Chairman, EPCA further directed that public should not be taken unaware. So give a statement to media before starting special drives to check private vehicles.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on May 22, 2010 (Saturday) (11.30 AM)**

Agenda: Review of the progress of Action Plans for Air Quality Improvement for Hyderabad, Ahmedabad, Bangalore, Sholapur & Pune, Chennai, and Kanpur & Lucknow, in particular the steps taken for:

- i) Registration of only BS IV compliant 4-wheeled vehicles and BS III compliant 2/3 wheelers after exhaustion of the old stock as on 31.03.2010
- ii) Strengthening of gaseous auto fuel infrastructure and conversion of vehicles to gaseous fuels
- i) Strengthening of public transport system and improving traffic management
- ii) Formulation and enforcement of proper parking provisions and creation of adequate parking infrastructure,
- iii) Fiscal measures / tax policies to control use of private vehicles
- iv) Upgradation of Ambient Air Quality Monitoring to meet revised air quality standards

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member EPCA
3. Ms. Anumita Rowchoudhury, CSE

AP

4. Mr. K. Madhusudan Rao, IAS, MS APPCB
5. Mr. C. L. N. Gandhi, Additional Commissioner Transport, Andhra Pradesh

Gujarat

6. Mr. R. G. Shah, Member Secretary, GPCB
7. Mr. Prushant Pandya, Dy. Director (SWM), Ahmadabad Municipal Corporation
8. Mr. R. L. Pandey, Manager (M.N. Service), Ahmadabad Municipal Corporation

Karnataka

9. Mr. M. N. Jayaprakash, Senior Environmental Officer, KSPCB
10. Mr. S. M. Puttabuddhi, Director (Tech. cell), Dept. of Eco.&Env., Govt. of Karnataka

Maharashtra

11. Mr. Ajay Deshpande, Regional Officer, MPCB

Tamil Nadu

12. Mr. R. Ramachandran, Member Secretary, TNPCB
13. Mr. R. Radhakrishnan, Joint Transport Commissioner, Tamil Nadu

Uttar Pradesh

14. Mr. U. N. Tiwari, Additional Commissioner, Kanpur
15. Mr. V. K. Sonkar, SE, GDA, Ghaziabad
16. Mr. Jyoti Prasad, Town Planner, GDA, Ghaziabad
17. Mr. T. U. Khan, Environmental Engineer, UPPCB,
18. Mr. Paras Nath, Environmental Engineer, UPPCB
19. Mr. A. K. Pandey, RTO Lucknow
20. Mr. Sanjay Tiwari, ARTO, Kanpur

21. Mr. S. P. Yadav, ARTO, Agra
 14. Mr. S. P. Selvam, MD, Central UP Gas Limited, Kanpur
 15. Mr. A. K. Dutta, Director (Comm.) Central UP Gas Limited, Kanpur
 16. Mr. Praveen Agrawal, Head of Marketing, Central UP Gas Limited, Kanpur
 17. Mr. Prabhakar Mishra, Green Gas Ltd., Lucknow
 18. Mr. Sushil Kumar Mishra, Sr. Officer (Marketing), Green Gas Ltd., Lucknow
 19. Mr. M. Sabapathy, Dy. Manager (Lab) -----

CPCB

22. Nazim uddin, Sr. Environmental Engineer, CPCB

Agenda 1: Registration of only BS IV compliant 4-wheeled vehicles and BS III compliant 2/3 wheelers after exhaustion of the old stock as on 31.03.2010

Status reported about implementation of new mass emission standards applicable form 01.04.10

City	Status of implementation of new mass emission standards
Ahmedabad	
Bangalore	SPCB informed that instructions has been given to obtain stock position and strictly comply with the new standards
Chennai	Transport Department stated that there was some confusion because of the draft notification issued by DoRT&H on 30 th March 2010.
Hyderabad	All dealers were mapped and the stock position ascertained. New standards are being enforced.
Pune	SPCB informed that Transport Department has been informed and they have confirmed it will be strictly followed.
Sholapur	
Kanpur	According to the progress report submitted, new emission norms are being implemented since 01.04.2010
Lucknow	

EPCA stated that there should be no ambiguity in this matter that the notification of 9th February 2009 enforcing the new mass emission standards stands till any new notification is enforced. This authority has already written to all states to ascertain the stock position of vehicles non-compliant to the new standards as on 31.03.2010. It has also directed that non-compliant vehicles must not be registered after this stock is exhausted. It is directed that no vehicles which is non-compliant to the new mass emission standards will be registered after 31.05.2010.

It was discussed that while vehicles compliant to the new standards are being registered in Hyderabad but in the adjacent Rangareddy district, vehicles meeting only BS III are getting registered. Considering that Rangareddy district area falls into Greater Hyderabad area, EPCA directed that the BS IV emission standards should be implemented in entire Greater Hyderabad area. It was mentioned that case of Bangalore is also similar to Hyderabad as Bangalore limits have been extended. EPCA directed that the same thing will apply to Greater Bangalore. It was decided that EPCA will write letters to the AP and Karnataka in this regard. It was mentioned that in Ahmedabad the extended limits have already been covered for implementation of new standards.

In the same context, the case of twin cities of Pune and Pimpri-Chinchwad was also discussed. Noting that these are two different cities and municipalities, EPCA asked MPCB to provide further information in support of requirement of covering Pimpri-Chinchwad under new standards.

Agenda 2: **Strengthening of gaseous auto fuel infrastructure and conversion of vehicles to gaseous fuels**

Status reported about gaseous auto fuel infrastructure and conversion of vehicles

City	Status of gaseous auto fuel infrastructure and conversion of vehicles
Ahmedabad	<p>66 CNG stations are operational (46 by Adani, 16 by HPCL and 4 by AMTS)</p> <p>Number of CNG buses 712 Number of CNG rickshaws 57324 Number of CNG delivery vans 3919 Number of CNG LMV cars 12345</p> <p>12 LPG stations are operational (9 by IOCL and 3 by Reliance)</p> <p>Number of LPG rickshaws 26 Number of LPG delivery vans 205 Number of LPG LMV cars 32024 Number of LPG motorbikes 57</p> <p>all autos and all buses have been converted to gaseous fuel mode</p>
Bangalore	<p>KSPCB informed that 48 LPG station are operational in Bangalore city</p> <p>Replacement of existing auto rickshaws: 31620 Newly auto rickshaws with fresh permit: 18600</p>
Chennai	<p>At present CNG facility is not available in Chennai. 28 auto LPG stations are operational. 5 more are proposed. Total sales of LPG by IOC, BPC and HPC were 3552, 4389 and 2626 MT during April óDec 2009.</p> <p>Orders were issued for the conversion of existing 33731 petrol driven autos in a phased manner and a subsidy of Rs. 2000 was offered. However, only 4971 autos have converted. The remaining 28760 autos are yet to be converted. Autos union obtained an interim stay order from Madras High Court which was made absolute by Madras High Court order dated 23.008.2007.</p> <p>Only LPG autos are being registered since the past 5 years. As on date 10547 LPG autos are plying in Chennai which include 4971 converted autos also.</p> <p>CNG pipeline is expected to be in place in 2012.</p>
Hyderabad	<p>Bhagyanagar Gas Limited is operating 4 CNG stations have become operational in Hyderabad and 2 more stations are under construction. The average daily sale is 7500-8000 kg. The CNG is presently being supplied from Vijaywada mother station. BGL has received CGD authorization from PNGRB. GoI has allocated 0.1 MSCMD Natural Gas for Hyderabad. The CNG pipeline connectivity is likely shortly. A mother station is under construction in Hyderabad. 60 stations are planned to be set up in 3 years. Three exclusive CNG stations are being set up for three APSRTC depots and 20 more such stations are planned in 3 years. APSRTC is ready to convert their buses to CNG mode and is waiting for CNG supply commissioning.</p> <p>Number of CNG vehicles in Hyderabad & Rangareddy District is ó (4 wheelers 162 & 127, respectively and 3 wheelers 2630 & 98, respectively).</p> <p>43 auto LPG stations (35 oil companies and 8 private) are operational. 12 more stations are under construction (10 oil companies and 2 private).</p> <p>Number of LPG vehicles in Hyderabad & Rangareddy District are ó (4 wheelers 14601 & 13759, respectively and 3 wheelers 31255 & 1846, respectively)</p>

	Any replacement of auto rickshaw is permitted with LPG/CNG operation mode only.
Pune	CNG reached and 11 stationed became operational and 40 more stations are planned to enable availability across the city. Number of LPG vehicles 35851, including 12721 AR, 22872 LMV, 258 Goods Number of CNG vehicle 2719 Number of CNG buses 85 (out of 1466 buses)
Sholapur	Number of LPG vehicles 2533 (AR & LMV)
Kanpur	One mother CNG station (Fazalganj) and seven online CNG stations / CNG retail outlets are operational. Four more stations are under construction, out of which is the one at Chakeri is ready for commissioning and is awaiting connectivity form GAIL SV3 which is expected by June 2010. Present dispensing capacity is 104000 kg per day against which utilization is 42204 kg per day. Number of CNG autos 2995 (all) Number of CNG school buses 265 Number of CNG UPSRTC buses 200
Lucknow	Two mother CNG station (Amausi and Gomtinagar), one online CNG station (Ashiana) and three DB CNG stations (Madiaun, Gomtinagar and Buddheshwar) are operational. Six more stations, which include 4 online stations and 2 DB stations, are proposed and are expected to commission by Dec 2010 and June 2010, respectively. Present dispensing capacity is 103760 kg per day against which utilization is 63540 kg per day. Number of CNG autos 4230 (all) Number of CNG tempos 2534 (all) Number of CNG school buses 333 (out of 715) Number of CNG UPSRTC buses 247 (out of 250) Number of CNG private city buses 26 (25 not converted) Number of CNG PSV 80 (32 not converted)

EPCA expressed unhappiness at the slow pace of CNG infrastructure expansion in Lucknow city. It was agreed that this programme will be expedited.

When inquired, GPCB mentioned that it has observed a major improvement in air quality in Ahmadabad after introduction of cleaner auto fuel.

EPCA also decided to convene a meeting with MoPN&G on availability of gaseous auto fuels in these cities and to expedite the programme.

Agenda 3: Strengthening of public transport system and improving traffic management

Status reported about strengthening of public transport and improving traffic management

City	Status of Strengthening of public transport and improving traffic management
Ahmadabad	Total bus fleet 927 (CNG 554, Diesel buses 323, Low floor BS III diesel buses 50) (the fleet increased from 886 in 200-01 to 927 in 2009-10 and the passengers increased from 6.79 lakh in 200-01 to 9.01 lakh in 2009-10) BRTS Phase I (58 km): 26 km route length of BRTS Phase I is operational. 41 buses are operational on BRTS. Average daily km per bus is 230-240. Average daily passengers are 55000. Average daily income is Rs. 280000. Integration ensured in terms of providing parking spaces for autos, bicycles and 2-wheelers near BRT bus shelters and integrated ticketing for BRT, AMTS and BRT feeder.

	<p>Western part of 18 km in progress and for Eastern part of 20 km tender received and under progress.</p> <p>BRTS Phase II (30.5 km) will start from June 2010</p> <p>BRTS feeder buses received 60 (CNG) BRTS feeder buses proposed 340 (CNG) - expected by Nov 2010</p> <p>Four Railway over/under-bridges completed and work in progress on six others.</p> <p>Four Flyovers completed and work in progress on four others.</p> <p>One River bridge completed and work in progress on another.</p>
Bangalore	<p>Present bus fleet size is 7000 (including 1000 AC). Metro E-W and N-S corridors work to start soon. Reach 1: Byappanahalli to Cricket Stadium. Interconnection of metro with Devanahalli International Airport from Yeshwanthpur via Yelahanka & Bagalpur Road is being considered and proposal submitted for the same for seeking permission to prepare DPR.</p>
Chennai	<p>The city bus fleet has been increased from 2773 in 2006 to 3415 at present and is proposed to be increased to 4000. It is proposed to attract 40% of the commuters to bus transport for which 1800 to 1850 buses will be required. MTC has a policy to replace buses after 8 years life, replacement of 388 such buses is proposed shortly.</p> <p>Sothor Railways operates suburban trains in three corridors (Beach to Tambaram, Central to Thiruttani and Central to Gummidipoondi). MRTS Phase I between Chennai Beach and Tirumailai in operation from Oct 1997, from Tirumalai to Tiruvanmiyur in operation from Jan 2004, and from Thiruvanmaiyyar to Velacheri in operation from Nov 2007.</p> <p>Extension of the Beach to Velacheri MRTS line (20.05 km) from Velachery to St. Thomas Mount Railway Station (another 5 km) is under progress and expected to complete by Dec 2011.</p> <p>Metro Rail proposed in two corridors of Washermenpet to Airport and Chennai Central to St Thomas Mount for a length of 45 km. The project started and the work is in progress and likely to be complete by 2015.</p> <p>To promote NM transport and pedestrians, 800 km interior roads and 360 km footpath are proposed.</p> <p>An elevated road from Madras Harbour to Maduravoyal is proposed.</p> <p>An Infrastructure Investment Plan prepared based on a Traffic and Transport study carried out in 1992-95, which is to be implemented at a cost of Rs. 18000 crore over a period of 10 years. The plan is being implemented since 2003-04.</p> <p>MoSRT&H had proposed to construct over-bridges at three important traffic junctions & Alandur Kathipara junction, Padi junction and Koyambedu junction. The first two completed and operationalised, the third is under construction.</p> <p>MoSRT&H has also undertaken work of 31.4 km bypass road construction to connect NH-45, NH-4, & NH-5 in two phases. Phase I is complete and Phase II is in progress.</p> <p>An Outer Ring Road of 62.3 km connecting NH-45, NH-4, NH-205, NH-5 and TPP Road is proposed. The first Phase land acquisition from NH-45 to NH-205 has been completed and possession taken. The second Phase land acquisition from NH-205 to TPP Road is under progress.</p> <p>145 automatic signals in Chennai city, including 90 LED enabled. 56 more automatic signals</p>

	<p>proposed.</p> <p>Staggering of timings of the schools and colleges.</p> <p>Prior announcement about prohibition on the movement of vehicles in certain areas during peak hours.</p>
Hyderabad	<p>Year wise induction of public transport buses (2006-07: 334, 2007-08: 412, 2008-09: 333, 2009-10: 349 (inclusive of 283 under JnNURM scheme).</p> <p>MMTS Phase II project covering 7 routes and 9 stations is to start after the approval of Railway Board.</p> <p>BRTS Project on Rethybowli-Hi-tech City-JNTU-Kukatpally corridor to initiate.</p> <p>Metro Rail / MRTS on three corridors of Hyderabad is proposed. 8 companies pre-qualified to bid for the project. Financial bids and finalization of new concessionaire is expected by May 2010.</p> <p>Stage carriages, goods vehicles and auto rickshaws of more than 15 years are not allowed in Hyderabad. Restriction imposed on number of 3-wheelers in Hyderabad and Vijaywada.</p> <p>ITMS pilot project from Green lands to Jublee Hills Check Post introduced under which surveillance cameras fixed at 99 places covering all major junctions and important places to watch violations of traffic rules.</p>
Pune	<p>1466 buses in operation. Augmentation of buses is proposed by purchasing and also by hiring private buses.</p> <p>Bye pass road is under construction</p>
Sholapur	<p>91 buses, 20 more proposes</p> <p>4.5 km bye pass to divert easterly traffic from Hyderabad and 48 km bye pass to divert westerly traffic from Bijapur constructed</p> <p>34 km bitumen road constructed in city (?)</p>
Kanpur	<p>297 city buses are plying in the city</p> <p>Entry time restrictions are implemented on G.T. Road</p> <p>Buses of more than 12 year life and petrol/diesel autos/taxis/tempos of more than 7 year life are phased out.</p> <p>Working traffic signals 34. Measures such as one way movement restriction , restriction on slow moving vehicles and animal driven vehicles, no parking area, no stopping zone, are being implemented through 147+167 signs (of Nagar Nigam and Development Authority) to ease traffic congestion</p>
Lucknow	<p>250 city buses are plying in the city</p> <p>Buses of more than 15 year life and petrol/diesel autos of more than 5 year life are phased out</p>

The findings of the Report ó -Traffic and Transport Policies and Strategies in Urban Areas in India, May 2008, of the study carried out by MoUD, Govt. of India were discussed. EPCA pointed out that the Report indicates that i) most of the cities have highly inadequate public transport bus fleet per unit population, and ii) the improper traffic and transport panning has resulted in continuous declining in the combined share of the public transport and NMT (non motorized transport), which mainly include bus transport, cyclist and pedestrians, and a corresponding rapid rise in use of private vehicles. The Report observes that because of congestion of roads due to increasing number of private vehicles, the movement of large vehicle (bus) becomes difficult and slow, which further leads more people to use

private vehicles leading to further congestion of roads. The phenomenon referred to as 'the congestion trap' in the Report.

EPCA further pointed out that the Report also highlights two other salient shortcomings in the traffic and transport management in large cities - i) most cities have poor Walkability Index, which is a combined indicator of the availability and rating of pedestrian facilities, and ii) most cities have poor Slow Moving Vehicle Index, which is a combined indicator of the availability of cyclist facilities and the current share of cyclist in trips.

EPCA stated the Report has revealed that the traffic and transportation situation, which was found to be already unsatisfactory in 1994 in a similar study, has fast deteriorated between 1994 and 2007. This indicates that the current strategies are highly inadequate and require drastic revisions. The growth of cars will have to be stopped and the growth of public transport will have to be paid special attention. Otherwise the growing numbers of personalized vehicles are going to choke our cities and this will definitely impact economic growth also. EPCA mentioned that in the context of futuristic assessment an expert has recently commented that 'the buses are sign of prosperity and the cars are sign of poverty'

Action Points:

In view of the above, EPCA directed that all cities should immediately revise their current traffic and transport strategies in accordance with the National Urban Transport Policy and come out with plans, especially with reference to expansion of the bus transport system and providing infrastructure facilities for pedestrians and cyclists, so that the share of public transport and NMT is at least 80% of the current transport needs and in future it should enhance rather than reduce and the share of private transport should decrease.

EPCA further directed that the revised strategy should also focus on providing facilities for pedestrians and cyclists and integration of various mode of public transport.

EPCA also desired that in the IT hubs like Hyderabad, Bangalore, Chennai and Pune ó IT companies CEO should be asked to introduce their own buses and discourage use of personal vehicles by their employees.

EPCA expressed that the next EPCA meeting on 8 cities action plans could focus mainly on the two issues of public transport and facilities for pedestrians and cyclists. The comprehensive public transport planning for each city should include - i) composite public transport plan, ii) bus needs projections and bus fleet expansion/deployment plan, iii) plan to integrate different mode of transport and iv) plan to provide pedestrians and cyclists facilities on roads across the city, introduce legislations to protect pedestrians and measures to incentivize walking and cycling.

EPCA mentioned that in Delhi based on a High Court decision the government has decided priorities in all future road planning and development work will be first for pedestrian, second for cyclists, third for buses and the fourth for cars. EPCA also mentioned that Delhi High Court has constituted a Task Force headed by Chief Secretary Delhi to decide on the matter of 'Road Space Equity' i.e. the concept of dividing road space equitably among different mode users.

EPCA expressed that each city needs to adopt the 'Road Space Equity' concept in its road space planning and also come out with clear solutions to legislate and incentivize walking and cycle use.

Agenda 4: Formulation and enforcement of proper parking provisions and creation of adequate parking infrastructure

Status reported about enforcement of parking provisions and creation of parking infrastructure

City	Status of enforcement of parking provisions and creation of parking infrastructure
Ahmadabad	<p>Parking standards for different type of buildings have been formulated.</p> <p>For residential units the parking requirements is 15% of the maximum permissible FSI, with the conditions that 25 % and 50% of the parking area will be reserved for cars in dwelling units of upto 80 sqm and more than 80 sqm built up area, respectively and that 10% of the parking space requirement shall be reserved for visitors at ground level.</p> <p>For shops and commercial establishments the requirement is 30% of the maximum permissible FSI, with the conditions that 20% of the parking space requirement shall be reserved for visitors at ground level.</p> <p>There are different requirements specified for Industrial buildings, community buildings schools special buildings such as stock exchange, grain market, timber market, iron market etc.</p> <p>Three multilevel parking proposed at Navarangpura Bus Stand, Municipal Market and Vastrapur Lake.</p>
Bangalore	<p>SPCB informed that parking policy has been finalized for Bangalore</p>
Chennai	<p>Second Master Plan for Chennai is applicable since 02.09.2008 which also includes a parking policy. Parking standards for different type of buildings have been formulated in the parking policy.</p> <p>For residential units the parking requirements for 50 to75 sqm floor area is 1 ECS for every 2 dwelling units and for >75 sqm floor area is 1ECS for every 75 sqm. An additional 10% parking space is to be kept for visitors parking if number of dwelling units exceed six.</p> <p>For shops and commercial establishments the requirement for > 50 sqm floor area is 1 ECS for every 50 sqm, excluding the first 50 sqm.</p> <p>There are different requirements specified for Govt. offices, banks, IT offices etc.</p> <p>94 locations identified for on-street parking. Parking lots operating with parking meters at 3 locations on BOT basis, tender invited for remaining locations. Fully automatic multi level car parking facilities proposed at two places ó Wallace garden (240 ECS) and Broadway bus stand (600 ECS) - on DBOT basis. An underground multi level car parking facility proposed at T. Nagar. Action will be taken to construct 3 more multi level car parking facilities in Anand nagar, Adyar and Purasawalkkam.</p> <p>Parking facilities provided at 17 MRTS stations.</p> <p>Parking fee increase in busy area is proposed.</p>
Hyderabad	<p>A new parking policy is being enforced under which a minimum percentage of total build up area is to be provided as parking area. Two different parking area requirements are being applied in the core area of the city and in rest of the development area. These requirements are 30% & 20% for residential and institutional buildings, 40% & 30% for commercial buildings, and 60% and 50% for shopping malls, multiplex complexes and IT buildings.</p> <p>Several parking lots allotted to parties to manage the parking places in GHMC area. Feasibility is being studied to build vertical parkings.</p> <p>Parking for trucks being provided at 7 locations. Parking also being provided for contract</p>

	carriage buses.
Pune	
Sholapur	
Kanpur	30 parking spaces identified for tempo parking at origin and destination points. 13 parking sites identified/developed and regulated/demarcated in different part of city.
Lucknow	A multi level parking is proposed at Hazratganj (965 4-wheelers & 477 2-wheelers), expected commissioning by Dec 2010. An underground parking is proposed at Mahanagar Gole Market (226 4-wheelers & 240 2-wheelers), expected commissioning by Sep 2010. Underground parking facilities are proposed at Bhootnath and Indranagar (118 4-wheelers & 57 2-wheelers), expected commissioning by Oct 2010. Multi level parking facilities are proposed at Chander Nagar and Alam Bagh (295 4-wheelers), expected commissioning by June 2011. Also, parking projects at Charbagh and Kaisarbagh are to be launched soon.

EPCA said that proper parking policy is needed for each city. EPCA observed that parking provisions introduced in Chennai although are not sufficient but at least a beginning has been made. EPCA expressed that parking provisions of Ahmadabad needs improvement.

Action Points

EPCA desired that a written copy of action taken to develop parking policy in each city should be submitted to EPCA so that a model paper could be prepared identifying the best practices. EPCA also expressed that the parking charges should commensurate with the price of property.

Agenda 5: Fiscal measures / tax policies to control use of private vehicles

Status reported about Fiscal measures / tax policies to control use of private vehicles

City	Status of Fiscal measures / tax policies to control use of private vehicles
Ahmadabad	
Bangalore	
Chennai	Tax on car of up to Rs. 10 lakh was increased from 8% to 10% and on cars of more than Rs. 10 lakh it was increased from 8% to 15%
Hyderabad	Tax on car of up to Rs. 10 lakh was increased from 9% to 12%. On cars of more than Rs. 10 lakh it was increased from 9% to 14%. Tax on second car of same owner is 14%. Tax on cars of companies is also 14%. Tax on gross traffic earnings reduced from 12% to 5% for town services. For other services it has been reduced from 12% to 7%. On the other hand, there is a 9% onetime tax levied on 2-wheelers, 4-wheelers, Omni bus and motor cabs. Green tax introduced from 01.08.2003 in Tamil Nadu on transport vehicles exceeding 7 years and non transport vehicles exceeding 15 years.
Pune	
Sholapur	
Kanpur	
Lucknow	

EPCA desired that tax applicable in all cities be informed to EPCA.

MS, APPCB mentioned two suggestions to reduce use of personalized vehicles. The depreciation rates on vehicles owned by companies may be reduced and refinancing interest rate should be increased. EPCA noted these suggestions and expressed that it would like to take up these issues with the MoF.

Agenda 6: Upgradation of Air Quality Monitoring to meet revised Air Quality Standards

EPCA expressed that it wants air quality monitoring stations under National Air Quality Monitoring Programme to be upgraded to include new parameters introduced in the revised air quality standards.

MPCB mentioned that CPCB has to provide the protocol in view of the revised standards and specifications of automatic monitoring instruments for measurement of some new parameters. MPCB also stated that it has assessed the cost of analysis and measurement of all parameters to be around Rs. 2000 per day per station, which is very high.

EPCA decided to convene a meeting with CPCB to discuss the phase-in plan for new parameters.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on May 29, 2010 (Saturday) (10.30 AM)**

Agenda: Possible fiscal measures to discourage the use of personalized vehicles -the role of depreciation allowance admissible to corporate and the rate of interest chargeable to individuals to acquire new vehicles

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member EPCA

3. Mr. A. K. Srivastava, Joint Secretary (Revenue), Ministry of Finance, Govt. of India

4. Nazim uddin, Sr. Environmental Engineer, CPCB

EPCA explained the purpose of calling the meeting to representative of MoF, GoI. EPCA said that the Authority wants to discourage use of personalized vehicles and wants to promote public transport. The Authority wants to understand what is the role of i) depreciation allowance admissible to corporate, and ii) the rate of interest chargeable to individuals to acquire new vehicles, in the increased use of personalized vehicles and what is the possibility of using these as fiscal measures to discourage the use of personalized vehicles.

MoF representative stated that no depreciation is prescribed on private vehicles and on vehicles used for business there is a 15% depreciation rate, which is the same as the general rate of depreciation allowed on any machinery to enable the investor to create a fund for replacing the asset.

The MoF representative also expressed that the present excise duty on private motor vehicles ranges from 10% to 22% + Rs. 15000 per unit and that on the motor vehicles used for public transport is at the lower rate of 10% therefore any further fiscal measure will be distortionary.

MoF representative further stated that as regard the rate of interest chargeable to individuals, according to the present monetary policy, banks are free to fix interest rates on their own and it is governed by market forces and Govt. does not interfere in their working. Chairman, EPCA expressed that the problem of rising number of personalized vehicles in cities is defying solution. Some deterrents are urgently needed. Chairman, EPCA asked MoF, whether it can resolve to modify the present policy and to give some signal to the banks in this regard. MoF representative agreed to communicate EPCA's view to Department of Financial Service in the Ministry of Finance, as the banks are dealt by that Department. EPCA requested MoF to come back on the matter urgently.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on May 29, 2010 (Saturday) (11.30 AM)**

Agenda: Availability of BS IV mass emission standard compliant buses and trucks and BS III mass emission standard compliant 2-wheelers and 3-wheelers in areas where new mass emission standard have come into force since 01.04.2010

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member EPCA
3. Dr. H. B. Mathur, Retd. Professor IIT-Delhi / CNG Expert
4. Mr. Ajay Chagti, Additional Commissioner, Transport Department, Delhi
5. Mr. Ajay Kumar Bisht, Additional Commissioner, Transport Department, Delhi
6. Mr. Rajneet Singh, Dy. Commissioner (Operations), Transport Department, Delhi
7. Mr. Ajay Mamoriya, PCO, Transport Department, Delhi
8. Mr. Maharaj Singh, MVI, Transport Department, Delhi
9. Mr. Satinder Dabas, PLTI, Transport Department, Delhi
10. Ms. A. A. Baikesikan, ARAI
11. Mr. Vishnu Mathur, Director General, SIAM
12. Nazim uddin, Sr. Environmental Engineer, CPCB

Heavy Vehicle Manufacturers

13. Mr. Sandeep Kumar, RM (North), Tata Motors Ltd
14. Mr. S. Panigrahy, RM, Tata Motors Ltd
15. Mr. Nitin Verma, CSM, Tata Motors Ltd
16. Mr. Abhik Gupta, CSM, Tata Motors Ltd
17. Mr. Sunil. Pandey, AGM, Tata Motors Ltd
18. Mr. Nitin Verma, CSM, Tata Motors Ltd
19. Mr. Mahesh Gautam, Ashok Leyland Ltd
20. Mr. N.K.Diwan, AGM, Ashok Leyland Ltd
21. Mr. V.K. Sharma, Senior Manager, Ashok Leyland Ltd
22. Mr. B.P. Sharma, AM (Sales), Ashok Leyland Ltd
23. Mr. Rajesh, Eicher

Two- & Three-wheeler Manufacturers

24. Mr. K. G. Unni Krishnan, GM (R&D), Hero Honda Motors Ltd
25. Mr. P. K. Sehgal, Divisional Head, India Yamaha Motor
26. Mr. R. Narasimhan, GM (R&D), Bajaj Auto Ltd
27. Mr. T. M. Balaraman, GM (ES), Bajaj Auto Ltd
28. Mr. M. N. Muralikrishna, Technical Advisor, TVS Motor Co.
29. Mr. Niraj Kumar, GM-Ser, TVS Motor Co.

Supply of BS IV compliant special vehicles by Tata Motors and Mahindra to Delhi Police

The matter was earlier discussed in EPCA meeting held on 15th May, 2010. Tata Motors reiterated its commitment to make the upgraded version (BS III) of the armoured vehicle available by August 2010. Mahindra did not attend the meeting (the last meeting dt. 15.05.2010 was also not attended).

Availability of BS IV compliant buses and trucks and BS III compliant 2-wheelers and 3-wheelers in areas where new mass emission standards have come into force since 01.04.2010

EPCA said it has been closely monitoring the situation to ensure compliance of the new mass emission standards which have come into force since 01.04.2010 in NCT and NCR and 13 cities. On the intervention

of this Authority, the DoRT&H reviewed and modified the proposed relaxation in the schedule of implementation beyond 01.04.2010. The earlier notification of 9th February 2009 regarding the new mass emission standards stands applicable as of April 1, 2010 stands.

EPCA further said that this Authority wrote to all concerned states (NCT, NCR and 8 cities being monitored by EPCA) to ascertain stock position of vehicles non-compliant to the new standards as on 31.03.2010 and to not allow registration of such vehicles after this stock is exhausted. EPCA has written to Delhi on 10th May 2010 and to NCR states on 20th May 2010 to stop the registration of old type of vehicles with immediate effect. EPCA also hold a meeting in this regard on 22nd May 2010 with the six states relevant to the 8 cities and directed to not register any old type vehicle from 01.06.2010. EPCA has directed all concerned states to ensure that the remaining stock on above dates is not registered and is shifted from the prescribed territories. EPCA stated that it wants to know the availability position of vehicles compliant to new norms, particularly 4-wheelers other than cars and 2/3 wheelers in NCT, NCR and 8 cities.

2-wheeler / 3-wheeler sectors

In the 2-wheeler and 3-wheeler sectors, Bajaj, Yamaha, Hero Honda and TVS assured that they are already having manufacturing products compliant to the new norms for supply in the prescribed territories. It was however revealed that Maharashtra has not yet cleared the models compliant to the new mass emission compliant vehicles so far.

4-wheeler sector (heavy vehicles / trucks and commercial vehicles)

In the 4-wheeled vehicles category, availability of BS IV compliant vehicles was reported as below:

Tata Motors:

LMV (<3 T)	: Already available, 90% sales in NCR
Low floor CNG bus	: Already available, being supplied to only DTC
Standard CNG bus	: Will be available by July-Aug 2010
Standard Diesel bus	: Will be available by July-Aug 2010
Light trucks	: Will be available by July-Aug 2010 (100 vehicles sale in 13 cities)
Heavy trucks	: Will be available by Oct-Nov 2010

Ashok Leyland:

Low floor CNG bus	: Will be available by mid July 2010
Low floor Diesel bus	: Will be available by mid July 2010
Standard CNG bus	: Will be available by July-Aug 2010
Standard Diesel bus	: Will be available by July-Aug 2010
Heavy trucks	: Will be available by Nov-Dec 2010

Eicher:

LCV (Diesel)	: Type approval obtained
LCV (CNG)	: Type approval under process

Swaraj Mazda:

Small bus /truck (CNG)	: Type approval under process
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Based on these deliberations, EPCA noted the following:

- i) The 2/3-wheelerr segment was ready to comply with BS III norms. All cities (with BS IV fuels) could now ensure compliance.
- ii) The commercial vehicles segment (including bus) was completely unprepared to meet the emission norms. There models compliant with BS IV norms would only be available as of August 2010. This would seriously delay and indeed jeopardize the city programmes for public transports. EPCA expressed its unhappiness at the state of affairs.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on June 8, 2010 (Tuesday) (3.30 PM)**

Agenda items: Integration of metro stations on its roads on the three linesóCentral SecretariatóBadarpur, Central SecretariatóMehrauli and IndelokóMundka, as per UTTIPEC guidelines.

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member, EPCA

3. Ms. Tripta Khurana, CA, DMRC
4. Mr. S.A. Verma, Dy. CEO, DMRC
5. Mr. Dipankar Nath, AM (Arch.)

6. Mr. M.C.T. Pareva, PM/CWGM-II, PWD
7. Mr. Divakar Agrawal, SE, PWD
8. Mr. S. K. Sabharwal, SA, PWD

9. Mr. C.U. Kumar, CGM, DTC
10. Mr. A.K. Chawla, Dy. CGM, DTC
11. Mr. R. S. Minhas, Sr. Manager, DTC
12. Mr. Anuj Sinha, GM, DIMTS
13. Mr. A.K. Goel, Stat. Officer, Transport Department

14. Nazim uddin, Sr. Environmental Engineer, CPCB
15. Ankush Tewani, Asstt. Environmental Engineer, CPCB

DMRC presented the drawings showing the existing location of bus stops on the three priority stretches and the suggested location for shifting bus stops to provide better integration.

Delhi PWD presented the drawings of the proposed footpaths along roads near some metro stations on the Central Secretariat ó Mehrauli stretch. About road between AIIMS and Safdarjung Hospital, PWD explained that a minimum 4 m footpath is being provided on both sides. PWD informed that as a norm a minimum of 2.4 m footpaths on both sides is being provided at all places.

EPCA decided to send copy of drawings presented by PWD and DMRC to Delhi Traffic Police and DTC and asked them to present their view if any in the next meeting.

DTC stated that as the DMRC is suggesting shifting of most bus stops below DMRC station they should have planned it at the time of station design stage. **EPCA, while stressing for formulation of a formal arrangement for coordination among different agencies for future works, expressed that it is also necessary to work out how it can be achieved now in the works recently completed or near completion.**

EPCA asked PWD to submit the plans for Qutub and Chattarpur stations on the CS-Qutub line in the next meeting.

It was discussed that Badarpur station on CS-Badarpur metro line is near a complex intersection and there is no pedestrian access where the work of flyover construction is undergoing. **EPCA desired that NHAI should ensure adequate integration of Badarpur metro station.**

EPCA asked DMRC whether parking facilities for cycles are being provided at all stations or not. DMRC indicated that their focus is on priority patronage which does not include cyclists. **EPCA desired that DMRC policies should aim at helping modal shift from personalized motorized vehicle to public transport. EPCA expressed that DMRC should show care for cyclists and preferably provide free parking for cycles.**

PWD indicated that providing 2.6 m cycle lanes on both sides will be possible on some but not all roads. **EPCA asked PWD to workout possibilities of providing cycle lanes and report back.**

PWD requested EPCA to express its views on foot over bridges. **EPCA expressed that signaled crossings should be the preferred to foot over bridges because the foot over bridges tend to obstruct the road space.**

EPCA desired that DMRC design its station in such a way that the station can also be use for road crossing.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on June 12, 2010 (Saturday) (10.30 AM)**

Agenda items: Control of foul smell in wastewater reused in public parks/gardens.

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member, EPCA

3. Mr. Gyanesh Bharti, Secretary, NDMC
4. Mr. J. P. Sharma, Dy. Director (MoH), NDMC
5. Mr. Satyendra Pal, Asstt. Director (H), L.G.

6. Mr. S. M. Amrit, CE, NDZ-II, CPWD
7. Mr. Deepak Gupta, SE, CPWD
8. Mr. Ram Prasad, EE, CPWD

1. Mr. S. R. Singh, EE (SWD)-II, DJB
2. Mr. Raj Kumar Rajat, Asstt. Chemist, DJB

1. Mr. B. Kumar, Senior Environmental Engineer, DPCC
2. Dr. M. P. George, Sr. Scientist, DPCC

3. Nazim uddin, Sr. Environmental Engineer, CPCB

This matter has been reviewed by EPCA earlier in meetings held on April 25, 2009, May 30, 2009, February 13, 2010 and April 17, 2010.

EPCA reminded that it had revised its stand to prosecute the defaulters and gave one month time to get the situation right in the last meeting held on April 17, 2010 but no improvement has been observed.

NDMC informed that Chairman, NDMC had a meeting with DJB and CPWD on 23.04.2010 in which it was decided that DJB will submit proposal to CPWD for setting up online booster pumps and their maintenance and the cost will be borne by CPWD. NDMC further informed that it has engaged IIT-D expert to provide consultancy for improvement of treated effluent quality and that separately an experiment for testing efficacy of sand filtration treatment is also being carried out.

CPWD informed that proposal has not been received from DJB.

It was informed that the presently DJB supplies treated effluent from Okhla STP to ITO but as the pressure and quantity are not sufficient CPWD operates its pumps at Yamuna River near Rajghat.

DJB representative informed that subsequently CEO, DJB has also taken a meeting on this issue and it was decided that the providing booster pump will not be a lasting solution to the problem as the pipelines capacity is also not sufficient and it will be required to augment capacity of pipelines from Okhla and Rajghat. It has been decided in the meeting that DJB will undertake the work of augmentation on behalf of CPWD. On being asked DJB officer informed that a minimum six month time is required to complete the work.

EPCA stated that based on the past experience it does not believe that the time scheduled will be adhered to. Earlier also 6 months were asked but 4 years have lapsed since then and the concerned agencies are playing with public health.

EPCA directed DPCC to proceed for filing prosecution.

EPCA directed NDMC to strive for self reliance for irrigation water by enhancing ground water by water recharging on massive scale using effective water recharge structures and resorting to conservative ways of irrigation water application. EPCA suggested NDMC to contact historian-experts on the subject and learn from the water management tools employed in Delhi during Mughal and pre-Mughal period.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on June 12, 2010 (Saturday) (11.00 AM)**

Agenda items: Upgradation of NAMP station according to the revised air quality standards

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member, EPCA

3. Dr. Sanjeev Agrawal, Scientist -C4 CPCB

4. Nazim uddin, Sr. Environmental Engineer, CPCB

CPCB informed that CPCB has organized a workshop on February 26, 2010 in Delhi to discuss with SPCBs the matter of upgradation of NAMP stations according to the revised air quality standards. The workshop was chaired by Joint Secretary (CP), MoEF. The method of sampling and analysis of various air pollutants and their phase-in plan have been decided in the said workshop.

CPCB further informed that it was decided in the workshop that a protocol for monitoring procedure and infrastructure requirement will be provide by CPCB. The said protocol is under preparation and would be sent to State Boards by end of June 2010.

EPCA expressed that to enable better interpretation of air quality monitoring data, CPCB may think of identifying monitoring stations as i) normal stations and ii) stations near to road traffic (or kerb side stations) where the secondary pollutants are observed in higher concentrations. CPCB was requested to look into this and to revert back to EPCA

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on June 12, 2010 (Saturday) (11.45 AM)**

Agenda items: Integration of metro stations on its roads on the three lines ó Central SecretariatóBadarpur, Central SecretariatóMehrauli and Indelok óMundka, as per UTTIPEC guidelines.

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member, EPCA

3. Ms. Romi Roy, Sr. Consultant UTTIPEC, DDA

4. Ms. Tripta Khurana, CA, DMRC
5. Mr. S.A. Verma, Dy. CEO, DMRC
6. Mr. Dipankar Nath, AM (Arch.)

7. Mr. M.C.T. Pareva, PM (CWGM-II), Delhi PWD
8. Mr. Divakar Agrawal, SE, Delhi PWD
9. Mr. D. V. S. kansal, EE (M-III), Delhi PWD
10. Mr. Satish Sabharwal, SA, Delhi PWD

11. Mr. A.K. Chawla, Dy. CGM, DTC
12. Mr. R. S. Minhas, Sr. Manager, DTC

13. Mr. J.B. Bhatia, EE, MCD
14. Mr Anil Kumar, EE, MCD
15. Mr. Suraj Bhan, EE, MCD
16. Mr. S. P. Tomar, AE, MCD

17. Nazim uddin, Sr. Environmental Engineer, CPCB

The last meeting to discuss this issue was held on 8th June 2010 in which DMRC presented the drawings showing the existing location of bus stops on the three priority stretches and the suggested location for shifting bus stops to provide better integration and PWD presented the drawings of the proposed footpaths along roads near some metro stations on the Central Secretariat ó Mehrauli stretch. EPCA circulated these drawings to Delhi Traffic Police and DTC to enable them to present their view if any in the next meeting. Delhi Traffic Police suggested that provision of bus bays is important and for this, bus stops shifting can be further modified by 20-50 m if required. NDMC offered to provide comments on the integration plans near AIIMS.

Delhi PWD stated that they are following the UTTIPEC guidelines and the pedestrian facilities are being provided compulsorily and the facilities for cyclists wherever feasible.

EPCA directed that the road owning agencies should demarcate and reclaim the RoWs and use the reclaimed space for pedestrian and cyclist. The police protection will be provided wherever required. EPCA cautioned to not have a relaxed attitude in this regard else they will not be able to set it right.

It was decided that a joint survey of CS-Qutub line will be carried out on coming Monday by a team consisting of representatives from UTTIPEC, Delhi PWD, DTC, Delhi Traffic Police and DMRC. The joint survey will be coordinated by Delhi PWD.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on June 19, 2010 (Saturday) (11.30 AM)**

Agenda items: The Technical Audit Report of VIU Burari

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member, EPCA
3. Prof. H. B. Mathur, Retd. Prof. IIT-D (Expert)

4. Mr. A. K. Singh, Special Commissioner Transport, Govt. of NCTD
5. Mr. J. S. Sindhu, Addl. Commissioner Transport, Govt. of NCTD
6. Mr. Joginder Sharma, Dy. Commissioner Transport, VIU Burai, Govt. of NCTD
7. Mr. Subhash Chandra, CMVI, VIU Burai, Transport Department, Govt. of NCTD
8. Mr. Maharaj Singh, MVI, Transport Department, Govt. of NCTD
9. Mr. S. K. Rai, MLO, Transport Department, Govt. of NCTD
10. Mr. J. Dabas, PLTI, Transport Department, Govt. of NCTD

11. Nazim uddin, Sr. Environmental Engineer, CPCB
12. Ankush Tewani, Asstt. Environmental Engineer, CPCB

Technical Audit Team Members

13. Mr. S. K Patra, Director (Tech), ASRTU
14. Mr. Ramakant Sahu, CSE
15. Mr. Satender Dabas, Inspector, Transport Department, Govt. of NCTD
16. Mr. Jasbir Singh, Inspector, Transport Department, Govt. of NCTD

Dr. H. B. Mathur briefed the participants about the purpose of the meeting. He said that at behest of EPCA, Delhi Transport Department had earlier constituted a Committee for auditing of about 30 authorised centres for mandatory periodic leakage testing of CNG vehicles in Delhi. On further reference from EPCA, Delhi Transport Department deputed the same Committee to audit its Vehicle Inspection Unit at Burari. This meeting has been called to discuss the findings of the Committee during the inspection carried out on 18.12.2009 presented in its Audit Report (copy enclosed).

Dr. S. K. Patra presented the salient findings of the Audit Report before the participants.

EPCA made following observations:

- Increase manpower and provide infrastructure as pointed out and let it not be an issue. The manpower and supervisor should be technically qualified.
- Deivce some efficient system on its own for document verification so that time can be saved for actual fitness testing.
- Self checking is not sufficient. Find competent third parties for calibration. There should be periodic calliberation of equipments at required prequency preodicity.
- Include checking of wiring system in the checklist. Use proper checking equipments for this.
- Ensure embossing of registration number on important components of vehicles.
- Introduce the system of duty roaster

Delhi Transport Department stated that action on some observations of the Audit Report have been taken and on other are being taken and that the interim ATR on the Audit Report sent to EPCA earlier was sent without knowledge of senior officers. **EPCA desired that a final ATR along with time schedule for completing all proposed actions be submitted within two weeks.**

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on June 19, 2010 (Saturday) (12.15 PM)**

Agenda items: The issues related to parking in Delhi, in particular the progress of construction of new parking facilities

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member, EPCA

3. Mr. Parimal Rai, Chairman, NDMC
4. Mr. R. S. Thakur, ACE, NDMC
5. Mr. Rajeev Gupta, Architect, NDMC

6. Mr. Amiya Chandra, OSD (RP Cell), MCD
7. Mr. Ravi Das, EinC, MCD
8. Mr. Ram Prakash, CE, MCD
9. Mr. M. P. Gupta, SE (Pr.)-Rohini, MCD
10. Mr. J. B. Bhatia, EE, MCD
11. Mr. K. K. Muhammad, Superintending Archaeologist, ASI Delhi Circle
12. Mr. D. K. Bhardwaj, ASI Delhi Circle

13. Mr. Pramod Behera, UTTIPEC, DDA

14. Mr Prabhakar, Dy. Commissioner of Police -Traffic, Delhi Traffic Police
15. Mr. Ravinder Suri, Insp./T.E., Delhi Traffic Police

16. Nazim uddin, Sr. Environmental Engineer, CPCB
17. Ankush Tewani, Asstt. Environmental Engineer, CPCB

ASI permission to NDMC at K. G. Marg multi-level parking

NDMC mentioned the matter of under-construction multi-level parking at Kasturba Gandhi Marg which is near to an ancient monument and therefore ASI permission is needed. NDMC informed that at the other two multi-level parking projects at B. K. S. Marg and Sarojini Nagar, 74% and 63% work has been completed but this project has been delayed because ASI permission is awaited.

ASI representative stated that with the recent amendment in Ancient Monument Act 1958 having been notified on 30th March 2010, the 100 m Prohibited Area around ancient monuments of national importance has been further extended by a Regulated Area of 200 m (beyond 100 m Prohibited Area) and any application for getting permission for construction/reconstruction in the Regulated Area is to be made to the competent authority which is required to forward it to the National Monument Authority for decision. It was also informed that any violation of the Act is punishable with imprisonment upto 2 years and ASI, Delhi Circle has to file FIR on observing any violation in Delhi.

NDMC stated that the project which is about 200 m from nearby ancient monument was started before the date of notification of the Amendment Act 2010 was notified and even the application for getting permission for construction was submitted before the notification date therefore the new amendments should not be applicable to this project. NDMC also said that the project is a facility for public and the

30th March 2010 or amendment of the Act has a clause 2 (i) (dc) that excludes construction of facilities for public from the definition of "construction" requiring permission.

(dc) "construction" means any erection of a structure or a building, including any addition or extension thereto either vertically or horizontally, but does not include any re-construction, repair and renovation of an existing structure or building, or, construction, maintenance and cleaning of drains and drainage works and of public latrines, urinals and similar conveniences, or, the construction and maintenance of works meant for providing supply of water for public, or, the construction or maintenance, extension, management for supply and distribution of electricity to the public or provision for similar facilities for public;"

EPCA expressed that in view of the above discussions and issues raised about public purpose, ASI needs to take a view on NDMC application and decide the matter expeditiously. It is EPCA's view that such parking facilities are needed for city development. This particular parking site has been listed in the sites in MPD 2011. It is important work begins on this public project.

Joint Survey and Demarcation of authorized parking sites

MCD and Delhi Traffic Police informed that only few sites on PWD roads are remaining and assured to complete the exercise by June 2010 end. Delhi Police informed that once the exercise is complete it is going to put the information in public domain by posting on its website.

MCD concept paper presentation on parking related issues

Mr. Amiya Chandra, OSD (RP Cell), MCD made a presentation on a concept paper on parking related issues. EPCA expressed that it may be circulated to concerned authorities and may be discussed specifically in a separate meeting.

Misuse of MPD 2010 parking provisions

EPCA stated that in view of no progress for creation of required parking facilities for roads / streets declared as commercial or mixed used areas, the options left before the Authority are either to ask for denotification of such areas or declaring these areas as no parking zones. EPCA expressed that the provision of declaring mixed use areas appears to have been designed to gradually change the land use of houses on a street into commercial so that ultimately the whole street becomes a commercial area.

EPCA expressed that the lasting solution to the parking related problems lies in the following:

No commercialization be allowed without sufficient parking facilities

No construction plan be approved till it meets full parking requirement

EPCA desired that while preparing Zonal Plans the parking sites should be clearly identified for each area and it should be clearly spelt out that what is being proposed for parking and accordingly decide about denotification of areas not having scope for creating parking facilities.

EPCA further stated that insufficient enforcement to check parking violations is going to become a major bottleneck if implementation any stringent measures are considered. EPCA asked Delhi Traffic Police to tell what are their suggestions to improve parking enforcement.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on June 26, 2010 (Saturday) (10.30 AM)**

Agenda items: Gas supply position in Hyderabad, Pune, Kanpur and Lucknow

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member, EPCA

3. Mr. Manu Srivastava, Director, MoP&NG

4. Nazim uddin, Sr. Environmental Engineer, CPCB

MoP&NG representative informed that since there are no issues of these cities pending at Ministry level, the slow progress of expansion of CNG supply infrastructure might be because of local reasons. Further, it was suggested that MoP&NG may also be associated in the city review meetings to be taken by EPCA.

It was discussed that high price of gas is making it an unattractive auto fuel option, which is resulting in under-utilization of even the existing dispensing capacity in several cities. Further, this is making the gas companies less interested in rapid expansion of the gas supply infrastructure. Thus, the whole programme of promoting conversion of vehicles to clean gaseous auto fuel seems under threat.

It was agreed that in view of the highest importance of conversion of vehicles to clean gaseous auto fuels in improving the air quality in cities, the details of the overall gas price need to be understood and possibilities of reducing the gas prices need to be explored urgently. EPCA and the Ministry agreed to follow up on this.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on June 26, 2010 (Saturday) (11.00 AM)**

Agenda items: Implementation of BS IV emission norms in Lucknow and Sholapur

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member, EPCA

3. Mr. Anand Prakash, Director (RT), MoSRT&H, Govt. of India

4. Nazim uddin, Sr. Environmental Engineer, CPCB

MoSRT&H representative informed that the Ministry has already issued final notification on 21st May 2010 regarding application of new mass emission standards and gave a copy of the said notification. The BS III standards for 2- and 3-wheelers are applicable in 13 cities from 01.04.2010 and in rest of the country from 01.10.2010 and the BS IV standards for 4-wheelers are applicable in 11 cities from 01.04.2010, in Lucknow and Sholapur from 01.06.2010, and in rest of the country from 01.10.2010. Further, it was informed that state authorities have also confirmed about implementation of the new standards in Lucknow and Sholapur. It was agreed that the Ministry will bring out the clarification regarding of national permit / tourist vehicles registration in NCR.

Progress of revision of emission norms for in-use vehicles was also discussed. MoSRT&H representative informed that the Committee constituted by the Ministry has submitted its report in May 2010 end and draft notification for the revised standards is under preparation.

**Minutes of the Meeting of Environment Pollution (Prevention & Control) Authority
for the NCR (EPCA) held on July 3, 2010 (Saturday) at 11.00 AM**

(at -Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)

Agenda items: The progress made towards improvement of public (bus) transport in Delhi

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member, EPCA

3. Mr. S.M. Ali, Additional Commissioner, Transport Department, GNCTD
4. Mr. C. H. Kumar, CGM, DTC
5. Mr. M. P. Singh, Dy. CGM DTC
6. Mr. R. S. Minhas, Sr. Manager, DTC
7. Mr. S. P. Sethi, Sr. Manager DTC
8. Mr. Sanjay Gupta, DTC
9. Mr. S. K. Jain, E-in Chief, DIMTS
10. Mr. Ashwini Vaishnav, Advisor, DIMTS
11. Mr. A. C. Srivastava, Pr. Transport Planner, DIMTS
12. Mr. V. K. Mahrotra, Sr. Consultant, DIMTS
13. Mr. C. K. Goyal, AGM-DIMTS
14. Mr. Rakesh Katyal, DIMTS

15. Mr. Prabhakar, DCP -Traffic, Delhi Traffic Police

16. Nazim uddin, Senior Environmental Engineer, CPCB
17. Ankush Tewani, Assistant Environmental Engineer, CPCB

EPCA convened this meeting to assess the current status/condition of public (bus) transport in Delhi. The following issues were discussed with the respective concerned authorities:

Delivery of buses against DTC orders and placement of order for more buses

DTC informed that TATA Motors have delivered all the buses as per the order while Ashok Leyland has supplied 604 buses against the order for 875 buses. It is likely to deliver the remaining 271 buses within sometime.

Regarding supply of buses against additional order for 25% buses of the original order, DTC informed that Tata will be able to supply buses by August 2010. DTC further clarified that all these buses will be BS IV.

Transport Department agreed to revert back to EPCA with status of order for additional 2000 buses.

Induction and proper orientation of new bus drivers

It was informed that 4000 bus drivers were inducted last year and 5000 more drivers will be engaged on contract within next few months. It was further informed that bus operation at present is 75% due to shortage of conductors, which will improve as 2000 conductors are also being employed.

Award of bus clusters

DIMTS informed that out of 17 clusters, the second group of 4 clusters is to be awarded by 15th July and tendering process for the third group of 4 clusters is to start shortly. The 16 clusters will be processed and awarded on groups of 4 clusters.

Setting up of OCC and elements of the OCC

GPS System in Buses:

DIMTS said that till now GPS system have been installed in 421 private stage carriage and 600 DTC buses of two depots.

It was further informed that DTC wants some modification in the GPS system because in GPS system buses are identified by registration number and route number but there is day to day change in the routes of the buses which demands for daily entry of routes in the computer linked to the GPS system. DTC is finding this exercise cumbersome.

EPCA expressed that DTC is not a new agency and it has been working like this for long so DIMTS should have properly assessed the working of DTC before designing the system. DIMTS informed that two alternative solutions to the problem are being examined ó one, possibility of linking the digital display board of the buses in which the bus route is entered as soon it is decided, and two, introducing some smart card so that route information can be easily fed into the computer. DIMTS assured that the problem will be addressed shortly.

EPCA asked DIMTS about the phase-in schedule for GPS installation in DTC buses. DIMTS stated that they plan to install 1000 devices per month. Transport Department clarified that cluster buses were counted as private buses in the proposal. It was discussed that the first priority needs to be given to DTC buses, second to cluster buses and third to private buses which are to be phased out and replaced by cluster buses. DIMTS informed that DTC buses will be completed by December 2010. EPCA desired that monthly progress report about GPC devices installation should be submitted.

Delhi Traffic Police expressed that it would like to have an interface facility for Delhi Traffic Police in the GPS system to which DIMTS agreed.

Electronic Ticketing:

DIMTS informed that that bidding is complete by next week, testing by end of July and deployment will start by August 2010. It was discussed that possibilities of common smart cards for bus and metro travel should be explored.

Planning for bus terminals and parking of private buses etc.

No information provided regarding provision for bus terminals and parking of buses in Zonal Plans.

Improvement in operation of BRTS

It was noted that bus BRT operation need improvement as some decline has been observed recently.

**Minutes of the Meeting of Environment Pollution (Prevention & Control) Authority
for the NCR (EPCA) held on July 3, 2010 (Saturday) at 11.45 AM**

(at -Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)

Agenda items: Review of status of integration of metro stations with roads

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member, EPCA

3. Mr. S.M. Ali, Additional Commissioner, Transport Department, GNCTD

4. Mr. Ashok Bhattacharjee, Jt. Director, UTTIPEC
5. Ms. Romi Roy, Sr. Consultant, UTTIPEC
6. Ms. Mriganka Saxena, UTTIPEC

7. Mr. Anoop Kumar Gupta, GM/Electrical & JI, DMRC

8. Mr. Divakar Agrawal, SE, PWD
9. Mr. D. V. S. Kansal, EE, PWD

10. Mr. C. H. Kumar, CGM, DTC
11. Mr. R.S. Minhas, Sr. Manager, DTC

12. Mr. Sushil Dwivedi, SE(R), NDMC
13. Mr. Ashok Kumar, EE(R), NDMC

14. Mr. Ajay Agarwal, EE(Project), MCD

15. Dr. B. Mukhopadhyay, DGM, NHAI
16. Mr. Dharmendra Singh, Manager, NHAI
17. Mr. Manoj Garg, Manager(T), NHAI

18. Mr. Prabhakar, DCP -Traffic, Delhi Traffic Police

19. Mr. Rajeev Roy, TPAFC
20. Mr. Gautam Garg, TPAFC

21. Nazim uddin, Senior Environmental Engineer, CPCB
22. Ankush Tewani, Assistant Environmental Engineer, CPCB

This meeting was convened in continuation to the last meetings held on 8th June 2010, in which DMRC presented drawings of roads along its near completion lines, and 12th June 2010, in which EPCA decided that a joint survey of CS-Qutub line be carried out on 14th June 2010 by a team consisting of representatives from UTTIPEC, Delhi PWD, DTC, Delhi Traffic Police and DMRC.

EPCA was informed that the joint survey has been carried out and actions have been identified which falls into two categories ó the ones which are small works and can be easily taken up and the other that may be considered as major road works. EPCA desired that UTTIPEC may spell out what is needed. UTTIPEC agreed to finalise the plan within ten days. EPCA suggested UTTIPEC to especially focus on road engineering, signaling and enforcement aspects in the design.

It was decided that all concerned agencies ó PWD, MCD, NDMC and NHAI - should strictly follow UTTIPEC guidelines. NHAI representative stated that they always ensure compliance of IRC guidelines. UTTIPEC informed that NHAI had submitted its plans regarding which UTTIPEC has communicated its observation and now NHAI has to submit the revised plans. EPCA expressed that while working in city limits NHAI should ensure that UTTIPEC guidelines are also followed.

It was informed that DMRC is going to complete metro line within 3-4 weeks. EPCA suggested that DMRC and road owning agencies should coordinate and ensure that works undertaken by each during handing over are done according to UTTIPEC guidelines so that such unnecessary works can be avoided which will require redoing.

**Minutes of the Meeting of Environment Pollution (Prevention & Control) Authority
for the NCR (EPCA) held on July 3, 2010 (Saturday) at 12.15 PM**

(at -Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)

Agenda items: Review of the steps taken to address the problem of rising pollution level in NCT due to the increased vehicular movement to NCT from the towns of NCR

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member, EPCA

3. Mr. S.M. Ali, Additional Commissioner, Transport Department, GNCTD
4. Mr. Vikas Jain, PCO (HQ), Transport Department, Delhi
5. Mr. Harvinder Singh, Transport Department, Govt. of NCTD

6. Mr. Y.S. Singh, Deputy Transport Commissioner, MRT

7. Mr. Dharmender Singh, Secretary, RTA, Haryana

8. Dr. R.K. Chauhan, Scientist Grade- I, Environment, Haryana
9. Dr. Jai Bhagwan, Lab Incharge, HSPCB
10. Mr. Kuldeep Singh, Assistant Environmental Engineer, HSPCB

11. Mr. T.U. Khan, Environmental Engineer, U.P.PCB

12. Nazim uddin, Senior Environmental Engineer, CPCB
13. Ankush Tewani, Assistant Environmental Engineer, CPCB

Background: EPCA had convened a meeting on May 22, 2010 with government of Uttar Pradesh, Haryana and Delhi to discuss the steps needed to address the problem of rising pollution level in GNCT due to the increased vehicular movement to GNCT from the towns of NCR in which the following decisions were taken on which action was to be taken by the respective governments:

1. U.P. and Haryana to make special pickets at the point of alternate diversion route to check and divert all commercial vehicles that are not destined for Delhi and maintain records of vehicles diverted at the pickets and submitted to EPCA every month.
2. MCD and Delhi Police to further check all commercial vehicles entering Delhi at toll plazas as directed by Honorable Supreme Court and submit status every month.
3. U.P. and Haryana to check all Delhi bound private vehicles before they enter Delhi for emission of visible pollution and take action against polluting vehicles as required by law.
5. Delhi to further check all private vehicles entering Delhi from NCR for emission of visible pollution and will impound the violating vehicles.
6. A statement to be given in media before starting special drives to check private vehicles so that public is not taken unaware.
7. All concerned will initiate action within one week and will report progress in the meeting after two weeks. Only Delhi Transport Department has submitted and ATR.

This meeting was convened to review the progress made.

EPCA reminded that it was unanimously decided in the last meeting without any discontent that effective actions will be taken by respective governments on the decisions taken. EPCA requested state government representatives to present the progress.

Delhi submitted the second ATR pertaining to June 2010 on the anti pollution drive started since 21.05.2010 while first ATR for action taken during the month of May 2010 was submitted earlier. The ATRs indicated daily figures of challaning of vehicles, PUC violation and visible smoke.

U. P. officials informed that checking of vehicles has been started at four entry points ó two in Noida and two in Ghaziabad to keep a check over the vehicles entering NCT but not meeting the emission standards, as maximum number of vehicles enter into NCT from these two points.

The officials of Haryana informed that all commercial vehicles coming from 4 highways leading to Delhi are being diverted through respective bypass routs.

On being asked from U.P. about action for diverting non-destined commercial vehicles and from Haryana about checking of polluting vehicles entering Delhi, both replied that actions are being taken.

EPCA asked U.P. and Haryana to tell details/figures in respect of the actions taken but these were not available /provided. **EPCA stated it would like to have details of arrangements made and actions taken every month from U.P. and Haryana to check whether the directions of this Authority are being complied in letter and spirit.**

EPCA cautioned that circumventions won't be allowed as Commonwealth Games are coming up and the countries that are participating are concerned about the health of their athletes. They are sending their own teams to check the conditions of the surrounding environment in NCT rather than depending on our data in terms of pollution and if they are not satisfied they might not allow their athletes to participate.

**Minutes of the Meeting of Environment Pollution (Prevention & Control) Authority
for the NCR (EPCA) held on July 10, 2010 (Saturday) at 11.00 AM**

(at -Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)

Agenda items: Signing/implementation of -Reciprocal Common Transport Agreements in NCR

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member, EPCA

3. Mr. Sumit Chatterjee, Deputy Secretary, MoUD
4. Mr. R. C. Shukla, Joint Director, NCRPB
5. Mr. J. P. Sharma, Deputy Commissioner, Transport Department, GNCTD

6. Nazim uddin, Senior Environmental Engineer, CPCB
7. Ankush Tewani, Assistant Environmental Engineer, CPCB

EPCA asked NCRPB about the status of implementation of Contract Carriage agreements and signing of State Carriage agreements in NCR region.

The official from NCRPB stated that the Contract Carriage agreements which had been signed and notified by four states ó Delhi, U.P., Haryana and Rajasthan are being implemented whereas the Stage Carriage agreements have been signed by three states on 22nd April 2010 and U.P. also signed it 15 days thereafter and now each state has to bring out notification. EPCA said that it wants to know deadline for notifications and decided to review the matter again next week.

EPCA also expressed that it would like to know how vehicles are taxed in each state and its bearings on the effectiveness of implementation of Reciprocal Common Transport Agreements in NCR.

**Minutes of the Meeting of Environment Pollution (Prevention & Control) Authority
for the NCR (EPCA) held on July 10, 2010 (Saturday) at 11.30 AM**

(at -Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)

Agenda items: Progress of CNG infrastructure expansion in NCR

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member, EPCA

3. Mr. Manu Srivastava, IAS, Director, MoP&NG

4. Mr. Manmohan Singh, Director, IGL
5. Mr. Manjit Singh, Vice President, IGL
6. Mr. Sudhanshu Pant, General Manager, IGL
7. Mr. Anadi Mishra, Addnl. Manager(Marketing), IGL

8. Nazim uddin, Senior Environmental Engineer, CPCB
9. Ankush Tewani, Assistant Environmental Engineer, CPCB

IGL presented the status of CNG infrastructure in NCR cities of Ghaziabad, Noida, Greater Noida, Gurgaon and Faridabad as on 10.07.2010 in terms of stations in operation, stations commissioned/ready for operation, compression capacity and works in progress. **EPCA observed that the pace of work needs improvement and suggested that senior level officers should visit the stations.**

IGL stated that the progress in U.P. cities would have been faster if the U.P. authorities had extended full and timely support. IGL further stated that pace of work in Gurgaon and Faridabad has been affected by difficulties in obtaining permission for laying pipelines. MoP&NG pointed out to IGL the provisions of Rules which exempt certain type of pipelines along highways from obtaining permission.

EPCA asked IGL to present in the next review meeting the business plan for NCR cities with maps showing the locations of all present stations and future stations, present and planned compression and dispensing capacity, and the current and future pipeline network.

**Minutes of the Meeting of Environment Pollution (Prevention & Control) Authority
for the NCR (EPCA) held on July 10, 2010 (Saturday) at 12.00 Noon**

(at -Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)

Agenda items: Improvements in CNG dispensing capacity in Delhi and the establishment of CNG refueling facilities at DTC bus depots.

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member, EPCA

3. Mr. Manmohan Singh, Director, IGL
4. Mr. Manjit Singh, Vice President, IGL
5. Mr. Sudhanshu Pant, General Manager, IGL
6. Mr. Anadi Mishra, Addnl. Manager(Marketing), IGL

7. Mr. B.B. Jain, Dy. Chief General Manager (MSI),DTC
8. Mr. S.P. Sethi, Senior Manager(SBU), DTC

9. Nazim uddin, Senior Environmental Engineer, CPCB
10. Ankush Tewani, Assistant Environmental Engineer, CPCB

IGL presented the status of CNG infrastructure in NCT and the progress of establishing CNG refueling facilities at DTD bus depots as on 10.07.2010. IGL stated that in last 15 months the number of stations has increased from 171 to 220, the compression capacity has increased from 27 lakh kg per day to 35 lakh kg per day, and number of mother/online compressors has increased from 198 to 263. IGL further informed that sale is about 14 lakh kg per day at present out of which 2.5 lakh kg per day is the share of DTC. **EPCA observed that though the progress has been made for expansion of CNG infrastructure but pressure maintenance and waiting period for vehicles which play a key role in success of any dispensing station can be seen lacking at various stations of NCT and these needs to be taken care of and the present utilization of 43% should also be increased.**

IGL presented depots wise progress of establishing CNG refueling facilities at 22 DTD bus depots:

- Operationalised - 3 depots (Dwarka VIII, Dwarka II, and Dilshad Garden)
- Completed and are likely to be operationalised within July 2010 - 3 depots (Seemapuri, Narela and Punjabi Bagh)
- Expected to be operationalised at various dates between Aug 2010 and Jan 2011- 8 depots (Naglamachi I&II/Opposite Millenium Park - Aug, Rajghat - Sep, Ghazipur - Oct, Kanjhawala - Oct, Lado Sarai Terminal - Nov, Okhla Phase II - Dec, Rohini - Dec, and Nehru Place ó Jan,)
- Work to start in Sep/Nov and commissioning by Jan/Feb 2011- 3 depots (Dichaon Kalan, Bawana, and Ghumanhera)
- Work not started due to uncertainty of time in getting Railways permissionó 2 depots (Shadipur and Naraina)
- Location not decided ó 1 depot (Uttam Nagar)
- Facilities hold by DTC as multilevel parking is being planned ó 2 depots (Harinagar III and Okhla Central W/S)

IGL further informed the status of augmentation of compression capacity in DTC depots by adding new 600 SCMh motor driven compressors to the existing 1200 SCMh in 8 depots and new 1200 SCMh motor driven compressors to the existing 1200 SCMh in 12 DTC depots. Out of 8 motor driven 600 SCMh compressors, 3 have been commissioned and operationalised and the rest five are ready and can be operationalised within 7 days if enhanced power is made available by DTC. Similarly, all 12 motor driven 1200 SCMh compressors are ready since March 2010 and can be operationalised as soon as enhanced power is made available. **EPCA asked DTC to make the required enhanced power available to IGL expeditiously.**

**Minutes of the Meeting of Environment Pollution (Prevention & Control) Authority
for the NCR (EPCA) held on July 17, 2010 (Saturday) at 10.30 AM**

(at -Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)

Agenda items: Status / progress of Eastern and Western Peripheral Expressways.

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member, EPCA

3. Mr. S. K. Puri, ADG, MoRT&H
4. Mr. R. K. Singh, Ex. Engineer, MoRT&H

5. Mr. R. K. Chawla, PD (Sarita Vihar), NHAI
6. Mr. Sunil Srivastava, SOME/ICM/S Span Consultants Ltd

7. Mr. H. R. Raheja, CE, HSIIDC
8. Mr. S. K. Kharab, Addl. GM, HSIIDC
9. Mr. S. K. Mehta, SE, HSIIDC
10. Mr. Yogesh Mehra, Ex. Engineer, HSIIDC
11. Mr. A. K. Singla, Ex. Engineer, HSIIDC

12. Mr. M. K. Banerjee, COO, DSC Ltd
13. Mr. Santanu P., DGM-PIng, KMP Expressways
14. Mr. B. S. Popli, SA, KMP Expressways

15. Nazim uddin, Senior Environmental Engineer, CPCB
16. Ankush Tewani, Assistant Environmental Engineer, CPCB

EPCA convened this meeting to discuss the progress of Eastern and Western Peripheral Expressway with the concerned authorities.

Eastern Peripheral Expressway

Whether -land has been physically taken over / Physical acquisition of land- NHAI, the executing agency of EPE said that out of 1683 hectares of land which was to be acquired, the payment for 1270 hectares has been made and out of which 590 hectares of land has been physically taken over. EPCA further asked about the placement of boundary pillars on the land acquired and to this NHAI officials replied that by August 2010 end the placement of boundary pillars will be done leaving Ghaziabad. EPCA Chairman was dissatisfied with the negligible progress reported.

Whether work has started- NHAI official informed that no work has started yet. The bids have been invited but concessionaires have not yet been appointed. U.P. officials said that in spite of consistently insisting NHAI to take physical possession and begin the work they are not doing it and giving excuses of handing over the entire stretch which cannot be done at a time. Chairman EPCA said that project is already delayed by 5 years and asked NHAI to begin the work immediately. Chairman EPCA cautioned NHAI that any further delay will agitate the farmers for enhancement of compensation.

Whether-any petition is pending disposal - NHAI stated that two petitions are pending relating to interchange at Ghaziabad and the petitioners have been called for hearing. EPCA noted that U.P. Govt. has already communicated its view that the cases were already disposed and closed by the Monitoring Committee in Nov 2008 and the Sub-Committee can not reopen them. Chairman EPCA said that according to the position stated by NHAI before the Monitoring Committee the issues are closed whereas the present position of NHAI is a complete deviation from the already stated position.

Date of completion- The Additional DG, NHAI informed that the work would be completed by 2014. Chairman EPCA said that this would mean that total delay would be about a decade and that too is possible if NHAI is able to close all pending issues immediately and moves strictly according to a time bound programme.

Western Peripheral Expressway: -

EPCA asked the concessionaire about the date of commissioning of the project and whether they would be able to open it by December 2010. The concessionaire replied that work is held up at several places mainly because 82 acre land is yet to be handed over and railway's permission for 4 RoBs was delayed and for one out of them is yet to be received. The concessionaire stated that 56 km stretch between Manesar to Palwal will be ready by Dec 2010. EPCA said that it is interested in and wants progress on the remaining 82 km.

HSI IDC explained that as regard the land not handed over, 26 acre of the land under court cases is at the starting point and 40 acre is required for wayside facilities and leaving aside the work of RoBs, the concessionaire's progress is very slow therefore these points do not explain the slow progress of the project and the slow progress of the project can not be justified by these excuses. HSI IDC further informed that there is hardly 1.7% progress being reported per month against the target of 5.5% and it is creating a huge backlog.

HSI IDC informed that Railway permission for the fourth RoB will be received shortly. The delay occurred because the height was changed and the concessionaire had to submit the revised plan to railways. It was informed that construction of RoBs will take about one year for constructions but if Railway agrees the road can be started as soon as it is completed by the Concessionaire. However collection of toll will not be allowed till completion of the project.

Chairman EPCA expressed dissatisfaction and said that these are all excuses and they absolutely make no sense and the delay appears deliberate. Chairman EPCA asked HSI IDC to impose maximum penalty for the delay. EPCA observed that there seems to be no control over the executing agency and the concessionaire.

**Minutes of the Meeting of Environment Pollution (Prevention & Control) Authority
for the NCR (EPCA) held on July 17, 2010 (Saturday) at 11.00 AM**

(at -Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)

Agenda items: Parking infrastructure and planning in NCR cities ó Ghaziabad, Noida, Gr. Noida, Faridabad and Gurgaon

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member, EPCA

3. Mr. N.K. Chaudhary, Vice Chairman, Ghaziabad Development Authority
4. Mr. G.S. Goyal, Chief Town Planner, Ghaziabad Development Authority

5. Mr. Anand Vardhan, Addl. CEO, Noida
6. Mr. R.P. Kaushik, Sr. TP, Noida

7. Mr. Sudhir Kumar, Addl. CEO, Gr. Noida
8. Mrs. Leenu Sahgal, GM (Planning/Arch.), Gr. Noida

9. Dr. D. Suresh, Administrator. HUDA, Faridabad
10. Mr. Sanjeev Mann, DTP, Faridabad
11. Mr. Praveen Kr. Mehta, DCP, NIT, Faridabad

12. Mr. Nitin Yadav, Admn. HUDA, Gurgaon
13. Mr. Kulwinder Singh, DCP, Gurgaon

14. Mr. T.U. Khan ,UPPCB, Ghaziabad
15. Mr. Paras Nath, UPPCB, Noida

16. Nazim uddin, Senior Environmental Engineer, CPCB
17. Ankush Tewani, Assistant Environmental Engineer, CPCB

Chairman, EPCA said that EPCA has expressed in a meeting taken by it on 8th November 2008 that U.P. and Haryana should prepare their parking policies for NCR towns and incorporate adequate ECS (equivalent car space) norms per unit plot area in their building bylaws. Subsequently, two meetings were convened on 2nd April 2009 and 19th December 2009 to specifically discuss with U.P. and Haryana the parking matter and this is the third meeting on the subject. Chairman, EPCA further said that this Authority got feedback in the last meetings that some sites have been identified and initiatives taken to address parking related issues and it wants to know what progress has been made for developing a proper parking policy and creating parking infrastructure keeping in view the future projections.

Noida officials informed that parking requirement norms in terms of ECS per unit area have been included in building bylaws since 2006 and are being followed. It was further informed that revision of the by laws is underway. On being asked about how it is ensured that ECS norms are not violated, Noida officials stated that the enforcement cell is responsible for this. It was also clarified that ECS requirement violations are not compoundable. **EPCA observed that enforcement needs to be improved to check ECS violations and unauthorized parking on roads.** Noida officials further

informed that they are developing parking below parks at two sites, one in Sector 12 and the other in Sector 19. **EPCA reminded that EPCA had clarified in the meeting held on 19th December 2009 that it is not in favour of use of green areas/park lands and land reserved for educational institutes for development of parking facilities. EPCA directed that it would like to know the terms and conditions of the proposed works and whether it is being ensured that substantial set backs are left undisturbed for growing trees and that 90% of the remaining area will be restored to the original flat condition after construction of parking facility. EPCA further directed that no more such projects should be taken up until leaving of setbacks and restoration to 100% flatness after construction is physically shown. On being asked if any commercialization is being allowed, Noida officials replied that no commercial activity will be allowed at such sites either below or above ground.**

EPCA suggested that in industrial areas the surrendered industrial plots can be considered for creation of parking for trucks.

Haryana officials informed that parking requirement / ECS per unit area norms for group housing societies, commercial areas, institutional areas etc. have been somewhat relaxed and the Town & Country Planning Department has revised these norms recently (in June 2010) which are to be followed by HUDA.

EPCA pointed out that entry of trucks is regulated in Delhi. Trucks line up in Gurgaon and Faridabad area along road which is a major cause of traffic congestion in these cities. The trucks usurp the service roads resulting in traffic snarls. Therefore it will be appropriate if parking sites for such trucks are selected in these two cities.

Gurgaon officials informed that efforts are being made to create multilevel parking facilities and seven sites were identified. Cyber city and MG Road were identified as critical areas where action is needed on priority and RFP were invited but no response received from any contractor. Gurgaon officers also informed that 10 towing vans are being procured to improve enforcement. **EPCA expressed that Gurgaon is expanding and reaching upto Sohna therefore parking planning needs to be futuristic and earmarking of space should be ensured in all new commercial areas.**

Faridabad officials stated that parking problems are more severe in Faridabad which is an old city having 18 lakh population as compared to Gurgaon which is a new city having only 6 lakh population. The officials mentioned that as the parking has been free for years the shop owners are showing resistance against paid parking and cited the case of Sector 15 commercial area where this problem is being encountered. **EPCA suggested that the shopkeepers need to be convinced that the decongestion of the city achieved through efficient parking regulations will ultimately benefit their business and city's economy.**

Greater Noida representative informed that provision of ECS requirement exists since 2002 and is being implemented. Greater Noida representative further informed that roads are planned wider in Greater Noida and still the institutions such as schools are required to construct boundary wall 4.5 meter inside so that space for parking is left. It was also informed that in industrial areas space for loading and unloading platform is left. Greater Noida representative accepted that facilities for pedestrians and cyclists were not paid special attention in the past but these elements will be incorporated in planning now. **EPCA appreciated the strategies adopted by Greater Noida to prevent congestion and suggested their adoption in other cities. However, EPCA expressed that even though congestion is not a problem in Greater Noida now but it may be seen whether the policy of allowing commercial activity on main roads will lead to parking problems in future.**

Ghaziabad representative stated that situation of Ghaziabad is different from other cities as most of the city area is saturated and very little new development is taking place. GDA and Nagar Nigam have provisions of ECS requirement in building byelaws since 2008 which are being implemented. **EPCA pointed out the case of Sahibabad industrial area in which commercialization is being allowed all along the main road and warned that it is going to completely block the road. On being informed that UPSIDC functions independently, EPCA expressed its view that land use control should be the authority of the Government. EPCA stated that predictions are that mobility wise Ghaziabad will be the worst city in the area. EPCA directed Ghaziabad authorities to come out with a plan to decongest the city.**

EPCA decided following actions to be taken by the concerned cities:

Detailed note on existing parking policy, including information on ECS, FAR, pricing etc.

Plan for improvement in enforcement to check ECS violations

Plan for improvement in enforcement to reclaim RoW and stop unauthorized parking on roads

Plan for including pedestrians and cyclist facilities in road planning and management

EPCA concluded that parking problem can be addressed to a great extent if all these cities adopt strict policy of ‘no commercialization without adequate parking facilities’. EPCA also directed that parks provide lungs to the city and these must not be converted into parking lots-either over ground or under ground.

EPCA decided that next meeting will be convened after above information is submitted and UPSIDC and NHAI will also be invited.

**Minutes of the Meeting of Environment Pollution (Prevention & Control) Authority
for the NCR (EPCA) held at 11.45 AM on July 17, 2010 (Saturday),**

(at -Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)

Agenda items: Signing / implementation of -Reciprocal Common Transport Agreements in NCR.

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member, EPCA

2. Mr. Rajeev Malhotra, Chief Regional Planner, NCR Planning Board (NCRPB)
3. Mr. Syed Aqeel Ahmad, Asstt. Director (T), NCRPB

3. Mr. Ajay Chagti, Addl. Transport Commissioner, GNCTD
4. Mr. H. N Bairwa, Addl. Transport Commissioner, Govt. of Rajasthan
5. Mr. V.S. Singh, Deputy Transport Commissioner (Meerut), Govt. of U.P.
6. Mr. Dharmender Singh, Secretary, RTA (Faridabad), Govt. of Haryana

7. Nazim uddin, Senior Environmental Engineer, CPCB
8. Ankush Tewani, Assistant Environmental Engineer, CPCB

EPCA reviewed this matter in the meeting convened on July 10, 2010 in which it desired to know the following:

- Deadline for notification of Stage Carriage agreement by states
- Taxes on vehicles in different states and their bearings on the effectiveness of implementation of Reciprocal Common Transport Agreements in NCR

All four states agreed to bring the notifications by the end of July 2010.

EPCA while observing that the Contact and Stage carriage agreements will help in controlling dieselisation in non-personalised category of vehicles, expressed its apprehension that disincentive taxation policies in NCR states might hamper its effective implementation. EPCA asked NCRPB to prepare and provide a note on taxation in NCR.

EPCA further directed states to take effective measures to stop unauthorized use of private vehicles as taxis for if it is not checked, dieselisation will continue and the benefit of Agreements will be negated.

**Minutes of the Meeting of Environment Pollution (Prevention & Control) Authority
for the NCR (EPCA) held on July 17, 2010 (Saturday) at 12.15 PM**

(at -Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)

Agenda items: Finalization of plans for integration of metro stations with roads on CS-Qutub line

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member, EPCA

3. Mr. Ashok Bhattacharjee, Jt. Director, UTTIPEC
4. Ms. Romi Roy, Sr. Consultant, UTTIPEC

5. Ms. Tripta Khurana, CA, DMRC
6. Mr. S. A Verma, Dy. Chief Environmet Officer, DMRC

7. Mr. R.S. Minhas, Sr. Manager, DTC

8. Mr. Sushil Dwivedi, SE(R), NDMC
9. Mr. T. R. Meena, EE(R-III), NDMC

10. Mr. Prabhakar, DCP -Traffic, Delhi Traffic Police

Background: EPCA reviewed this matter in the meeting convened on July 3, 2010 in which it was agreed that based on the joint survey already carried out by UTTIPEC, DMRC, DTC, Delhi Traffic Police and the road owning agencies in the previous week, UTTIPEC will finalise the plans within ten days especially focusing on road engineering, signaling and enforcement aspects in the design. It was also agreed in the meeting that as DMRC is going to complete metro line within 3-4 weeks, DMRC and road owning agencies will coordinate and ensure that works undertaken by each during handing over are done according to UTTIPEC guidelines so that such unnecessary works can be avoided which will require redoing. This meeting was convened to take stock of the progress.

UTTIPEC showed the tentative plans in the present meeting and assured to finalise the plans within a week. EPCA desired that DMRC will ensure that the footprints they left while handing over is according to the tentative plans prepared by UTTIPEC.

It was agreed that as suggested by Delhi Traffic Police, the three signals at Delhi Haat, Gautam Nagar and at Gurudwara needs to be taken up on priority. It was also discussed that final decision on signals at AIIMS should also be taken urgently as it an important point.

EPCA desired that the road owning agencies (PWD, MCD, NDMC and NHAI) will obtain the final plans from UTTIPEC and complete the road work accordingly.

**Minutes of the Meeting of Environment Pollution (Prevention & Control) Authority
for the NCR (EPCA) held on July 23, 2010 (Friday) at 11.00 AM**

(at -Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)

Agenda items: The ground water pollution related issues in Ghaziabad

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Mr. T.U. Khan, R.O. Ghaziabad, UPPCB
3. Mr. Praveen Kumar, AEE, UPPCB, Ghaziabad,
4. Ms. Deepa Arora, ASO, UPPCB, Ghaziabad,
5. Mr. S. K. Agrawal, Chief Engineer, Nagar Nigam Ghaziabad
6. Mr. Babulal, GM, Jal Kal, Nagar Nigam Ghaziabad
7. Mr. Narendra Kumar, Secretary, Ghaziabad Development Authority
8. Mr. Anil Garg, Chief Engineer, Ghaziabad Development Authority
9. Mr. V. K. Tyagi, AE, Ghaziabad Development Authority
10. Mr. A. K. Sharma, AE, Ghaziabad Development Authority
11. Mr. R. C. Verma, Scientist C, Central Ground Water Board NR, Lucknow
12. Mr. Sanjay Tewari, Ex. Engineer, UPSIDC
13. Ankush Tewani, Assistant Environmental Engineer, CPCB

A meeting was convened to assess the quality of ground water and the water being supplied by various authorities in Sahibabad and Ghaziabad Industrial Areas and to people for potable purposes. There is no supply by any Authority in Sahibabad Industrial Area and Industrial units are extracting ground water. However, in Ghaziabad Industrial Area, water is being provided by Ghaziabad Nagar Nigam both for potable and industrial purposes.

The meeting was attended by representatives of Central Ground Water Board, UP Pollution Control Board, UP SIDC, Ghaziabad Nagar Nigam and GDA representatives. In addition, the Authority had sent its own representative to collect ground water from Sahibabad Industrial Area in respect of which horrifying reports had appeared in Newspapers and electronic media. The samples collected indicate heavy turbidity in the water its actual analysis will reveal what all it contains. After ascertaining the views of all the representatives specific reports were asked to be submitted by various authorities.

Central Ground Water Board :

Will apply the Authority about the results of ground water samples taken by them in Sahibabad Industrial area in March 2010. The analysis report is still awaited. It is surprising. The representative was asked to come with the report on Saturday, at 10.30 a.m. He will apprise the Authority with findings whether ground water in Sahibabad is potable, contaminated or arsenic.

UP Pollution Control Board ó is required to submit report on the following points:

- a) Whether pollutants are being released directly into the valley of the earth by reverse boring?
- b) Whether water is contaminated/arsenic and the extent of such contamination. Whether water is potable.
- c) Whether grossly polluting industries have been identified and action contemplated against them.
- d) Incidents of water related diseases in the area like jaundice, hepatitis B, Cholera, dysentery etc. Whether CETPs exist in the area.
- e) What arrangements have been made to ensure treatment at source?
- f) Frequency of inspections/examination of samples and results alongwith action taken report.
- g) Final disposal of Industrial effluents and conveyance system.

UPSIDC

- a) to report on conveyance system, its maintenance upkeep and final disposal of industrial effluents.
- b) Unauthorized & illegal units. How did they come into being?
- c) Whether commercial exploitation of ground water for private gains is permitted under the terms & conditions of land allotment.

Ghaziabad Nagar Nigam:

- a) The representative informed the Authority that in Surya Nagar, Chandra Nagar, Ramprastha, Brij Vihar, Ganga Water is supplying for one hour between 7 to 8 a.m. There is no ground water supply.
- b) Lohia Nagar, Part of Meerut Road Industrial Area, the ground water is found to be polluted containing chromium.
- c) The representative also pointed out that the Ghaziabad Nagar Nigam was not functional in Sahibabad area.
- d) The representative was told to provide data on public conveniences established in rural area in view of large scale colonization of agricultural land. Agricultural land has been converted into residential/industrial/commercial. In the absence of ample public conveniences in the rural area, whether people have resorted to reverse boring?

GDA

- a) STP facilities provided in colonies carved out by GDA. The Authority was also required to apprise the EPCA with total capacity existing and projection for 2020 viz-a-viz the requirements.
- b) Final proposal of treated water
- c) How is untreated water disposed off?

**Minutes of the Meeting of Environment Pollution (Prevention & Control) Authority
for the NCR (EPCA) held on July 31, 2010 (Saturday) at 10.30 AM**

(at -Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)

Agenda items: The ground water pollution related issues in Ghaziabad

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Mr. S. K. Singh, Chief Environmental Officer, UPPCB
3. Mr. T.U. Khan, R.O., Ghaziabad, UPPCB
4. Mr. Praveen Kumar, AEE, UPPCB
5. Mr. S. K. Agrawal, Chief Engineer, Nagar Nigam Ghaziabad
6. Mr. Babulal, GM, Jal Kal, Nagar Nigam Ghaziabad
7. Mr. L. C. Maurya, Joint Secretary, Ghaziabad Development Authority
8. Mr. A. K. Gupta, Ex. Engineer, Ghaziabad Development Authority
9. Mr. V. K. Tyagi, AE, Ghaziabad Development Authority
10. Mr. R. C. Verma, Scientist C, Central Ground Water Board NR, Lucknow
11. Mr. Sanjay Tewari, Ex. Engineer, UPSIDC
12. Mr. S. C. Mishra, Ex. Engineer, UPSIDC
13. Ankush Tewani, Assistant Environmental Engineer, CPCB

EPCA convened this meeting in continuation of the last meeting held on 23 July 2010 to discuss with the concerned authorities the status of ground water quality in Sahibabad industrial area on the basis of the analysis of ground water samples collected from various locations of this industrial area.

Central Ground Water Authority officials informed that in the ground water samples collected from the Sahibabad industrial area in the month of March 2010 the parameters like Total Hardness and Heavy Metals - Iron and Manganese are exceeding the permissible limit laid as per the BIS 2001 Drinking Water standards.

U.P. Pollution Control Board officials informed that, the presence of color is because of the leakage in the underground tanks of the food additive industry which has been now closed by the Board. EPCA asked the officials about the status of CETP. The officials said that there is no CETP provided for this area and the effluent generated by various industries is treated in their individual treatment plant up to secondary stage. Chairman, EPCA expressed dissatisfaction at this and said that U.P. Government should plan to setup a CETP as the industries do not run their treatment plants on daily basis as their operation involves huge cost and further said that the efforts of those industries which treat their effluent and then dispose it to the drain gets wasted as treated and untreated effluent gets mixed in the Sahibabad drain conveying the combined effluent containing heavy metals and various toxins to river Yamuna via Shahdra drain thus further aggravating its condition. EPCA stressed on considering reuse of treated effluent in mind while planning for CETP for the area.

EPCA stated that even in the present situation till a CETP is installed, the efforts will continue to get wasted until the surprise checking of industries to ensure working of treatment plants is implemented on a more frequent basis and followed by severe action against the defaulters.

EPCA further asked about the frequency of monitoring of the rivers. UPPCB officials stated that the rivers are monitored on yearly basis. Chairman EPCA expressed concern at this and stated that looking at the poor condition of rivers, the current monitoring frequency is totally unacceptable and the State Board must increase the frequency of monitoring. The State Board officials assured that the suggestions will be implemented.

In context to the illegal and unauthorized units operating in various industrial estates of Ghaziabad, Chairman EPCA directed UPSIDC that all such units which are not abiding by the lease conditions must be closed down and a strict vigil must be ensured to regulate subletting.

EPCA further asked UPSIDC officials whether commercial exploitation of ground water is permitted under the terms and conditions of land allotment. The officials stated that mining is not allowed as per our terms and conditions. Chairman expressed that anything that is being extracted out of the belly of earth should be considered as mining and moreover water is government property and till the time government gives the permission no one can extract it. Central Government Water Authority substantiated this by informing that water extraction is not allowed for any purpose without taking permission from the CGWA. EPCA directed UPSIDC that dilution of terms and conditions should be stopped immediately and no further allotment of land to industrialists should be done by UPSIDC until the permission of water extraction is obtained by the industrialists.

EPCA enquired about the provision of public conveniences provided by the Ghaziabad Nagar Nigam to the population in rural area. The officials replied that they have already started ensuring the provision of basic facilities in many areas which will reduce the chances of reverse boring. They accepted that in the past sewer lines were not provided in many areas. Septic tanks were provided to treat the sewage generated in these areas. Chairman EPCA expressed that septic tanks have been built long time back so there are chances of contamination of groundwater by the leachate which seeps into the ground through the cracks that gets developed with time in the septic tank therefore Ghaziabad Nagar Nigam should connect all such areas to sewerage system.

Ghaziabad Development Authority presented the status report on existing and projected capacities of current and future Sewage Treatment Plants. The officials informed that residential areas of trans-Hindon part of Ghaziabad city are connected to the 56 MLD STP in Indirapuram whereas in the city, Hindon part of Ghaziabad city out of 26 colonies 23 are being served by 70 MLD STP and the sewage of the three left out colonies is conveyed directly through drain to river Hindon and these will be served by the proposed/under-construction 56 MLD STP in Govindpuram once it becomes operational.

Chairman EPCA asked about the reuse of the sewage treated by STPs. The officials replied that the reuse is not done. Chairman EPCA expressed that when treated effluent can be reused for various purposes and the State government should prepare a plan for the purpose.

Chairman EPCA desired that after ensuring adequate treatment the reuse of treated industrial and domestic wastewaters should be promoted and new areas of reuse should also be explored like it is being currently done in the case of Pragati Power Plant, Delhi which is using the sewage treated by the STP near Dr. Sen Nursing Home drain. The reuse will lower down the rate of depletion of ground water level.

**Minutes of the Meeting of Environment Pollution (Prevention & Control) Authority
for the NCR (EPCA) held on August 07, 2010 (Saturday) at 02.30 PM**

(at -Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)

Agenda: The status of / plans for bus service to Terminal 3 of Indira Gandhi International Airport

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Anumita Roy Choudhury, CSE

3. Mr. S. I. S. Ahmed, Executive Director, DIAL
4. Col. H. S. Ahluwalia, DIAL

5. Mr. Naresh Kumar, CMD-DTC
6. Mr. J. S. Malhotra, Dy. CGM, DTC
7. Mr. R. B. Sharma, Dy. CGM, DTC
8. Mr. S. S. Mishra, Sr. Manager, DTC
9. Mr. P. K. Roy, Manager, DTC
10. Mr. Ved Pal Singh, DTC

11. Nazim uddin, Senior Environmental Engineer, CPCB

Chairman EPCA said that the main objective of convening the meeting is integration of public transport at the new terminals of IGI Airport in order to promote use of public transport and it wants to know whether DIAL has any reservations on this matter. DIAL representative stated that integration of public transport has been duly considered in the design of new terminals and a Public Transport (PT) Centre has been constructed at about 600 m distance which will be operationalised soon. DIAL representative said that the matter of providing space to DTC buses near terminals is being taken up and has been discussed with DTC also and DIAL has already agreed to provide space for DTC buses outside the departure area and the passengers from the arrival area can also reach this place by using escalator. DTC stated that DTC buses have been provided access to both arrival and departure areas since 1983 for the buses connecting to ISBTs and it is for the first time that DTC service is being stopped. DIAL representative said it is being found difficult to provide space for DTC buses near the arrival area at the new terminals. Chairman, EPCA enquired whether this is because of any psychological barriers. DIAL representative replied that it is just because of space constraint and further informed that transport corporations of other states such as Punjab are also requesting for space. Chairman, EPCA expressed that case of DTC buses is different from other transport corporations because destination of majority of passenger arriving at Delhi airport is likely to be Delhi and moreover the DTC is requesting for space only for the buses connecting to ISBTs. CMD, DTC said that the operation of buses connecting airport to ISBTs has insignificant business value to DTC but the case is being pursued only with the objective of promoting use of public transport. Ms. Anumita Roy Choudhury expressed that to promote public transport the DIAL should give priority to giving space for buses rather than to cars

Chairman, EPCA decided that DIAL will have to provide space for atleast one DTC bus near arrival area, which could be in some neglected zone, if space is a constraint. It was agreed that ED, DIAL and CMD, DTC will jointly visit the site and decide the place.

**Minutes of the Meeting of Environment Pollution (Prevention & Control) Authority
for the NCR (EPCA) held on August 07, 2010 (Saturday) at 03.00 PM**

(at -Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)

Agenda items:

- i) Final ATR on audit report of VIU Burari
- ii) Issues related to CNG safety - ATR on audit of periodic leakage testing workshops
- iii) Proposed upgradation of PUC centres

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Anumita Rowchoudhury, CSE
3. Prof. H. B. Mathur, Retd. Prof. IIT-D (CNG Expert)

14. Mr. S.M. Ali, Additional Commissioner, Transport Department, GNCTD
15. Mr. Joginder Sharma, Dy. Commissioner Transport, VIU Burai, Govt. of NCTD
16. Mr. Subhash Chandra, CMVI, VIU Burai, Transport Department, Govt. of NCTD
17. Mr. Vikas Jain, PCO (HQ), Transport Department, Delhi
17. Mr. Maharaj Singh, MVI, Transport Department, Govt. of NCTD
18. Mr. Satender Dabas, Inspector, Transport Department, Govt. of NCTD
19. Mr. Jasbir Singh, Inspector, Transport Department, Govt. of NCTD

12. Mr. Naresh Kumar, CMD-DTC
13. Mr. J. S. Malhotra, Dy. CGM, DTC
14. Mr. R. B. Sharma, Dy. CGM, DTC
15. Mr. S. S. Mishra, Sr. Manager, DTC
16. Mr. P. K. Roy, Manager, DTC
17. Mr. Ved Pal Singh, DTC

18. Mr. S. K Patra, Director (Tech), ASRTU
19. Mr. Atanu Ganguli, Director, SIAM

20. Mr. B. Mukherji, Regional Service Manager, Ashok Leyland Ltd
21. Mr. Nitin Kumar Goyal, Sr. Officer, Ashok Leyland Ltd
22. Mr. Tapan Sarda, AM, Ashok Leyland Ltd
23. Mr. Sunil. K.Pandey, AGM, Tata Motors Ltd
24. Mr. Anshuman Samanta, ASM, Tata Motors Ltd
25. Mr. Nitin Verma, CSM, Tata Motors Ltd
26. Mr. Rajender, Tata Motors Ltd
27. Mr. Vinay Sindhu, Tata Motors Ltd

28. Nazim uddin, Sr. Environmental Engineer, CPCB

Final ATR on audit report of VIU Burari

Dr. H. B. Mathur reminded that EPCA made the following observations with regard to STA follow up action in the meeting held on 19th June 2010 to review the action taken on audit report of Burai VIU centre.

- Increase manpower and provide infrastructure as pointed out and let it not be an issue. The manpower and supervisor should be technically qualified.
- Deivce some efficient system on its own for document verification so that time can be saved for actual fitness testing.

- Self checking is not sufficient. Find competent third parties for calibration. There should be periodic callibration of equipments at required prequency preodicity.
- Include checking of wiring system in the checklist. Use proper checking equipments for this.
- Ensure embossing of registration number on important components of vehicles.
- Introduce the system of duty roster

Dr. H. B. Mathur said that EPCA had desired in the meeting held on 19th June 2010 that a final ATR along with time schedule for completing all proposed actions be submitted within two weeks, but the STA report giving time schedule on the follow up actions is still awaited. Transport Department agreed to submit the report within a week.

ATR on audit of periodic leakage testing workshops

Dr. H. B. Mathur said that the last audit of periodic leakage testing workshops was carried out by a team of experts constituted by Transport Department. Subsequently ATRs were received from bus manufacturers. The re-inspection of the workshops carried out after receiving the ATR has revealed that some of the ATRs were mere eyewash and in some workshops the situation even deteriorated between first and second inspections. It was decided that following actions will be taken by Transport Department against the workshops:

The second time defaulter workshop authorized for periodic testing will be suspended for a period of six months and their vehicles will be temporarily transferred to other workshops of the same bus manufacturer and these suspended workshops will be given stern warning by the manufacturer with copy to STA.

The first time defaulter workshop will be issued warnin to improve upon the deficiencies reported, and a copy of the warning issued be sent to STA.

Ashok Leyland submitted that their workshop ó Pyare Lal has improved after the last inspection and may be spared from action. EPCA said that the decision will be reviewed when there will be a report before EPCA. It was decided that the next audit will be carried out in Novemebr 2010.

DTC was asked to strictly ensure engraving facilities are available in its workshops and important components are duely engraved with registration number so that hired components are not used by buses at the time of annual fitness test.

DTC requested that slight modification in the software may be made to enable two prints of testing report by two commands to take care of any fault in printers as presently the two prints are generated by a single command. Transport Department and SIAM agreed to the request.

Tata Motors mentioned that 1817 Tata low-floor buses presently on roads are required to be tested every quarter at DTC centres. Presently the testing is carried out at 4 centres which accept 2-3 buses per day. This is resulting in a huge backlog. It was also informed that on account of this Tata Motors has to pay huge penalties for failing to produce eight mandatory leakage testing certificates pertaining to last two years. CMD DTC agreed to increase the centres and improve the system.

Proposed upgradation of PUC centres

Transport Department stated that they are prepared to get the PUC centre upgraded and as soon as the revised in-use vehicles emission standards are notified by the Ministry of Surface Transport, Govt. of India, the required upgradation can be taken up. EPCA decided to hold a meeting with MoST&H to know the status of the proposed revision of in-use vehicles emission standards.

**Minutes of the Meeting of Environment Pollution (Prevention & Control) Authority
for the NCR (EPCA) held on August 13, 2010 (Friday) at 02.30 PM**
(at -Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)

Agenda items:

- i) Notification / implementation of Reciprocal Common Transport Agreements
(last meetings held on 10th and 17th July 2010)
- ii) Arrangements for and enforcement of diversion of commercial vehicles not destined for Delhi and Control of pollution due to vehicular movement from NCR to NCT
(last meetings held on 22nd May and 3rd July 2010)

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Anumita Rowchoudhury, CSE

3. Mr. R. C. Shukla, Joint Director, NCRPB
4. Mr. Syed Aqeel Ahmad, Asstt. Director (T), NCRPB

5. Mr. Ajay Chagti, Additional Commissioner, Transport Department, GNCTD
6. Mr. S.M. Ali, Additional Commissioner, Transport Department, GNCTD
7. Mr. Vikas Jain, PCO (HQ), Transport Department, Delhi
8. Mr. Madan Singh Kala, Addl. Commissioner, Transport, Govt. of Rajasthan
9. Mr. Y. S. Singh, Deputy Transport Commissioner (Meerut), Govt. of U.P.
10. Mr Prabhakar, Dy. Commissioner of Police -Traffic, Delhi Traffic Police
11. Mr. Ravinder Suri, Insp./T.E., Delhi Traffic Police
12. Mr. R. P. Gautam, A.O. (Toll Tax), MCD

13. Nazim uddin, Senior Environmental Engineer, CPCB

Notification / implementation of Reciprocal Common Transport Agreements

Delhi informed the notification of Stage Carriage agreement has been published. Rajasthan informed that it is ready for publishing but was withheld due to municipal election and will be published after 20th August 2010. U. P. informed that it will be published next week. It was informed about Haryana that probably the agreement is getting vetted before publication. EPCA decided to write to chief secretaries of U.P. and Haryana for expediting the publication.

EPCA expressed concern that private diesel cars are illegally operated as taxis and bypass the condition of CNG taxi under Reciprocal Common Transport Agreements for contact carriages. EPCA asked all states to inform what arrangements are being made to check this and further asked NCRPB to collect this information from states.

Arrangements for and enforcement of diversion of commercial vehicles not destined for Delhi and Control of pollution due to vehicular movement from NCR to NCT

U.P. informed that diversion of commercial vehicles not destined for Delhi is being enforced. No data in this regard could be produced. It was also informed that checking of private vehicles entering NCT from U.P. is also being done for visible smoke and PUC at four main entry points, two in Noida (Kalindi Kunj and DND) and two in Ghaziabad (U.P. Gate and Seemapuri border) and last month 900 vehicles were returned in Noida and 1000 in Ghaziabad. Haryana did not participate in the meeting. EPCA asked MCD officer to send the summary statement of vehicles returned per month at different entry points.

**Minutes of the Meeting of Environment Pollution (Prevention & Control) Authority
for the NCR (EPCA) held on August 13, 2010 (Friday) at 03.00 PM**

(at -Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)

Agenda items: The progress on revision of in-use vehicles emission standards

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Anumita Rowchoudhury, CSE
3. Prof. H. B. Mathur, Retd. Prof. IIT-D (CNG Expert)
4. Mr. K. Srinivas, Sr. Assistant Director, ARAI

5. Mr. S.M. Ali, Additional Commissioner, Transport Department, GNCTD
6. Mr. Vikas Jain, PCO (HQ), Transport Department, Delhi

7. Mr. Saurabh Rohit, Associate Director, SIAM

8. Nazim uddin, Sr. Environmental Engineer, CPCB

In the EPCA meeting held on 26th June 26, 2010, MoRT&H representative informed EPCA that the Committee constituted by the Ministry for revision of emission norms for in-use vehicles has submitted its report in May 2010 end and the draft notification for the revised standards is under preparation. This meeting was convened to review the progress.

The progress could not be reviewed as no one from MoRT&H participated in the meeting.

EPCA had expressed in its meeting held on 31st October 2009 that the PUC test data shows that the current in-use vehicles emission standards are too lenient and desired that MoRT&H should take up review the current in-use vehicle emission norms on priority. EPCA was informed that probably the Ministry has only taken up the formulation of in-use vehicles emission standards for vehicles conforming to the new mass emission standards applicable on vehicles manufactured after 31.03.2010 and revision of in-use vehicle emission norms for older vehicles has not been taken up. EPCA decided to take up the issue with MoRT&H in the next meeting.

It was discussed that with the introduction of new in-use emission norms in near future the equipments used in the PUC centres and their software require modification to enable checking of different type of vehicles and the modified equipments will require approval. It was decided the ARAI will convene a meeting to review the preparedness for ensuring timely availability and introduction of modified equipments.

It was also discussed that in view of the advanced emission standards for in-use vehicles manufactured after 31.03.2010 and the future requirement of integration of OBD that will be applicable in 2013 with the I/M regime, it will be better if the authorized workshops of vehicles manufactures necessarily have their own PUC testing centers and it is made mandatory for the vehicles manufactured after 31.03.2010 to get the annual PUC testing done through these centers.

**Minutes of the Meeting of Environment Pollution (Prevention & Control) Authority
for the NCR (EPCA) held on August 21, 2010 (Saturday) at 10.30 AM**

(at -Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)

Agenda items: Issues related to improvement of public (bus) transport in Delhi:

Delivery of buses against DTC orders and placement of order for more buses
Induction and proper orientation of new bus drivers and conductors
Award of bus clusters
Setting up of OCC and elements of the OCC
Planning for bus terminals and parking of private buses
Improvement in operation of BRTS
Status of next BRTS corridors

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member, EPCA

3. Mr. Ajay Chagti, Joint Commissioner and Secretary STA, Delhi
4. Mr. Joginder Sharma, Dy. Commissioner DTC Sectt.
5. Mr. A. C. Srivastava, Pr. Transport Planner, DIMTS
6. Mr. C. K. Goyal, AGM-DIMTS
7. Mr. Rakesh Katyal, DIMTS
8. Mr. S. P. Sethi, Sr. Manager DTC
9. Mr. P. K. Roy, Manager, DTC
10. Mr. Ved Pal Singh, DTC

11. Nazim uddin, Senior Environmental Engineer, CPCB
12. Ankush Tewani, Assistant Environmental Engineer

Delivery of buses against DTC orders

DTC informed bus supply status as under:

Tata Motors:	Ordered-2032, Supplied-1625, Remaining-407, Exp delivery by 31 st Aug-407
Ashok Leyland:	Ordered-1093, Supplied- 589, Remaining-504, Exp delivery by 31 st Aug-45
Total:	Ordered-3125, Supplied-2214, Remaining-911, Exp delivery by 31 st Aug-452

DTC also informed that Rs. 120.12 Crore has been recovered as liquidated damages. DTC further informed that out of 90 Ashok Leyland buses found to have some inferior quality material, the material has been replaced in 63 buses and the buses released to DTC.

Induction and proper orientation of new bus drivers and conductors

DTC informed that 5000 drivers have been engaged which are being inducted after providing one month training and another 1700 are being appointed through walk-in interviews as there is still some shortage of drivers as compared to the requirement of the present fleet of 5235 buses.

Progress of implementation of bus clusters schemes

Transport Department informed that for the Cluster 1, the first lot of 36 buses will be inducted by October 2010 end and all buses are to be inducted in a six month period, the proposal of Cluster 2, 3, 4 & 5 is with Department of Finance for providing comments.

Setting up of OCC and its elements (GPS, Electronic ticketing etc.)

The progress on this point was not discussed.

Planning for bus terminals and parking of private buses

EPCA directed DTC to give an updated note on what they want about bus terminals and depots keeping in view the expended fleet of 11000 buses or preferably 15000 buses in future. EPCA further asked DTC to write letter to DDA about your land requirements and endorse the letter to EPCA.

EPCA also directed Transport Department to take up the matter with DDA for arranging land and initiate further necessary action for developing required facilities in view of future requirements of DTC and the conditions under cluster scheme for cluster buses. DTC stated that there is already shortage of land for its own buses.

Improvement in operation of BRTS

On being asked about Govt. decision on who will own/operate BRT, Transport Department informed that it has been decided that DIMTS will operate it. DIMTS informed that operation as well as maintenance has improved.

EPCA expressed that Delhi Police seems to have realized the importance of lane driving as it is heard that they are going to enforce it during CW Games therefore it is expected that in future their full support will be available on lane driving decisions.

Status of next BRTS corridors

EPCA asked about the status of 2nd BRT (Karawal Nagar ó Shastri Park) corridor which is based on closed system. Transport Department informed that the proposal/EFC is with Finance Department. EPCA observed the decision is pending since last 6 months and asked Transport Department to inform clearly about Govt. decision.

**Minutes of the Meeting of Environment Pollution (Prevention & Control) Authority
for the NCR (EPCA) held on August 21, 2010 (Saturday) at 11.00 AM**

(at -Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)

Agenda items: Status of compliance of Supreme Court orders in the matter of W.P. (C) 914/1996 ó 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

DJB

3. Mr. R. Negi, CEO, Delhi Jal Board (DJB)
4. Mr. V. S. Thind, CE-Dr., DJB
5. Mr. V. K. Gupta, SE-Dr., DJB
6. Mr. Gujender Tomar, EE (C)-Dr. IX, DJB

DPCC

7. Mr. B. Kumar, Senior Environmental Engineer, DPCC
8. Mr. Dinesh Jindal, Asstt. Law Officer, DPCC

U.P.

9. Mr. S. P. Misra, Spl. Secretary, Urban Development, Govt. of U.P.
10. Mr. M. P. Jain, Chief Engineer, U.P. Jal Nigam, Ghaziabad
11. Mr. A. K. Dubey, GM, U.P. Jal Nigam, Ghaziabad
12. Mr. Anand Vardhan, ACEO, Noida
13. Mr S. K. Srivastava, PE (OA), Noida
14. Mr. B. M. Pokhriyal, PE, Noida

UPPCB

15. Dr. C. S. Bhatt, M.S., U. P. Pollution Control Board (UPPCB)
16. Mr. Sunil Kumar Singh, Chief Environmental Officer, UPPCB
17. Mr. T. U. Khan, R.O., UPPCB, Ghaziabad

CPCB

18. Nazim uddin, Senior Environmental Engineer, CPCB
19. Ankush Tewani, Assistant Environmental Engineer

EPCA had reviewed the status of compliance of the Hon'ble Supreme dated February 7, 2007 in the matter of W.P. (C) 914/1996 ó Sector 14 (Noida) Residents Welfare Association & Others Vs. State of Delhi & Others on 24.01.2009 and submitted a status report in Supreme Court in April 2009. This meeting was called in view of the Order made by Hon'ble Supreme Court on 06/08/2010 in W.P. 914 of 1996, inviting DJB, MoUD, U.P. and Noida Authority and DPCC.

During the meeting, DJB submitted its status report through letter dated 19th August 2010 of Mr. Verinder S. Thind, Chief Engineer (Dr.) Pr.II, Uttar Pradesh Govt. submitted its status report through letter dated 20th August 2010 of Mr. S. P. Mishra, Special Secretary, Urban Development. Member Secretary, U.P. Pollution Control Board also submitted a report dated 20.08.2010.

1. Conveyance of treated water from Yamuna Vihar STP to the Yamuna
(date proposed by DJB earlier - Dec 2009)

DJB informed that most of the work is ready now but the delay is occurring due to non-availability of land to carry out the work of rising main in a small length of 80 m in the green belt along Wazirabad road out of total length of 5.5 km due construction work of an approach road to signature bridge which is being carried out by DTTDC. The work of rising main in this stretch can be taken after completion of the work of Well Foundation P1 and P2 of DTTDC by Sep 2010 and can be completed in 45-60 days i.e. by **Dec 2010**.

2. Exploring the possibility of conveyance of treated water from Kondli STP to river Yamuna by a covered drain without mixing with untreated waste

DJB informed that the Technical Feasibility Report of IIT-R for diverting the Shahadra Drain at Chilla Regulator has been thoroughly studied by DJB, Irrigation & Flood Control Department, Delhi and has been found to be not technically feasible. The IIT-R Report itself admits that it is not feasible to divert monsoon flow. As regard the dry weather flow, heavy expenditure on pumping is undesirable as on implementation of Interceptor Sewer Project on Shahdra drain, 100% sewage treatment will be achieved in East Delhi and no untreated sewage will be discharged into Shahdra Drain. The Irrigation & Flood Control Department, Delhi has suggested for a review of the IIT-R Report by Central Water Commission.

3. Construction of 40 mld STP at Chilla to tap flow between Kalyanpuri and Chilla
(target date - Oct 2009)

DJB informed that tenders for 40 mld STP at Chilla were received earlier in Sep 2008 but due to technical difficulties the tender had to be re invited in May 2009. Again the tenders could not be finalized due to various deficiencies and considering the changes in some parameters required to amalgamate the STP with the Interceptor Sewer Project being undertaken as a comprehensive solution. After revising the bid document accordingly, tenders have been re-invited and are due to be received on 10.09.2010 and the work will be awarded soon after processing of tenders. The completion of STPs will be possible by **Oct 2012**.

4. Construction of 318 mld SPS at Kalyanpuri to intercept Ghazipur Drain and pump the sewage to Kondli STP (target date - Oct 09)

DJB informed that 318 mld SPS at Kalyanpuri is also amalgamated with the Interceptor Sewer Project being undertaken as a comprehensive solution. Accordingly, the proposed SPS has been redesigned. The tenders were invited and have been received on 04.08.2010 and are evaluation and work will be awarded soon. The completion of SPS at Kalyanpuri along with its rising main up to Kondli STP will be completed by **Oct 2012**.

DJB also informed that affidavit has been filed before Honøble Supreme Court submitted about the amalgamation plan of the 40 mld STP at Chilla and the 318 mld SPS at Kalyanpuri with the Interceptor Sewer Project being undertaken as a comprehensive solution.

Noida representative informed about having written to DJB about a sewage drain coming from new Kondli / Dallupura area. DJB assured to take necessary action in this regard.

5. Online treatment of wastewater in drains till the construction of STP at Chilla

DJB informed that to minimize pollution in open drains and Yamuna, the out falling smaller drains are tapped at different points and connected to the existing sewerage system / pumping station so that the part flow of the drains get treated at STPs. A study on the subject has recently been also entrusted to TERI.

6. Stopping of discharge of sewage/industrial wastewater from Loni into Drain No.1 and from Ghaziabad into Drain No. 2 and treat them by setting up STPs of suitable capacities

Representative of U.P. Government informed that to stop discharge of sewage / industrial wastewater from Loni into Drain No.1, sewerage and STP construction work is in progress and 95 % of sewerage work and 50% of STP work has been completed the works are expected to be completed by **Mar 2011** and to stop discharge of sewage / industrial wastewater from Ghaziabad into Drain No.1 (Sahibabad Drain), it is proposed to tap Sahibabad Drain near NH-24 and divert the flow through a sewer to Indrapuram STP and a separate STP of 74 mld capacity will be installed in Indrapuram These work will be completed by **Dec 2011**. Another 56 mld STP is also under construction at the same site to cater to other residential localities near Sahibabad Drain and this STP will be completed by June 2011. It was further stated that after completion of these works no sewage / wastewater will be discharged into Shahdra Drain through Drain No. 1 or Drain No. 2 (Sahibabad Drain).

Noida representative informed that no sewage is discharged from Noida area into Shahadra drain and further apprised EPCA about their plans to make Noida a zero discharge city in future through reuse of treated sewage.

EPCA flagged the following points:

- **According to the above plans treated sewage will be flow in Shahdara drain.**
- **There has already been years delay in compliance of orders and major work will still take 1.5 years (Ghaziabad) to 2.5 years (Delhi).**

EPCA further desired that after rains are over, CPCB carry out flow and quality assessment of Shahdara drain at different points.

EPCA also decided to carry out field visits of important points / works.

**Minutes of the Meeting of Environment Pollution (Prevention & Control) Authority
for the NCR (EPCA) held on August 28, 2010 (Saturday) at 11.00 AM**
(at -Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)

Agenda items: Problems due to Inland Container Depot, Tughlakabad

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member, EPCA
3. Mr. Subhash Chandra, Additional Secretary, Urban Development, Govt. of NCTD
4. Mr. Ravi Khandelwal, Executive Director, CONCOR
5. Mr. Harpreet Singh, Director (P.S.), CONCOR
6. Mr. Yash Vardhan, Director (IM & O), CONCOR
7. Ankush Tewani, Assistant Environmental Engineer, CPCB

EPCA convened this meeting to discuss the problems due to Inland Container Depot, Tughlakabad. EPCA stated the objective of calling the meeting as addressing the problem of congestion caused by the movement and parking of trucks, trailers and other vehicles related to Inland Container Depot, Tughlakabad on the two roads approaching to the Inland Container Depot i.e. Mehrauli Badarpur Road and Maa Anand Mai Marg.

CONCOR representative said that as per the results of the recent study conducted by Central Road Research Institute on traffic of this area the total interaction of goods as well as passenger traffic between inland container depot and adjoining roads is 17300 vehicles per day and out of which the contribution of goods vehicles is only 3300, which is not much. The CONCOR representative further said that they have already provided a parking space for more than 700 goods vehicles which is more than the existing peak parking demand of 540 vehicles and it will be further increased to 800 once more land is handed over by DDA.

EPCA expressed that the area is already over congested and further parking of trucks and trailers on the roads adds to its congestion and also to the increased pollution levels in this particular stretch because the parking acts as an obstruction to the flow of traffic thus increasing the residence time of a vehicles. EPCA said that if sufficient parking space is provided and still the roads outside the depot are heavily occupied by the trucks, then this must be due to mismanagement.

EPCA asked CONCOR to inform which authority has entitled them to keep the containers here in Tughlakabad and also whether the change in land use of this area has been notified or not, as first the land use change has to get notified and then only the work can be permitted. The representatives submitted that the information is not available with them. Chairman EPCA asked them to produce within two weeks the documentary proofs for both i) permission of the concerned authority allowing them to operate and stay in Tughlakabad and ii) the land use change.

EPCA further asked CONCOR to meanwhile do a proper demarcation of parking area boundaries followed by a strict enforcement for parking the vehicles only inside the premises to bring the situation under control. EPCA further said that after implementation of these measures by CONCOR, assistance can be taken from traffic police also to improve the enforcement.

**Minutes of the Meeting of Environment Pollution (Prevention & Control) Authority
for the NCR (EPCA) held on September 04, 2010 (Saturday) at 11.00 AM**
(at -Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)

Agenda items: The status / report of Source Apportionment Study

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Anumita Rowchoudhury, CSE
3. Prof. H. B. Mathur, Retd. Prof. IIT-D (Expert)

4. Nazim uddin, Sr. Environmental Engineer / Scientist D, CPCB
5. Dr. Sanjeev Agarawal, Scientist C, CPCB
6. Ankush Tewani, Asstt. Environmental Engineer / Scientist B, CPCB

The concerned CPCB officer representative dealing with the -Source Apportionment Study could not attend the meeting because he was on leave. A brief note on the study, status of its national summary report, and its main findings was provided to EPCA by CPCB representative.

EPCA made the following preliminary observations on the main findings of national summary report as informed in the brief note of CPCB:

- The pollution level and major contributing sources of gaseous pollutants, especially NO_x, should be presented and the final conclusions need to be drawn only after duly considering these. This is important also because the secondary particulate matter (nitrates and sulphates), which are formed by gaseous pollutants, is a significant contributor to PM also.

- Representing the re-suspension of road dust as a source of PM is not a proper approach. This is resulting in a confusing picture in respect of primary sources of PM therefore the portion attributed to the re-suspension of road dust needs to be redistributed to the primary sources.

- Construction activities are of local and temporary nature. In view of this, the results / findings about the major sources contributing to PM should be presented in both ways i.e. without taking into account the construction activities, which will apply to major part of the city, and by taking into account the construction activities, which will apply to construction areas.

EPCA expressed concern that any improper analysis/presentation of the report findings will be misused for years and decided to write to the concerned about this.

**Minutes of the Meeting of Environment Pollution (Prevention & Control) Authority
for the NCR (EPCA) held on September 04, 2010 (Saturday) at 11.30 AM**
(at -Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)

Agenda items: The progress of upgrading the ambient air quality monitoring

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Anumita Rowchoudhury, CSE
3. Prof. H. B. Mathur, Retd. Prof. IIT-D (Expert)

4. Mr. A. K. Ambasht, M.S. DPCC
5. Mr. M. P. George, Senior Scientist, DPCC

6. Dr. Sanjeev Agarawal, Scientist C, CPCB

7. Nazim uddin, Sr. Environmental Engineer / Scientist D, CPCB
8. Ankush Tewani, Asstt. Environmental Engineer / Scientist B, CPCB

This matter was last discussed by EPCA on February 25, 2010 (with CPCB and DPCC) and on 12.06.2010 (with CPCB). This meeting was convened to take stock of the progress made after these meetings.

DPCC informed that out of six proposed continuous ambient air quality monitoring stations, one station at air port has been started 3-4 few days ago, three will be started by 20th September 2010 and rest two will be set up soon after.

CPCB informed that as was decided in the workshop held on February 26, 2010 a protocol of procedure and infrastructure requirement for monitoring new parameters in the revised air quality standards has been prepared and circulated to State Boards.

Progress on other decisions of the above meetings was not discussed.

During the course of discussions, Chairman, EPCA expressed that in view of multiple agencies being related to any emergency measures if required to be taken to control air pollution during Common Wealth Games, Delhi Govt. should nominate an empowered Authority to take necessary decisions and ensure coordination.

**Minutes of the Meeting of Environment Pollution (Prevention & Control) Authority
for the NCR (EPCA) held on September 04, 2010 (Saturday) at 12.00 Noon**
(at :-Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)

Agenda items: The the status of compliance of Bio-medical Waste Management Rules in Delhi

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Mr. B. Vinod Babu, Sr. Environmental Engineer / Scientist D & I/c HWM Division, CPCB
3. Mr. J. Chandra Babu, Environmental Engineer / Scientist C, CPCB
4. Mr. Raj Narayan Pankaj, Asstt. Environmental Engineer / Scientist B, CPCB
5. Nazim uddin, Sr. Environmental Engineer / Scientist D, CPCB
6. Ankush Tewani, Asstt. Environmental Engineer / Scientist B, CPCB

EPCA earlier reviewed this matter in meetings held on 17.01.2009 and 19.02.2009.

EPCA directed as under in the meeting held on 17.01.2009:

- 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.

On reviewing the compliance of the above directions in the meeting held on 19.02.2009, EPCA further desired as under:

- DPCC should take up inspections in HCFs including three HCFs (namely Bara Hindu Rao, GTB & AIIMs) and CBWTFs which should have submitted their replies to the show-cause notices and the inspection reports to be submitted in the light of the checklist given by CPCB, within 04 weeks time.
- DPCC should put in place a system of regular monitoring of the HCFs and CBWTFs for verification of compliance of Bio-medical Waste Management Rules and file quarterly status report to EPCA.

This meeting was convened to take stock of the compliance of the above decisions.

DPCC informed the actions taken in accordance with the EPCA decisions including the inspections carried out and follow up action taken. DPCC had also submitted a compliance report in this regard. DPCC submitted that frequent monitoring of HCFs/CBWTFs is difficult because of shortage of technical staff in view of the other responsibilities as stipulated under the various Acts/Rules. **Chairman, EPCA insisted on keeping a close vigil at least on defaulter hospitals and common facilities though surprise checks and further desired that DPCC should also monitor overall housekeeping in old hospitals through its frequent inspections.**

DPCC also informed that it is now stressing upon use of services of the common bio-medical waste treatment facilities rather than individual on-site treatment facilities by the HCFs especially for incinerator as these are generally found to be non-complying with the BMW Rules. **Chairman, EPCA suggested DPCC to ask incinerator operators to keep proper log books of the operational parameters of the treatment equipments as stipulated under the BMW Rules as well as CPCB guidelines.**

Regarding the status of segregation of bio-medical waste at its source of generation in the HCFs, DPCC agreed that segregation of various types of bio-medical wastes remains an area of concerns as this is not followed in accordance with the BMW Rules mainly due to the lack of awareness amongst the staff of HCFs. **Chairman, EPCA expressed that DPCC and State Health Department should conduct periodic training course for doctors and other hospital officials involved in bio-medical waste management activities to increase awareness in various aspects of bio-medical waste management. Chairman, EPCA further suggested DPCC that all the HCFs and hospitals should be directed to depute only well qualified official to oversee the in-house activities related to bio-medical waste management.**

CPCB had submitted a compliance report on the actions taken by CPCB subsequent to the decisions in EPCA meeting held on 17.01.2010. The officials representing CPCB informed EPCA that as per the latest information received from DPCC, at present there are three CBWTFs operational in Delhi and having total treatment capacity of 11.2 tonnes per day on two shift operation basis and the bio-medical waste generation is about 10 tonnes per day. CPCB apprised EPCA about the new approach in bio-medical waste management for adoption of new technologies like plasma pyrolysis with energy recovery and sharp blaster for treatment of waste sharps and also feasibility of adoption of non-burning technologies. **Chairman, EPCA asked CPCB to search for the literature concerning methods of treatment and disposal of waste generated from the cancer wards and whether such waste can be treated in the same way as other bio-medical waste or it is required to be treated by adopting special methods**

**Minutes of the Meeting of Environment Pollution (Prevention & Control) Authority
for the NCR (EPCA) held on September 04, 2010 (Saturday) at 12.30 PM**
(at -Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)

Agenda items: Ground water withdrawal and wastage during construction of high rise buildings
(with special reference to the incidence noticed in u/c DLF Building in Sector 18, Noida)

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Mr. Anand Vardhan, ACEO, Noida
3. Mr. R. P. Kaushik, Sr. Town Planner, Noida
4. Mr. Paras Nath, RO, UPPCB, Gautum Budh Nagar (Representing DM, Gautum Budh Nagar)
5. Mr. R. C. Verma, Scientist C, CGWA, NR Lucknow
6. Mr. Rajeev Talwar, GED, DLF
7. Mr. S. P. Chakrabarti, Sr. Advissor (Environment), DLF
8. Nazim uddin, Sr. Environmental Engineer / Scientist D, CPCB
9. Ankush Tewani, Asstt. Environmental Engineer / Scientist B, CPCB

EPCA during an inspection of Shahdra Drain in Noida area on 1st September 2010 noticed that large quantity of ground water was being withdrawn from the site of under-construction mall / commercial project of DLF in Sector 18 and the water was being discharged into Shahdra Drain. This meeting was convened to discuss the actions required to stop such wastage of ground water from the construction project.

Chairman EPCA enquired from representatives of Noida Authority whether they give right to use ground water also when they give land to any person to which they replied in the negative. CGWA informed that for any ground water extraction NOC has to be obtained from CGWA without which no one can extract ground water but in this case DLF did not obtained any NOC from then.

DLF representatives stated that the lapse was not intentional as they have obtained NOC in respect of other sites. DLF representatives explained that the under-construction building involves construction of three basements and to carry out the construction it is required to abstract the water and due to rainy season and nearby drain the water table is high and more water has to be pumped.

Chairman EPCA said that EPCA seriously object to wasting of huge quantity of ground water by mixing this potable water with the dirty water of Shahdra Drain and cited the example of Aravalli mines where ground water was being wasted like and severe action was taken against the culprits. Chairman EPCA expressed that arrangements should have been made for its storage, in-situ use in construction activities, and transportation of the surplus water to other places for irrigation. On being asked by DLF in this regard, Noida Authority representatives said that they will allow use of this water for irrigation of parks. Chairman, EPCA further expressed that to utilize the surplus water, recharge of ground water at suitable depth / distance may also be considered.

Chairman, EPCA directed DLF to take necessary measures to stop the wastage of ground water within 3 days. EPCA desired that Noida Authority and CGWA should initiate action against DLF if it fails to comply with these directions.

During the meeting Chairman EPCA referred a complaint about violation of row-housing regulations in Noida to the Senior Town Planner, Noida. Chairman, EPCA also discussed with representatives of Noida Authority the matter of actual sewage generation and current treatment capacity in Noida. Definite information in this regard and about estimated population could not be provided during the meeting. Chairman EPCA desired that a proper estimation of population should be done and accordingly the capacity of STPs should be planned to address the problem of disposal of untreated sewage into Hindon and Yamuna in a shortest possible time.

**Minutes of the Meeting of Environment Pollution (Prevention & Control) Authority
for the NCR (EPCA) held on September 11, 2010 (Saturday) at 11.00 AM**

(at -Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)

Agenda items: Discuss the progress on revision of in-use vehicles emission standards.

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member, EPCA

3. Mr. Anand Prakash, Director (RT), MoRT&H
4. Mr. S. Rohilla, Associate Director, SIAM
5. Mr. Vikas Jain, PCO (HQ), Transport Department, Delhi

6. Ankush Tewani, Asst. Environmental Engineer, CPCB

MoRT&H representative informed that the revised emission norms for in-use vehicles are in the process of notification and assured EPCA that it will be cleared in a week time. EPCA expressed that MoRT&H should also take care of the periodicity of PUC testing.

EPCA enquired whether the schedule of 1st October 2010 for availability of BS III fuel and introduction of BS III mass emission norms compliant vehicles in the rest of the country will be adhering to. MoRT&H representative stated the schedule will be adhered to for both fuel and vehicles.

**Minutes of the Meeting of Environment Pollution (Prevention & Control) Authority
for the NCR (EPCA) held on September 11, 2010 (Saturday) at 11.30 AM**

(at -Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)

Agenda items: Status of the 2nd BRT corridor from Shastri Park to Karawal Nagar ó Presentation by DIMTS/Transport Department.

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member, EPCA

3. Mr. A.K. Saroha, Director, MoUD
4. Ms. Romi Roy, Sr. Consultant, UTTIPEC
5. Mr. Amit Madholia, Consultant, UTTIPEC
6. Mrs. G. Tiwari, IIT-D
7. Mr. Sandeep Gandhi, SGA / TRIPP, IIT-D

8. Mr. J. S. Sindhu, Addl. Commissioner Transport, Govt. of NCTD
9. Mr. M. C. Wankhede, DC (Plg.), Transport Department, Govt. of NCTD
10. Mr. Ashwini Vaishnaw, Advisor, DIMTS
11. Mrs. Vaishali G., AGM, DIMTS
12. Mr. Mahendra Singh, Consultant, DIMTS

13. Mr. Mahesh Bhardwaj, Addnl. DCP/Traffic, Eastern Region
14. Mr. R.K. Pandey, DCP/Traffic. Northern Region

15. Ankush Tewani, Asst. Environmental Engineer, CPCB

DIMTS gave the presentation on the proposed 2nd BRT corridor from Shastri Park to Karawal Nagar and the following discussions were held:

The representative from DIMTS informed that the first stage of work i.e. data collection and survey is complete. It was further informed that initially the stretch to be covered under the project was 8.5 km i.e. from Shastri Park to Karawal Nagar running North-South, which was then further extended to 15 km with the inclusion of three new links ó Bhajanpura to Khajuri Khas, Shastri Park to Mori Gate and Shastri Park to Gandhi Nagar and accordingly the earlier estimated cost of the project Rs 250 Cr (for 8.5 km) has increased to Rs 400 Cr (for 15 km).

EPCA asked DIMTS about the sources of data for their study. DIMTS representative replied that the sources of data included the Rites Study 2008 and the survey done by DIMTS itself which covered traffic volume counts along the corridor and original-destination (O-D) observations. The expert from IIT-D asked whether general public was covered and how much hours and days counts was considered to evaluate data for Bus OD observations. DIMTS representative replied that 16 hour and 3 day counts was taken and general public was covered. EPCA further asked DIMTS about the number of bus routes that ply on the proposed BRT. DIMTS representative informed that there are three bus routes that fall on the main Shastri Park to Karawal Nagar stretch (No. 255, No. 210 and No. 253). EPCA was surprised to know that the main BRT was being worked upon for a stretch which has movement of only 3 bus routes and said that the basis of assumptions as considered by DIMTS for the existing and future ridership, traveler volume and demand of buses needs to be rechecked and explained to EPCA to justify the purpose of BRT. EPCA recalled that it had pointed out as back as in 2007 in its meeting held on November 03, 2007 the neglect for taking up priority corridors suggested by RITES among the 26 BRT corridors mentioned in RITES report.

DIMTS representative said that the reason for low number of bus routes on the stretch is due to poor public transport supply. It was further informed that though the original BRT stretch serves only three bus routes but the traffic density is still high as the area served by the BRT is the lowest income group area which has very high cycle ownership and very low car ownership and the usage of various means of transport in the descending order is ó cycles & rickshaws, shared auto rickshaws and cars. DIMTS representative further said the new links (Bhajanpura to Khajuri Khas, Shastri Park to Mori Gate and Shastri Park to Gandhi Nagar) connected to this stretch adds 35 additional routes taking the total bus routes served by the modified BRT proposal to 38. From this information EPCA observed the importance of two main roads - Waziarbad road and Shahdra road, on which the two links - Bhajanpura to Khajuri Khas and Shastri Park to Mori Gate ó are being added to modify the corridor, as compared to the original corridor from Karawal Nagar to Shastri Park and its extension from Shastri Park to Gandhi Nagar which both are on Yamuna marginal bandh roads.

During DIMTS presentation of traffic management plan for Shastri Park to Gandhi Nagar link, it was pointed out by the Traffic Police official that this link should be dealt carefully as the entire stretch is narrow and always overcrowded especially the Buland Masjid area, which is very critical and the current plan does not seem effective enough to serve this area. The representative from UTTIPEC further informed that PWD is also currently working on an underpass proposal for the same area which might increase the complexity for planning in this stretch.

EPCA desired that UTTIPEC guidelines for providing safe pedestrian access and integration of metro and bus should be followed by DIMTS. DIMTS representative admitted that UTTIPEC guidelines were not available hence the designs prepared are not as per the guidelines. UTTIPEC representative informed that the same are available on the official site of UTTIPEC. DIMTS assured EPCA that these guidelines will be followed and the plans will be modified according to these guidelines.

EPCA asked DIMTS whether the widening of road will be required on the BRT or not. DIMTS representative replied that slight widening of roads will be done on the left for the main corridor on the Yamuna bank side. MoUD representative said that design should be made carefully as this side is prone to floods. EPCA also expressed that plans should be finalized after ensuring that the land is available and no extension will be required in Yamuna flood plains. DIMTS officials clarified that no extension would be done beyond the available land.

EPCA desired that DIMTS should present better plans, layouts and integration plans in the next meeting:

- 1. Modified plans for Shastri Park to Gandhi Nagar link after considering PWD underpass plan to ensure its integration with BRT.**
- 2. Plans for link corridors on main roads after extensively exploring their efficiency as there will be higher volume of traffic at these link corridors and at points where these join the main corridor rather than on the main corridor.**
- 3. Detailed layout plans for important intersection points (such as Shastri Park Metro Station, Kashmere Gate ISBT and Kashmere Gate Metro Station) and plans for integration with other modes of transport at these intersection points.**
- 4. Information on space provided for NMT vehicles (cycles/rickshaws), pedestrians on the main BRT corridor and its link corridors.**

Chairman EPCA further said that the experiences from the first BRT corridor should be used to avoid mistakes and to ensure smoothness during work execution for the second BRT.

**Minutes of the Meeting of Environment Pollution (Prevention & Control) Authority
for the NCR (EPCA) held on September 18, 2010 (Saturday) at 11.00 AM**
(at -Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)

Agenda items: UTTIPEC's proposal of Multimodal Corridor on Vikas Marg

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Mr. M. C. Wankhede, DC (Plg.), Transport Department, Govt. of NCTD

3. Mr. Ashok Bhattacharjee, Jt. Director UTTIPEC, DDA
4. Ms. Romi Roy, Sr. Consultant UTTIPEC, DDA
5. Mr. Vaibhav Gupta, Planning Consultant, UTTIPEC, DDA
6. Mr. Piyush Kansal, GM-UT, RITES

7. Mr Prabhakar, Dy. Commissioner of Police -Traffic, Delhi Traffic Police
8. Mr. Soni, Inspector, Delhi Traffic Police

9. Mr. Divakar Agrawal, SE, PWD
10. Mr. Rajesh Mittal, SE, PWD

11. Mr. R.K. Basu, Manager (M), DTC

12. Ankush Tewani, Asst. Environmental Engineer, CPCB

EPCA convened this meeting to discuss UTTIPEC's proposal of Multimodal Corridor on Vikas Marg.

UTTIPEC representative apprised EPCA about various traffic congestion related issues of Vikas Marg. UTTIPEC said that service lanes and footpaths provided on Vikas Marg stretch are used by the shopkeepers for parking their cars, leaving no or minimum space for NMV vehicles and pedestrians to move. If this road is to continue to be commercial then a parking facility must be created urgently. UTTIPEC further said that ideally the service lanes are required for residential areas and not for commercial and mixed areas. PWD officials stated that a parking lot to park 100 cars is already being developed. Traffic police officials said that in addition to making provision for parking, RoW should also be restored. PWD officials informed that an exercise for restoration of RoW was taken up recently. Traffic police officials said that the restored RoW has again been lost. **Chairman EPCA directed that concerned land owning authorities must take the matter of encroachment and misuse of RoW very seriously and concrete action must be taken to prevent misuse and encroachment of RoW. PWD also to apprise EPCA the time schedule for the construction of parking lot.**

UTTIPEC also informed that there is a temple on this stretch which is extending into RoW and its shifting will be required to reclaim the RoW. **Chairman EPCA directed PWD to examine this issue in light of Supreme Court directives/policy regarding 'shifting of buildings of religious importance' in a time bound manner and intimate to EPCA.**

Chairman, EPCA also directed that along with the RoW restoration and demarcation of footpaths, feasibility of multilevel parking should be also checked and intimated to EPCA since a parking facility for only 100 cars will not be sufficient to ensure 'no car parking on service lanes'. Concern authorities i.e. Police, PWD and MCD to ensure that shopkeepers don't park their vehicles in front of their shops.

EPCA while pointing out the high traffic density at the Vikas Marg asked for arrangements to ensure safe pedestrian crossing. PWD officials informed that after every third pillar, space has been left between the hedges to facilitate pedestrian crossing. In addition to this a 3.5 m signalized pedestrian zone is also provided in front of V3S mall. Traffic police officials said that this signalized pedestrian zone is now being misused by the two-wheelers for taking U-Turn which can result in fatal accidents. PWD agreed to consider raising it to prevent its misuse by two-wheelers. UTTIPEC representative said in the present position it can be used for wheelchairs also. Chairman EPCA asked PWD to think of a workable solution to problem and present it in the next meeting.

UTTIPEC further informed that Karkari Mod to Karkardooma stretch is a critical one on Vikas Marg as it involves a major junction at Karkari Mod and therefore thorough study of signaling at Karkari Mod junction should be undertaken as a first step for development of a Multimodal Corridor on Vikas Marg. Traffic police officials said that the nallah on this junction will act as an obstruction and suggested for a step-wise approach in which the provision of NMV lane, corridor improvement and RoW reclamation tasks can be taken up in first stage which may be followed by studying the feasibility of a full fledged multimodal corridor.

Chairman EPCA expressed that in view of heavy congestion on the critical stretch and the presence of an obstructing nallah, the proposal of Multimodal Corridor on Vikas Marg needs detailed deliberations therefore UTTIPEC should call a meeting with the concerned stakeholders to discuss the matter and present a considered plan to EPCA in a month. The plan should be focused on multimodal integration and smooth traffic flow.

**Minutes of the Meeting of Environment Pollution (Prevention & Control) Authority
for the NCR (EPCA) held on September 23, 2010 (Thursday) at 03.00 PM**

(at -Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)

Agenda item: Commissioning of gas filling station at Hyderabad on 2/10/2010

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Mr. Manu Srivastava, IAS, Director, MoP&NG
3. Mr. C. A. Rashid, MD, Bhagyanagar Gas Ltd. & ED, GAIL
4. Mr. S. Sreenivasulu, Director (Com), Bhagyanagar Gas Ltd. (BGL)
5. Mr. R. K. Dhodda, MD, Reliance Gas Transportation Infrastructure Ltd. (RGTIL)
6. Mr. Manoj Pandey, GM, RGTIL
7. Mr. Suresh P Manglani, VP (Gas Business), Reliance India Ltd. (RIL)
8. Nazim uddin, SEE / Sc D, CPCB

Chairman, EPCA said that EPCA has decided in the review meeting held on 30th June 2010 in Hyderabad that the first mother station must be inaugurated on 2nd October, 2010 and that this meeting has been convened to know the status.

MD, RGTIL stated that while physical connectivity is being finalized but commissioning will be delayed as procurement of pressure reducing equipment and metering equipment is going to take 8 to 10 months time. Hearing this from RGTIL, EPCA expressed strong displeasure and said that well before time EPCA had decided that at least one mother station should be provided connectivity by 2nd October 2010 and moreover MoP&NG was also pursuing the matter with RGTIL in parallel then why the delay is being brought to notice at the last moment.

BGL explained that RGTIL was aware of the urgency and cited the letters written to RGTIL and the meeting held between the two as early as on 12th July 2010 in this regard.

EPCA directed RGTIL to first check its stocks / inventories for arranging the required equipments and if required further contact BGL and GAIL to explore the possibility of hiring any required equipment from them and inform EPCA the shortest time period in which the connectivity to one mother station of BGL will be provided. RGTIL agreed to comply with these directions and accordingly agreed to inform with in one week the time schedule to provide the connectivity. RGTIL and BGL/GAIL decided to immediately check availability of equipments in their respective stocks and then hold a joint meeting on 26th September 2010 to work out the time schedule. EPCA further directed that progress reports be filed to EPCA every two weeks.

RGTIL assured EPCA about its sincerity in the above matter.

**Minutes of the Meeting of Environment Pollution (Prevention & Control) Authority
for the NCR (EPCA) held on September 25, 2010 (Saturday) at 12.00 Noon**

(at -Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)

Agenda items: Status of compliance of Supreme Court orders in the matter of W.P. (C) 914/1996 of 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

Sector 14 (Noida) RWA

3. Mr. S. K. Agrawal, President, Sector 14 (Noida) RWA

DJB

4. Mr. V. S. Thind, CE-Dr., DJB
5. Mr. V. K. Gupta, SE-Dr., DJB
6. Mr. Gujender Tomar, EE (C)-Dr. IX, DJB

MCD

7. Mr. A. K. Bansal, Ex. Engineer, MCD

DPCC

8. Mr. B. Kumar, Senior Environmental Engineer, DPCC
9. Mr. Dinesh Jindal, Asstt. Law Officer, DPCC

U.P.

10. Mr. S. P. Misra, Spl. Secretary, Urban Development, Govt. of U.P.
11. Mr. M. P. Jain, Chief Engineer, U.P. Jal Nigam, Ghaziabad
12. Mr. Maha Raj Singh, PE, U.P. Jal Nigam, Ghaziabad

UPPCB

13. Mr. Sunil Kumar Singh, Chief Environmental Officer, UPPCB
14. Mr. Parasnath, RO, UPPCB, Noida
15. Mr. T. U. Khan, RO, UPPCB, Ghaziabad
16. Mr. Praveen Kumar, AEE, UPPCB, Ghaziabad

CPCB

17. Nazim uddin, SEE / Sc D, CPCB
18. Mr. A. K. Sinha, Sc C, CPCB

EPCA first requested President of Sector 14 Noida Resident Welfare Association (RWA) to express his views. Mr. S. K. Agrawal, President, RWA gave a background and of the matter with special reference to the initial order of 16.11.1998.

EPCA informed participants that based on the compliance report received in 21st August 2010 meeting and subsequent inspections carried, EPCA has sent its report to Supreme Court. EPCA expressed that even though U. P. also started late but now it has picked up and carrying out works but DJB has not

shown serious interest from the beginning and, going by its progress and plans, the lack of seriousness continues. EPCA said that it has informed Court that it will regularly monitor the progress of works.

EPCA expressed concern that DJB has not even decided how it is going to prevent open flow of treated sewage of Kondli and Chilla STPs in Shahdra drain and ensure direct disposal of this treated sewage to Yamuna.

EPCA also expressed concern that DJB is skirting the responsibility of treatment of sewage of unauthorized outfalls into drains. EPCA said that providing sewerage in such areas can be decided by MCD and DJB but EPCA is primarily concern about treatment of sewage of all such outfalls and that DJB is responsible for it. EPCA further said that the concept of treating sewage flowing in tributary drains has been accepted by DJB under its own interceptor sewer scheme.

EPCA decided action points as under:

- Meeting to expedite progress on finalizing engineering solution to prevent open flow of treated sewage of Kondli and Chilla STPs in Shahdra drain and its direct disposal to Yamuna (DJB, Delhi Irrigation and Flood Control Department, CWC, IIT-R)
- Meeting to expedite progress on treatment of sewage of unauthorized outfalls into drains.
- Meetings at regular intervals to review the progress of works in Delhi and U.P. and other issues (CPCB survey, Bio-remediation / Online treatment in drains, Sewage treatment plants in Ghaziabad and Noida etc.)

**Minutes of the Meeting of Environment Pollution (Prevention & Control) Authority
for the NCR (EPCA) held on September 25, 2010 (Saturday) at 01.30 PM**

(at -Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)

Agenda items: The matter of MCD advertisement for parking contract

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member, EPCA

3. Mr. Ajay Kumar Bisht, Director (Resi Land), DDA
4. Mr. Q. Quaraishi, Asstt. Engineer (CE), DDA

5. Mr. Amiya Chandra, OSD (RP Cell), MCD

6. Mr. S. S. Rao, Director (Enforcement), NDMC
7. Mr. Anand Tiwari, Director (Projects), NDMC
8. Mr. Ajay Gupta, Ex. En. (Projects), NDMC

9. Mr Prabhakar, Dy. Commissioner of Police -Traffic, Delhi Traffic Police
10. Mr. Ravinder Suri, Insp./T.E., Delhi Traffic Police

11. Nazim uddin, SEE / Sc D, CPCB

It has been brought to the notice of EPCA that MCD has made an advertisement in Times of India dated 19th September 2010 inviting tenders for 220 parking lots which include some parking lots not cleared by Delhi Police under the mechanism of clearing by Delhi Police followed by joint inspection and demarcation by Delhi Police and the controlling agency (DDA/ MCD/ NDMC) This mechanism was prescribed and monitored by EPCA. This meeting was called to discuss the matter with MCD.

EPCA directed parking lots should be considered for tendering that have already been cleared by Delhi Police. Any new parking lot must be first scrutinized under the set mechanism and cleared by Delhi Police before it being considered for tendering. EPCA further asked MCD to draw out a plan for disciplining the contractors and demarcating the parking lots to avoid confusion and enforcement problems. EPCA also desired that the certain important issues such as the proposed enhanced and differential parking charges should be deliberated upon and finalized before proceeding ahead for tendering.

During the meeting it has brought to the notice of EPCA that unauthorized parking lots are being cleared at local levels by TIs and DCs. EPCA expressed its displeasure over it and desired that this should be stopped forthwith and defaulters should be proceeded against departmentally.

**Minutes of the Meeting of Environment Pollution (Prevention & Control) Authority
for the NCR (EPCA) held on October 20, 2010 (Wednesday) at 10.00 AM**

(at :-Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)

Agenda items: Implementation of P.K. Kaul Committee Recommendations ó Disposal of treated wastewater of STPs at Kondli directly into the river Yamuna and stopping discharge of untreated sewage into Shahdra drain in Delhi area
(W.P. (C) 914/1996 ó Sector 14 (Noida) Residents Welfare Association & Others Vs. State of Delhi & Others)

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member, EPCA

DJB

3. Mr. V. S. Thind, CE-Dr., DJB
4. Mr. V. K. Gupta, SE-Dr., DJB
5. Mr. Gajender Tomar, EE (C)-Dr. IX, DJB

DPCC

6. Mr. B. Kumar, Senior Environmental Engineer, DPCC

IIT-Roorkee

7. Mr. A. A. Kazmi, Associate Professor, IIT-Roorkee

NOIDA

8. Mr. Veereshwar Singh, Dy. CEO, NOIDA
9. Mr S. K. Srivastava, Chief Project Engineer, NOIDA
10. Mr Sama Kant Srivastava, Project Engineer, NOIDA
11. Mr. Arun Kumar Saxena, Asstt. Project Engineer, NOIDA

CPCB

12. Nazim uddin, Senior Environmental Engineer, CPCB
13. Ankush Tewani, Assistant Environmental Engineer

Background

In the matter of W.P. (C) 914/1996 ó Sector 14 (Noida) Residents Welfare Association & Others Vs. State of Delhi & Others, in which the petitioners pleaded for upgradation of sewerage management systems in trans-Yamuna area of Delhi and Sector 14, 14-A, 15, 15-A, 16, 16-A and 17 of Noida, the Honøble Supreme Court constituted a Committee headed by Mr. P. K. Kaul, former Cabinet Secretary as its Chairman to examine all the issues in detail and to submit a report. -P. K. Kaul Committee submitted its report to Honøble Supreme Court giving in it an Action Plan for works required to be undertaken and also suggested a time frame for each activity of the action plan. Honøble Court by its order dated 16.11.1998 ordered for implementation of various activities of the Action Plan by the responsible agencies and further mandated the õEnvironment Pollution (Prevention & Control) Authority for the NCRö (EPCA) for monitoring the implementation of the Action Plan. Accordingly, EPCA has been monitoring the progress of works being carried out by various agencies for implementation of the Action Plan and submitting its reports to Honøble Court from time to time.

-P. K. Kaul Committee had recommended that treated wastewater of STPs at Yamuna Vihar and Kondli should be disposed of directly into the river Yamuna. According to the recommendations of P. K. Kaul Committee, the treated wastewater of STPs at Kondli was to be discharged into river Yamuna either directly or through the Hindon Cut canal. The following were the salient activities related to disposal of treated sewage of Delhi in the Action Plan:

Activity at S. No. 18:

-DJB in consultation with DPCC, U.P. Irrigation, Delhi Flood Control Department has to finalise the disposal point of both the STPs at Yamuna Vihar and Kondli and submit their actions to the Committee

Activity at S. No. 19:

-DJB shall finalise the action plan for collection, treatment and disposal of 110 MGD sewage and submit their action plan to the Committee

Activity at S. No. 23:

-Construction of pumping station at Chilla Regulator (by DJB)

Activity at S. No. 27:

-DJB, Delhi Flood Control Department, Noida and U.P. Jal Nigam shall jointly prepare a plan on cunnette system if it is considered as the disposal system

Activity at S. No. 29:

-DJB shall ensure collection, treatment and disposal of 110 MGD sewage of present load

DJB has undertaken the work of laying a sewer for direct disposal of treated wastewater of STP at Yamuna Vihar but it has neither taken nor planned any action for direct disposal of treated wastewater of STP at Kondli into river Yamuna which is presently discharged into Shahdra Drain. EPCA convened this meeting to discuss the issue of direct disposal of treated wastewater of STP at Kondli into river Yamuna

Discussions / Decisions

IIT-Roorkee representative expressed his prima-facie observations that i) it should be possible to pump the entire treated sewage of Kondli STP and Shahdra link drain and ii) when sewage of all contributing sources namely Loni, Yamuna Vihar STPs, Sahibabad drain, Kondli STPs and Chilla STP is tapped and diverted for treatment and disposal/reuse then there should be no remaining sewage flow in Shahdra drain. The matter could not be discussed conclusively due to absence of main/important stakeholders - Delhi Irrigation & Flood Control Department, U.P. Irrigation Department and Central Water Commission.

The matter of discharge of untreated sewage into Shahdra drain in Delhi area was also to be discussed but due to absence of representatives of DDA and DJB this matter also could not be discussed.

Chairman, EPCA expressed strong displeasure on the absence of concerned departments and desired that absentees must ensure participation in the next meetings. EPCA decided to convene a meeting next week to discuss the issue of discharge of untreated sewage into Shahdra drain in Delhi area and another meeting after two weeks to discuss the issue of direct disposal of treated wastewater of STP at Kondli into river Yamuna

**Minutes of the Meeting of Environment Pollution (Prevention & Control) Authority
for the NCR (EPCA) held on October 20, 2010 (Wednesday) at 10.45 AM**
(at -Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)

Agenda items: Status of the 2nd BRT corridor from Shastri Park to Karawal Nagar

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member, EPCA

3. Mr. Ashok Bhattacharjee, Director, UTTIPEC, DDA
4. Ms. Romi Roy, Sr. Consultant, UTTIPEC, DDA

5. Mr. M. C. Wankhede, DC (Plg.), Transport Department, Govt. of NCTD
6. Mr. R.S. Minhas, Senior Manager (Transport), DTC

7. Mr. Satyendra Garg, Jt. CP, Delhi Traffic Police
8. Mr. Mahesh Bhardwaj, Addnl. DCP/Traffic, Eastern Region
9. Mr. Ravinder Suri, Insp./T.E., Delhi Traffic Police

10. Mr. Alok Bhardwaj, VP-TP, DIMTS
11. Mr. Samir Sharma, , AVP-TP, DIMTS
12. Mr. Rakesh Katyal, DIMTS
13. Ms. Nimisha Pal, Intercontinental Consultants and Technocrats Pvt. Ltd
14. Mr. J. N. Bhavsar, Intercontinental Consultants and Technocrats Pvt. Ltd

15. Mr. Divakar Agrawal, SE (M31), Delhi PWD
16. Mr. Mohan Lal, EE (M 213), Delhi PWD

17. Nazim uddin, Senior Environmental Engineer, CPCB
18. Ankush Tewani, Asst. Environmental Engineer, CPCB

Background

This meeting was held in continuation to the last EPCA meeting on this subject held on 11th September 2010 in which DIMTS made a presentation on the proposed 2nd BRT corridor. After deliberations on the presentation it was decided in that meeting that DIMTS should present better plans, layouts and integration plans in the next meeting with information on following points:

- Modified plans for Shastri Park to Gandhi Nagar link after considering PWD underpass plan to ensure its integration with BRT.
- Plans for link corridors on main roads after extensively exploring their efficiency as there will be higher volume of traffic at these link corridors and at points where these join the main corridor rather than on the main corridor.
- Detailed layout plans for important intersection points (such as Shastri Park Metro Station, Kashmere Gate ISBT and Kashmere Gate Metro Station) and plans for integration with other modes of transport at these intersection points.
- Information on space provided for NMT vehicles (cycles/rickshaws), pedestrians on the main BRT corridor and its link corridors.

Discussions / Decisions

UTTIPEC said that the BRT plan should be submitted to it for approval so that it can be evaluated along with the PWD plan comprising of three options which has been submitted to UTTIPEC. DIMTS agreed to it. EPCA also expressed that it wants all stakeholders to be involved.

DIMTS made a presentation of their plan for 2nd BRTS corridor. Following points were discussed:

DIMTS to study whether BRT corridor design and the proposed rotary at Khajuri Khas before the Signature Bridge will be compatible and will not the rotary make north-south traffic more difficult. Delhi Police said that at the proposed rotary safe pedestrian crossing also needs to be ensured. It was agreed that a detail review of the design at Khajuri Khas interchange is required. It was also decided that DTTDC will also be called in the next meeting.

Most of the traffic is in east west direction therefore if the corridor link upto Yamuna Vihar is being considered then it will be most necessary to extend it upto Nand Nagri. DIMTS should carry out a rapid feasibility study for this.

Road width on Shastri Park & Gandhi Nagar link/stretch is narrow therefore DIMTS is proposing to allow only southward traffic and divert northward traffic on implementation of BRTS on this link. Extension of this 1 km link is not so important therefore DIMTS may consider taking up this link later with any future full-fledged North- South corridor at one go if that is found feasible.

DIMTS to see what will be turn around facility for buses at Karawal Nagar.

PWD will check whether Buland Masjid area qualifies an approved commercial area.

DIMTS will explain merits/demerits of closed and open BRTS especially in respect of economics of two systems and will it be possible to phase the closed system if required.

BRTS design should consider spaces for challaning violators.

Delhi Police stressed on urgent augmentation of bus service in East Delhi, in particular on East-West road from Nand Nagri so that the augmentation can enable phasing out RTVs in this area. DTC agreed to prepare and send an augmentation plan.

Delhi Police also mentioned that penalty amount on BRTS should be increases as was done for lane violation during CWG 2010 and vehicle transfer system should be improved to enable challaning of actual vehicle owners. EPCA decided to convene separate meeting to discuss these issues.

**Minutes of the Meeting of Environment Pollution (Prevention & Control) Authority
for the NCR (EPCA) held on October 20, 2010 (Wednesday) at 11.15 AM**
(at -Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)

Agenda items: Integration of metro stations with roads on CS-Qutub line

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member, EPCA

3. Mr. Ashok Bhattacharjee, Director, UTTIPEC, DDA
4. Ms. Romi Roy, Sr. Consultant, UTTIPEC, DDA

5. Mr. Satyendra Garg, Jt. CP, Delhi Traffic Police
6. Mr. Mahesh Bhardwaj, Addnl. DCP/Traffic, Eastern Region
7. Mr. Ravinder Suri, Insp./T.E., Delhi Traffic Police

8. Mr. Anand Tiwari, Director (Projects), NDMC
9. Mr. Sushil Dwivedi, SE, NDMC
10. Mr. T. R. Meena, EE(R-III), NDMC
11. Mr. Divakar Agrawal, SE (M31), Delhi PWD
12. Mr. Mohan Lal, EE (M 213), Delhi PWD
13. Mr. Sudhir Mehta, Ex. Engineer, MCD ó South Zone

14. Mr. R.S. Minhas, Senior Manager (Transport), DTC

15. Nazim uddin, Senior Environmental Engineer, CPCB
16. Ankush Tewani, Asst. Environmental Engineer, CPCB

Background

This meeting was held in continuation to the last EPCA meeting on the subject held on 17th July 2010 in which the following decisions were taken:

- The road owning agencies (PWD, MCD, NDMC and NHAI) will obtain the final plans from UTTIPEC and complete the road work accordingly.
- DMRC and road owning agencies will coordinate and ensure that works undertaken by each during handing over are done according to UTTIPEC guidelines so that such unnecessary works can be avoided which will require redoing. This meeting was convened to take stock of the progress.
- DMRC will ensure that the footprints they left while handing over is according to the tentative plans prepared by UTTIPEC.
- As suggested by Delhi Traffic Police, the three signals at Delhi Haat, Gautam Nagar and at Gurudwara need to be taken up on priority. Final decision on signals at AIIMS should also be taken urgently as it an important point.

Discussions / Decisions

EPCA was informed that integration, pedestrian facilities and signals have been agreed upon. The position of some signals was informed as - Jor Bagh and INA will be full crossings, grade crossing will be provided at AIIMS, signal at Green Park will be shifted a little bit to appropriate location. It was agreed that based on Delhi Police note, UTTIPEC will issue fresh drawings.

**Minutes of the Meeting of Environment Pollution (Prevention & Control) Authority
for the NCR (EPCA) held on October 29, 2010 (Friday) at 10.30 AM**
(at -Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)

Agenda items: Opening of Elevated Barapulla Road for bus transport

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member, EPCA

3. Mr. Naresh Kumar, CMD-DTC
4. Mr. R.S. Minhas, Senior Manager (Transport), DTC
5. Mr. C.H. Kumar, CGM, PWD
6. Mr. Divakar Agrawal, SE (M31), Delhi PWD
7. Mr. Priyank Mittal, EE, PWD

8. Ankush Tewani, Assistant Environmental Engineer, CPCB

EPCA flagged the following points in the meeting and desired the information on these from the concerned authorities:

1. Possibility of constructing a bus depot in existing parking lot at Jawaharlal Nehru Stadium/ Kushak Nallah Park.
2. Possibility of making a provision of bus stop as close as possible to the metro station.
3. Bus movement from current dead end of elevated Barapullah road i.e. fourth Avenue road to Lodhi road and Bhasham Pitamah Marg.
4. Provision of full-fledged pedestrian access on the entire stretch.
5. Possibility of accommodation of contract buses destined to CGO complex and Scope complex in this area.
6. Possibility of provision of centralized car parking to decongest CGO complex and SCOPE complex area.
7. Bus services to be run on the elevated road, as dedicated to meet peak hour traffic and other time.
8. Examining the most cost effective proposal from the under bridge at Prem Nagar to Aurobindo Marg keeping in mind the following:
 - Dedicated track for buses so that already congested Aurobindo Marg does not get more traffic.
 - Redevelopment of under bridge at Prem Nagar for easy bus movement.
 - Disallow cars to move on this road till provision of buses is made.
9. Redevelopment of existing roads in this area.

**Minutes of the Meeting of Environment Pollution (Prevention & Control) Authority
for the NCR (EPCA) held on October 29, 2010 (Friday) at 11.00 AM**
(at -Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)

Agenda items: Providing space for DTC buses at Terminal T3 of Indira Gandhi International Airport

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member, EPCA

3. Col. H.S. Ahluwalia, DIAL

4. Mr. Naresh Kumar, CMD-DTC
5. Mr. J.S. Malhotra, OSD, DTC
6. Mr. R.B. Sharma, Dy. CGM, DTC
7. Mr. R.S. Minhas, Senior Manager (Transport)
8. Mr. S.S. Mishra, DM, DWD-8, DTC

9. Ankush Tewani, Assistant Environmental Engineer, CPCB

EPCA convened a meeting on August 07, 2010 to discuss this matter. In that meeting DIAL informed in that meeting that it had already agreed to provide space for DTC buses outside the departure area at Terminal T3 of Indira Gandhi International Airport and EPCA decided that DIAL will provide space for at least one DTC bus near arrival area also. This meeting was convened to take stock of the progress made in this regard.

DIAL representative informed that from November 11, 2010 onwards the DTC buses will be allowed to serve the public for arrival area of Terminal T3 of Indira Gandhi International Airport. EPCA acknowledged the fact.

CMD, DTC informed the bus service arrangement as 6 Empty buses from departure area will be taken to and parked between pillars 6 and 7 at the arrival area with a stay time of ten minutes. Bus frequency will be every 20 minutes. All buses will be air conditioned. Information counters of 6 ft by 6 ft will be provided at arrival and departure. EPCA appreciated the proposal and suggested DTC to consider increasing the number of routes and providing non AC buses also.

**Minutes of the Meeting of Environment Pollution (Prevention & Control) Authority
for the NCR (EPCA) held on October 29, 2010 (Friday) at 11.30 AM**
(at -Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)

Agenda items: Augmentation of DTC bus service in East Delhi

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member, EPCA

3. Mr. Naresh Kumar, CMD-DTC
4. Mr. J.S. Malhotra, OSD, DTC
5. Mr. R.B. Sharma, Dy. CGM, DTC
6. Mr. R.S. Minhas, Senior Manager (Transport)
7. Mr. S.S. Mishra, DM, DWD-8, DTC

8. Mr. Mahesh Gautam, GM(Sales), Ashok Leyland Ltd
9. Mr. N.K. Diwan, AGM(Service), Ashok Leyland Ltd
10. Mr. V.K. Sharma, Sr. Manager, Ashok Leyland Ltd
11. Mr. Sunil Pandey, AGM, Tata Motors Ltd

12. Ankush Tewani, Assistant Environmental Engineer, CPCB

In an EPCA meeting held on 20th October, 2010, Delhi Police stressed on urgent augmentation of bus service in East Delhi, in particular on east-west road from Wazirabad bridge to Nand Nagri so that the augmentation can enable phasing out RTVs on which DTC agreed to prepare and send an augmentation plan.

On being asked by EPCA about the reason for inadequate DTC bus service in East Delhi, CMD, DTC said the reason for poor bus service is lack of drivers. There are 1310 low floor buses and 606 standard buses along with 14 depots to serve them but the lack of manpower is the root cause of poor bus service and to solve the same there will be 2000 drivers in place by December 2010. CMD, DTC further said that the problem of shortage of buses on east-west road from Wazirabad Bridge to Nand Nagri terminal was studied and it has been found that 377 buses are serving this stretch and it is likely that 60 more buses will be added in the near future. In addition to this, the frequency of buses is also being worked upon and the same will be improved.

DTC further provided the information on the following:

1. By December 2010, 93% of low floor buses and 85% of standard buses will be on road.
2. Current stock position- 2440 standard floor buses and 3400 low floor buses
3. Efficiency: Vehicle utilization 170 to 180 km/bus. The number of buses out shed in morning and evening are 5000 and 3899 respectively.
4. CNG supply: Twelve stations are waiting for power load. DTC will deposit money by 15th November and the power load will be available by mid December.
5. GPRS: Installed completed in 1600 buses and installation will be complete in all low floor depots by the end of December.

EPCA further asked DTC to monitor the progress of Automatic fare and Electronic ticketing machine and inform about it.

Chairman EPCA expressed dissatisfaction at the fire incident that took place on October 27, 2010 in one of the buses manufactured by Ashok Leyland. Ashok Leyland representatives explained that the accident took place because of leakage of coolant and as the engine temperature was very high, it led to fume spread. The representatives further informed that soon after the incident, the Chennai Headquarters was informed and a team headed by an expert was sent for detailed investigation and the same is in progress. Dr. Mathur said that it was another good day for DTC otherwise the incident could have been worse and the coolant leakage is beyond comprehension. He further expressed that as per EPCA directions the Ashok Leyland is supposed to submit monthly reports pertaining to fleet maintenance but till now not even a single report has been received and it was further found out that Ashok Leyland is not having sufficient staff to do the same. This implies as if the maintenance schedule instructed by DTC to TATA and Ashok Leyland was only meant for TATA and not for Ashok Leyland. Chairman, EPCA stated that Ashok Leyland must take the observations seriously as it will only help in reducing the number of accidents and further asked them to implement the following:

1. Strict abidance with the maintenance schedule instructed by DTC regarding maintenance of fleet and submission of monthly reports on this.
2. Detailed investigation report about the incident to be submitted to EPCA so that corrective measures can be taken.
3. Augment manpower to maintain full-fledged AMC facilities.
4. Check and inform EPCA, whether the safety plate is required for the buses or not.

**Minutes of the Meeting of Environment Pollution (Prevention & Control) Authority
for the NCR (EPCA) held on October 29, 2010 (Friday) at 12.00 Noon**
(at -Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)

Agenda items: Implementation of P.K. Kaul Committee Recommendations of Stopping discharge of untreated sewage into Shahdra drain in Delhi area. (W.P. (C) 914/1996 of Sector 14 (Noida) Residents Welfare Association & Others Vs. State of Delhi & Others)

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member, EPCA

3. Mr. R.K. Agrawal, CE, DDA
4. Mr. Rippen Sharma, EE, DDA

5. Mr. Dalbir Singh, CE, MCD
6. Mr. Vijay Prakash, CE, MCD
7. Mr. Sunil Kumar, SE, MCD
8. Mr. Mukesh Kumar, EE, MCD

9. Mr. Gajender Taur, EE, DJB

10. Mr. V.P.S. Tomer, CE, Delhi Irrigation & Flood Control Dept.

11. Mr. B.M.S. Reddy, Environmental Engineer, DPCC
12. Mr. Dinesh Jindal, ALO, DPCC

13. Ankush Tewani, Assistant Environmental Engineer, CPCB

EPCA convened a meeting 20th October 2010 to review compliance of Supreme Court orders regarding P. K. Kaul Committee's recommendations in the matter of W.P. (C) 914/1996 of Sector 14 (Noida) Residents Welfare Association & Others Vs. State of Delhi & Others but the issues of discharge of untreated sewage into Shahdra drain in Delhi area could not be discussed as no one from Delhi Irrigation & Flood Control Department, MCD and DDA attended that meeting. EPCA therefore convened this meeting again to discuss the above matter with special reference to the two unauthorized outfalls downstream of Chilla Regulator discharging untreated sewage in Shahdara drain from Delhi area which were observed during site inspection by EPCA, one near East End Apartments and other near Nagarjuna Apartments.

On being told that DJB officials had stated in last EPCA meeting that MCD is the land owning agency of the above mentioned areas near Chilla Regulator and that it is MCD's responsibility to make sure that all the sewage generated from their area gets treated before it enters Shahdara drain, MCD officials replied that the area is looked after by DDA and not by them. DDA officials said that they are not sure about it and need to check their records before they comment upon it. As a result of this confusion, EPCA decided that all the authorities will check the records and further inspect these two locations next day i.e. 30.10.2010 and figure out under whose jurisdiction does this area fall, when were these two unauthorized outfalls constructed and sewage of which areas is being discharged through these two nallahs and submit the report in the next meeting.

EPCA asked Delhi Irrigation and Flood Control Department and DPCC officials about the law/policy regarding connecting a sewage nallah to a storm water drain. IFCD officials replied that there is a law under which no one is allowed to connect sewage nallah to a drain without taking permission from them as the drains should carry only storm water and not untreated sewage. However, they could not recall the name of the law. DPCC officials replied that monthly monitoring of only those drains that carry treated sewage from STPs is carried out by them but nallahs joining the drains are not monitored. EPCA asked DPCC to recheck the areas of work in context with this and intimate about the same in the next meeting.

EPCA said to DPCC that since they are the pollution control authority for Delhi, the checking of the sewage outfall into drains is their responsibility. DPCC submitted that though they are the pollution control authority for Delhi and responsible for drains of Delhi but the Hindon Cut canal is coming from U.P. areas and needs to be checked by U.P.

**Minutes of the Meeting of Environment Pollution (Prevention & Control) Authority
for the NCR (EPCA) held on November 13, 2010 (Saturday) at 11.00 AM**
(at -Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)

Agenda items: Effective enforcement against traffic rules violations ó i) increasing penalty amount for traffic rules violations on BRTS corridors and ii) improvement in system of transfer of vehicles to enable challaning of actual owners

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member, EPCA

3. Mr. Ajay Chagti, Joint Commissioner and Secretary STA, Delhi
4. Mr. S. M. Ali, Sr. DC, Transport Department, Govt. of NCTD
5. Mr. Ranjeet Singh, DC (Ops.), Transport Department, Delhi
6. Mr. Joginder Sharma, Dy. Commissioner, Transport Department, Govt. of NCTD
7. Mr. Jaspal Singh, MLO, Transport Department, Govt. of NCTD

8. Mr. Satyendra Garg, Jt. CP, Delhi Traffic Police

9. Nazim uddin, Senior Environmental Engineer, CPCB

Discussions and Decisions:

Delhi Transport Department representative informed that enhancement of fine for traffic rules violation on BRT corridors is being taken up and notification in this regard will be brought out soon.

Delhi Transport Department representative also informed that 16 cameras have been installed on BRT corridor and challaning on the basis of cameras has been started by Transport Department.

Following decisions were taken:

- Delhi Transport Department will keep EPCA informed about progress of enhancement of fine.
- Delhi Transport Department will announce launching of camera based challaning drive through media blitz and will depute dedicated team for non-Delhi vehicles.
- Delhi Transport Department will explore enforcement measures to ensure immediate transfer of sold vehicles in the name of new owners, such as, involving insurance agencies for annual verification of actual owner and introducing fine for not transferring.

**Minutes of the Meeting of Environment Pollution (Prevention & Control) Authority
for the NCR (EPCA) held on November 13, 2010 (Saturday) at 11.30 AM**
(at -Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)

Agenda items: The issues related to improvement in public transport in Delhi

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member, EPCA

3. Mr. Ajay Chagti, Joint Commissioner and Secretary STA, Delhi
4. Mr. S. M. Ali, Sr. DC, Transport Department, Govt. of NCTD
5. Mr. Ranjeet Singh, DC (Ops.), Transport Department, Delhi
6. Mr. Joginder Sharma, Dy. Commissioner, Transport Department, Govt. of NCTD
7. Mr. Jaspal Singh, MLO, Transport Department, Govt. of NCTD

8. Mr. R. S. Bahl, EO,
9. Mr. Samir Sharma, , AVP-TP, DIMTS
10. Col. Shailendra S Bains, GM (OPS.), DIMTS
11. Mr. C. K. Goyal, DGM (Technical), DIMTS
12. Mr. Abhijit Sarkar, Chief ó bus Consession, DIMTS

13. Mr. Naresh Kumar, CMD-DTC
14. Mr. C. U. Kumar, CGM (O), DTC
15. Mr. Neeraj Bharati, CGM (P&A), DTC
16. Mr. A. K. Chawla, Dy. CGM, DTC
17. Mr. M. P. Singh, Dy. CGM, DTC
18. Mr. R.S. Minhas, Senior Manager (Transport), DTC

19. Mr. Satyendra Garg, Jt. CP, Delhi Traffic Police

20. Nazim uddin, Senior Environmental Engineer, CPCB

Progress of implementation of bus clusters schemes

EPCA said as per the information given by Delhi Transport Department in the last EPCA meeting the first cluster was supposed to start by October 2010. Transport Department informed that the contact condition to provide parking is the cause of delay and the Govt. is working on finding solution to this and some pieces of land have been identified. EPCA said that earlier the availability of buses was an excuse and now when buses are available new issues are being brought to notice. EPCA further said that it is interested in knowing the final date when the first cluster will be operational.

EPCA was briefed about basic cost and revenue features of the cluster agreements which were drafted by DIMTS for Transport Department. It was informed that on average about Rs. 34 per kilometre will be awarded to the contractor plus Rs. 6 per kilometre will be spent by Transport Department and that it is expected that about Rs. 30 per kilometer will collected from tickets. EPCA was surprised to note that the contractor will be paid for dead mileage also which will be about 20% and that no one is responsible if the projected Rs. 30 per kilometer from tickets is not collected. EPCA observed that interests of the contactor are well protected under the agreement drafted by DIMTS whereas those of the Government, the least. EPCA asked Transport Department why it has not made DIMTS

responsible if collection will be less. EPCA expressed that multiplicity of responsibility between DIMTS and Transport Department is not proving good. The Government should realize that its responsibility will always be there, whether there is DIMTS or no DIMTS.

CMD, DTC clarified that there is no spare space available in DTC depots as DTC already short of space for its own buses.

About clusters 2, 3 & 4, Delhi Transport Department informed that offers have been given but agreements are yet to be signed. EPCA expressed displeasure at the delays and said that nothing appears to be moving on the front of improving public transport in Delhi mainly due to multiplicity of responsibility between DIMTS and Transport Department.

EPCA directed that it would like to know from Transport Department:

- When the clusters will be operational and when the 4000 buses will be commissioned?
- Arrangement of revenue sharing under the agreements?
- What is the guarantee of collection of minimum revenue?

Status of next BRTS corridors

EPCA said that it is not satisfied with the progress on next BRTS as nothing has happened on ground.

EPCA further said that DIMTS took more than a year to prepare the DPR for the second BRT corridor but EPCA is not satisfied with the quality of plan and asked about the status of its clearing by UTTIPEC. EPCA was informed that the plan will be presented before UTTIPEC on coming Tuesday. UTTIPEC representative informed that they have lot of reservations and fundamental disagreements on the plan. EPCA said that UTTIPEC will write to DIMTS/Transport Department whatever they feel about the plan.

EPCA directed DIMTS to finalise identification of next corridors before the proposed meeting with Chief Secretary on 19th November 2010. DIMTS may also discuss this with UTTIPEC.

**Minutes of the Meeting of Environment Pollution (Prevention & Control) Authority
for the NCR (EPCA) held on November 13, 2010 (Saturday) at 12.15 PM**
(at -Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)

Agenda items: Implementation of P.K. Kaul Committee Recommendations ó Disposal of treated wastewater of STPs at Kondli directly into the river Yamuna and stopping discharge of untreated sewage into Shahdra drain in Delhi area
(W.P. (C) 914/1996 ó Sector 14 (Noida) Residents Welfare Association & Others Vs. State of Delhi & Others)

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member, EPCA

3. Mr. Anupam Prasad, Director, Central Water Commission
4. Dr. A. A. Kazmi, Associate Professor, IIT-Roorkee

5. Mr. S. P. Jain, SE, U. P. Irrigation Department (UPID)
6. Mr. Nikhil Kishore, SE, U. P. Irrigation Department
7. Mr. Premchandra, EE, U. P. Irrigation Department

8. Mr. V. S. Thind, CE-Dr., Delhi Jal Board

9. Mr. V.P.S. Tomer, CE, Delhi Irrigation & Flood Control Department (I&FCD)
10. Mr. Shaukat Ali, AE, Delhi Irrigation & Flood Control Department

11. Mr. T. C. Moudal, Director (Plg.) DDA
12. Mr. S. L. Saini, EE, DDA

13. Mr. Vijay Prakash, CE, MCD
14. Mr. Dalbir Singh, CE, MCD
15. Mr. Pradeep, SE, MCD
16. Mr. Naurangilal, EE, MCD

17. Mr. Veereshwar Singh, Dy. CEO, NOIDA
18. Mr Sama Kant Srivastava, Project Engineer, NOIDA
19. Mr. B. M. Pokhriyal, Project Engineer, NOIDA

20. Mr. B. Kumar, Senior Environmental Engineer, DPCC
21. Mr. B. M. S. Reddy, Environmental Engineer, DPCC
22. Mr. Dinesh Jindal, Asstt. Law Officer, DPCC

23. Nazim uddin, SEE / Sc D, CPCB

Stopping discharge of untreated sewage into Shahdra drain in Delhi area

This meeting was convened in continuation to three meetings on the subject held earlier on 25.09.2010, 20.10.2010 and 29.10.2010 after submission of the last report of EPCA in Supreme Court.

It was informed that as desired by EPCA, a joint inspection of the two drains outfalls into Shahdra drain at downstream of Chilla Regulator has been carried out on 30th October 2010. It was also informed that construction of drain outfalls was got done by DDA. EPCA did not agree with DDA's plea during the meeting that since the outfall structure has been handed over to PWD, the road owning agency, they are the responsible agency for drain outfalls also. EPCA directed that:

- The four agencies ó DPCC, MCD, DDA and I&FCD ó will submit within two weeks their individual report to EPCA about the joint inspection.
- CPCB and DPCC will collect grab samples of two drain outfalls and submit analysis reports.

Disposal of treated wastewater of STPs at Kondli directly into the river Yamuna

Dr. A. A. Kazmi, Associate Professor, IIT-Roorkee said that it will be technically possible to pump the sewage of Kondli STP, Chilla STP and any remaining sewage directly to Yamuna. EPCA requested Dr. Kazmi to forward a technical note to EPCA in this regard.

New Hindon Cut Canal

EPCA asked U. P. Irrigation Department who has permitted them to construct the New Hindon Cut Canal, what is its purpose, where it will meet Yamuna. UPID replied that under Tehri Dam Agreement more Ganga water will be transferred to Agra Canal through Khatauni Escape-Hindon River-Hindon Cut Canal- Yamuna River route and for this purpose capacity of Hindon Cut Canal is being augmented by constructing the New Hindon Cut Canal in parallel which will join Hindon Cut Canal near Ashok Nagar. U. P. Irrigation Department clarified that no sewage discharge will be allowed into it.

**Minutes of the Meeting of Environment Pollution (Prevention & Control) Authority
for the NCR (EPCA) held on November 13, 2010 (Saturday) at 12.45 PM**
(at -Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)

Agenda items: Measures taken/proposed by DIAL to control of heavy pollution/smog at IGI Airport

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member, EPCA

3. Mr. J. S. Rawat, JDG, Director General of Civil Aviation (DGCA)
4. Mr. Lalit Gupta, Director, Director General of Civil Aviation (DGCA)

5. Mr. Piyush Joshi, ED (Avn. Safety), Airport Authority of India
6. Mr. Govind Ram, GM (ATM), Airport Authority of India
7. Mr. Praveen Puri, GM (Environment), DIAL
8. Mr. Mr. Muthukrishnan, Manager, DIAL

9. Mr. Naresh Kumar, CMD-DTC

10. Nazim uddin, SEE / Sc D, CPCB

Chairman EPCA had noticed on 12.11.2010 in the wee hours that IGI Airport (T3) was under cover of heavy smog which indicated dangerous level of pollution. Anticipating that the situation will further worsen once winter is at its peak, EPCA called this meeting to know what measures DIAL has taken / proposes to control of heavy pollution.

DIAL representative mentioned the salient measures adopted to reduce pollution as below:

- Fixed Ground Power Unit (FGPU) and conditioned air supply for aircraft at new terminal T3
- Operating all three runways to minimize aircraft delays in landing and take-off
- Maximum utilization of rapid exit taxiways to minimize aircraft taxing and fuel combustion
- No engine run-ups at T3 apron or aircraft engine to start after getting permission from ATC

- Limited use of DG Sets
- Battery operated vehicles for luggage trolleys in terminal and apron

- Water sprinklers at civil work sites

- DTC bus service to minimize private vehicles

EPCA observed that PM_{2.5} and PM₁₀ levels at IGI Airport (DPCC station) at 10.45 AM on 13.11.2010 were 339 and 592 microgram per cubic metre, respectively which are six times the prescribed standards of 100 and 60 microgram per cubic metre for PM_{2.5} and PM₁₀. EPCA said that whatever efforts might have been taken by DIAL, the fact is that severe problem is still there. EPCA asked DIAL to explain what they are doing to check this.

DIAL representative mentioned some new measures to be taken shortly as below:

- Connection of Delhi Metro to T3
- Connection of six lane road from NH-8 to T3
- Opening of 1.5 km six lane tunnel road from Dwarka roundabout to T3
- Domestic flights operation from T3 which will reduce taxing and fuel consumption

DIAL agreed to present a concrete plan in the next meeting on 20th November 2010.

EPCA suggested DIAL to take care of the following also:

- Reducing number of private vehicles
- Reducing number of checking points
- Reducing checking time of vehicles
- Controlling open fires in airport and parking areas

CMD, DTC who was also present requested DIAL to allow DTC to park buses at a place which is convenient to passengers and parking of two buses at a time.

**Minutes of the Meeting of Environment Pollution (Prevention & Control) Authority
for the NCR (EPCA) held on November 20, 2010 (Saturday) at 11.00 AM**
(at -Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)

- Agenda items:**
- i) DIAL's plan for mitigation of air pollution near IGI airport
 - ii) Status of providing space / facilities for DTC bus at IGI airport

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Prof. H. B. Mathur, Retd. Prof. IIT-D (Expert)

3. Mr. Lalit Gupta, Director, DGCA

4. Mr. Sudhir Raheja, Director Planning, AAI
5. Mr. Govind Ram, AAI

6. Mr. S.I.S. Ahmed, ED (S & V), DIAL
7. Mr. Dilip Dixit, AGM, DIAL
8. Dr. Muthukrishnan, Manager (Environment), DIAL
9. Mr. Kabir Kadian, AM, DIAL

10. Mr. C. H. Kumar, CGM, DTC
11. Mr. R.S. Minhas, Sr. Manager, DTC

12. Ankush Tewani, Assistant Environmental Engineer, CPCB

DIAL's plan for mitigation of air pollution near IGI airport:

This meeting was in continuation of the last meeting on the subject held on 13.11.2010 in which DIAL had agreed to come out with a concrete plan for mitigation of air pollution near IGI Airport (T3).

DIAL submitted a brief action plan and informed EPCA that this action plan has already been put for implementation. EPCA requested Dr. Mathur to scrutinize the plan and communicate the suggestions if any.

Chairman, EPCA pointed out to the grossly exceeding values for Particulate Matter and said that diesel vehicles are the major contributor of PM_{2.5}. EPCA suggested DIAL to consider not allowing diesel vehicles coming to the airport from the city and outside to enter into the vicinity of the airport and to communicate message to the public in this regard through advisory in newspapers.

EPCA further asked DIAL to ensure the following:

- All buses serving to the commuters in the airport operate on CNG
- Number of checkpoints are reduce as they are causing more pollution due to stoppage and restart of vehicles at various check points
- Proper dust prevention and suppression measures are adopted at excavation and construction sites in and around the air port

DGCA representative apprised EPCA that noise pollution was being monitored on real time basis in the airport area and interim guidelines have been made to control noise. DGCA further informed that

noise mapping is currently being worked upon and once this is complete noise control guidelines will be finalized and implemented.

Chairman EPCA concluded the discussion by telling the fact that as per the ADB study India spends more than Rs 10000 Cr as health cost of pollution caused diseases and hence air pollution control should be given due importance here and now since this is a crucial stage for proper implementation of the preventive measures, the same should be adopted/implemented properly as once the winter season will be at its peak the situation will only aggravate further and then it will be difficult to curtail the problem of pollution.

Status of providing space / facilities for DTC bus at IGI airport:

DTC representatives informed EPCA that the space provided by DIAL for DTC buses to park and pick commuters is far away and commuters cannot approach it. DIAL stated that the space has been provided at a place quite close where DTC had wanted it. DIAL further said that DTC is not sticking to their commitments about frequency and one bus at a time and instead is overcrowding the already congested space with 5 to 7 buses at a time. Chairman, EPCA suggested that DTC should have a communication network there so that the next bus leaves from Hotel Centaur only when the bus at the airport is about to leave. DTC agreed to do this. DTC representative requested DIAL that space must be provided for a DTC booth at the airport. DIAL representative said that the same can be obtained by contacting their commercial wing. DIAL informed that various facilities for drivers and conductors have been provided at Public Transport Centre at the airport and the same can be availed by DTC personnel as well.

**Minutes of the Meeting of Environment Pollution (Prevention & Control) Authority
for the NCR (EPCA) held on November 20, 2010 (Saturday) at 11.20 AM**
(at -Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)

Agenda items: Availability of BS IV complaint buses and trucks in Delhi, NCR and other cities where new mass emission standards have come into force since 01.04.2010.

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Prof. H. B. Mathur, Retd. Prof. IIT-D (Expert)

3. Mr. S.P. Singh, Indian Foundation of Transport Research and Training (IFTRT)

4. Mr. Ranjeet Singh, Dy. Commissioner (Operations), Transport Department, Delhi
5. Mr. Vikas Jain, PCO, Transport Department, Delhi

6. Mr. Rishi Kapoor, Regional Sales Manager, Tata Motors Ltd.
7. Mr. S. Panigrahy, Regional Manager (Customer Care), Tata Motors Ltd.
8. Mr. Nitin Verma, Manager, Tata Motors Ltd.
9. Mr. Abhik Gupta, Assistant Manager, Tata Motors Ltd.

10. Mr. Sanjiv Abbey, Area Incharge, Ashok Leyland Ltd.
11. Mr. Mahesh Gautam, General Manager (Sales), Ashok Leyland Ltd.
12. Mr. Basant Prakash Sharma, Dy. Manager (Sales), Ashok Leyland Ltd.

13. Mr. Gaurav Patel, Regional Manager (Sales), Volvo-Eicher Commercial Vehicles
14. Mr. Raju.E.S.Nair, Regional Manager, Volvo-Eicher Commercial Vehicles
15. Mr. Pankaj Singhal, Area Manager, Volvo-Eicher Commercial Vehicles

16. Mr. Vinay Gupta, Area Manager,

17. Mr. Bharat Bhushan, Regional Sales Manager (Truck),

18. Mr. Nitin Khosla, Engineer, Swaraj Mazda

19. Ankush Tewani, Assistant Environmental Engineer, CPCB

IFTR&T representative stated that for last 6 months not even a single BS IV compliant truck, minibus, etc. has been registered. It seems that the manufacturers do not have BS IV product available to sell in the market and the objective of introducing BS IV mass emission norms is being deliberately defeated by the manufacturers. IFTR&T representative further said that BS II vehicles are still being advertised by some manufacturers and the question arises how they can circumvent and defy the laws so blatantly.

Volvo-Eicher representative informed that they are ready with BS IV supply and advertisements are also being released and BS IV mini buses have also been sold. On being asked about the month in which the type approval was obtained, Volvo- Eicher representative replied that type approval was obtained for diesel model (5 ó 12 tonne) and CNG model (5 ó 9.5 tonne) in 1st April 2010.

Volvo-Eicher mentioned that some earlier stock is not getting sold. Chairman, EPCA clarified that 1st April 2010 was the cut-off date and EPCA after taking stock position directed STA to discontinue registration of any BS III vehicles in cities where BS IV standards have been enforced.

TATA representative informed that 50 BS IV CNG buses of Tata are running in Delhi and 200 small Gramin Sewa vehicles have also been sold. EPCA said that this supply is only about certain categories whereas by now all categories must have been introduced. Dr. Mathur pointed out that BS IV RTV buses are still not available with dealers in Delhi

TATA wanted 6 tyre RTVs may be allowed to be marketed instead of 4 tyre one which are relatively less stable. Chairman, EPCA asked Transport Department to take a decision on this and inform EPCA.

Ashok Leyland representative informed that they are now ready with the BS IV compliant Low Floor and Semi Low Floor Buses and further expressed that they have fulfilled all requirements of buses under JNNURM. TATA representative added that they also performed well in supplying buses under JNNURM. On this, IFTR&T representative expressed that JNNURM is hardly any quantum and it is insignificant (5000 to 7000) as compared to overall demand of 3 Lakhs for these vehicles.

Swaraj Mazda representative informed that BS IV CNG Vehicles production is underway and delivery will start at the end of this month and production for BS IV diesel vehicle will also start.

Manufacturers submitted that the institutes like ARAI and VRDE take too much time to give the type approval. IFTR&T representative expressed that all manufacturers were aware of this and hence they must have applied 6 months back and as there was no constraint in doing so, it shows that delay in applying for type approval was intentional. It also shows that manufacturers are busy making BS III vehicles as there was a bigger market for them as compared to the market for BS IV vehicles confined to only 13 cities. IFTR&T suggested that all type approval application dates should be monitored so that a clear picture can be presented that when they should have applied and when they actually applied for type approval.

Chairman, EPCA directed that the whole process of type approval should be made transparent and the manufacturers should be consistent with the information and the same information should be passed to Unions as well. All the manufacturers agreed to this.

EPCA decided to review the matter again after two months.

**Minutes of the Meeting of Environment Pollution (Prevention & Control) Authority
for the NCR (EPCA) held on November 20, 2010 (Saturday) at 11.40 AM**
(at -Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)

Agenda items: Integration of metro stations with roads on CS-Qutub line - progress on plans finalized by UTTIPEC.

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Mr. Ashok Bhattacharjee, Director UTTIPEC, DDA
3. Ms. Romi Roy, Sr. Consultant UTTIPEC, DDA
4. Mr. C.H. Kumar, CGM, DTC
5. Mr. R.S. Minhas, Sr. Manager, DTC
6. Mr. Divakar Agrawal, SE, CPWD
7. Mr. D. V. S. Kansal, EE, PWD
8. Mr. R.K. Taneja, SE, MCD
9. Mr. R.C. Meena, EE, MCD
10. Mr. Ajay Agarwal, EE (Project), MCD
11. Mr. S.C. Yadav, EE, MCD
12. Mr. T.R. Meena, EE, NDMC
13. Ankush Tewani, Assistant Environmental Engineer, CPCB

This meeting was held to take stock of the progress made by the road concerned agencies in the matter of implementation final plans/drawings prepared by UTTIPEC on the basis of decisions taken in the EPCA meeting held on October 20, 2010.

NDMC officials said that they have no objection and will do the work in the area under their jurisdiction.

PWD officials informed that they received the drawings on 18.11.2010 and they are yet to study these drawings. PWD officials assured that drawings will be implemented after studying.

DMRC was absent.

Chairman, EPCA decided to conduct a physical visit of the area on 26.11.2010 at 11:00 AM with all the stake holders (PWD, NDMC, MCD, NHAI, DMRC, UTTIPEC, DTC, Traffic Police) for taking final decisions on integration of metro stations with roads including issues pertaining to locations of signals and opening of medians for pedestrians.

**Minutes of the Meeting of Environment Pollution (Prevention & Control) Authority
for the NCR (EPCA) held on November 20, 2010 (Saturday) at 12.00 Noon**
(at -Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)

Agenda items: Final decisions taken by concerned authorities on opening of Elevated Barapulla Road for bus transport.

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Mr. Ashok Bhattacharjee, Director UTTIPEC, DDA
3. Ms. Romi Roy, Sr. Consultant UTTIPEC, DDA
4. Mr. C. H. Kumar, CGM, DTC
5. Mr. R.S. Minhas, Sr. Manager, DTC
6. Mr. Divakar Agrawal, SE, CPWD
7. Mr. D. V. S. Kansal, EE, PWD
8. Mr. Ajay Agarwal, EE (Project), MCD
9. Mr. S.C. Yadav, EE, MCD
10. Ankush Tewani, Assistant Environmental Engineer, CPCB

Chairman EPCA asked various stakeholders whether they are in a position to allow opening of the Elevated Barapulla Road for bus transport:

MCD officials replied that the road needs to be improved i.e. a boundary wall acting as a barrier has now been removed and removal of other barriers is in process and by first week of December these works will also be completed. MCD further informed EPCA about the obstruction at Kotla underpass and expressed that its redesigning needs to be examined so that the same is feasible for buses. Chairman, EPCA desired MCD to examine this issue thoroughly and report in the next meeting.

DTC officials informed that they are ready with 60 buses of two different routes i.e. 543 and Teevra Mudrika which can immediately ply on the dedicated bus corridor of Elevated Barapulla Road.

EPCA asked PWD to inform their views so that final decisions can be taken in the next meeting.

**Minutes of the Meeting of Environment Pollution (Prevention & Control) Authority
for the NCR (EPCA) held on November 26, 2010 (Saturday) at 03.00 PM**
(at -Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)

Agenda items: Review of progress of works of Western and Eastern Peripheral Expressways

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Mr. Ashok Kumar Singh, Additional Commissioner, Meerut
3. Mr. Sarvajeet Ram, ADM (LA), Ghaziabad
4. Mr. Harnam Singh, ADM (LA), G. B. Nagar
5. Mr. V. K. Agarwal, SDM, Bagpat
6. Mr. Ravindra Kumar, SE, PWD, Bulandshahr

7. Mr. H. R. Raheja, CE, HSIIDC
8. Mr. S. K. Kharab, Addl. GM, HSIIDC
9. Mr. Y. M. Mehra, Ex. Engineer, HSIIDC

10. Mr. P. K. Maurya, Ex. Engineer, MoRT&H
11. Mr. M. K. Gupta, PD, NHAI, Ghaziabad
12. Mr. D. K. Chaturvedi, Manager, NHAI
13. Mr. J. P. Bhatnagar, Span Consultants

14. Mr. A. Narula, Director, DSC Ltd.
15. Mr. A. Kuba, ED, DSC Ltd.
16. Mr. B. S. Popli, Sr. Consultant, DSC Ltd.
17. Mr. M. K. Banerjee, COO, KMP Expressways

18. Nazim uddin, Senior Environmental Engineer, CPCB
19. Ankush Tewani, Assistant Environmental Engineer, CPCB

EPCA while calling this meeting asked the concerned authorities to come with following information:

Land acquisition (completed / not completed) with reasons	Finance (any constraints)	Physical progress	Cost overrun compared to original estimates a) Land acquisition Original / Current b) Cost overrun Original / Current c) Expected final cost	Time overrun and Estimated date of completion	Factors responsible for delay / cost overrun

Eastern Peripheral Expressway

Salient points of the information submitted by NHAI on the progress of EPE are shown in a table.

Salient points of the information provided by NHAI on progress of EPE

Land acquisition (completed / not completed) with reasons	Finance (any constraints)	Physical progress	Cost overrun compared to original estimates a) Land acquisition Original / Current b) Cost overrun Original / Current c) Expected final cost	Time overrun and Estimated date of completion	Factors responsible for delay / cost overrun
1	2	3	4	5	6
<p>Total land required: 1638 ha (UP: 1066 ha Haryana: 572 ha)</p> <p>Area notified under 3D: 1556 ha ((UP: 1029 ha Haryana: 527 ha)</p> <p>Area to be notified under 3D in Haryana: 4 ha Land to be transferred from HUDA: 41 ha Land to be transferred from GNIDA: 2.44 ha Area for interchange of Dasna and Duhai for which 3D not published due to pending decision of the Sub Committee: 34.56 ha</p> <p>Fund received from Ministry: Rs. 937.92 cr Fund deposited with Competent Authority: Rs 864 cr Immediate fund required for land acquisition: Rs 485 cr</p> <p>Due to non-availability of funds, compensation and physical possession is not progressing further</p> <p>Award pending: -Arbitration award not announced in Sonipat -74.07 ha land in Faridabad -22.85 ha land in Ghaziabad</p>	<p>Fund for acquisition is inadequate.</p> <p>Delhi Govt. has not deposited its share of Rs. 621.84 cr</p> <p>Due to non-availability of funds, disbursement of compensation and taking physical possession is not progressing</p>	<p>Single bid was cancelled and bids were again invited.</p> <p>It has been decided for fresh shortlisting.</p> <p>RFG has been invited on 11.11.10 and last date is 27.12.2010</p>	<p>a)Land acquisition i) Original: Rs. 415 cr ii)Current: Rs. 1330 cr</p> <p>a)Cost i) Original: Rs. 2333 cr ii)Current: Rs. 2699 cr</p> <p>Initially as per PPPAC approval of 2007 cost was Rs. 2333 cr. It has increased to Rs. 2699 cr. Revised approval of PPPAC is awaited. Next PPAC meeting is scheduled on 29.11.10</p>	<p>With the fresh RFQ the project is likely to be completed by June 2015</p>	<p>Shortage of funds for land acquisition.</p> <p>Cancellation of the single bid received in Dec 2008.</p> <p>PPPAC is taking long time in according revised approval.</p>

U.P. State Govt. representatives also provided the status of land acquisition for EPE.

Additional Commissioner, Meerut, Govt. of U.P. said that NHAI has requested them by letter dated 02.04.2010 to withhold 3D notification for the remaining land of Dasna and Duhai village as the matter is under consideration of the Monitoring Committee. He further said that 3D notification for this land can be done as soon as NHAI clears it i.e. withdraws its letter dated 02.04.2010. MoRT&H representative informed that the Sub-Committee report on this matter has been received and the report has been sent to NHAI for comments and on receiving NHAI's comments, meeting of the Monitoring Committee will be

convened. Chairman, EPCA expressed strong displeasure at the lingering of the issue. Chairman, EPCA said that the issue was resolved long ago by the Monitoring Committee that no change in design be considered but NHAI has reopened the issue. Chairman, EPCA expressed that Secretary MoRT&H should immediately close the issue. DSIIDC said that they have also expressed their concern about allowing any change in the design of interchanges as this will open a flood gate of litigation in other areas and the whole project of WPE & EPE may be affected.

Additional Commissioner, Meerut, Govt. of U.P. said that NHAI should immediately submit money for disbursement and take possession of the 3D notified land other wise complication such as encroachment, illegal sale, demand for enhanced compensation may crop up. Chairman, EPCA also agreed with above and directed NHAI to take the possession expeditiously. NHAI explained that the delay in acquisition occurred because of non-availability of funds and Delhi Govt. has to deposit Rs.621.84 cr. NHAI agreed to complete the possession in Ghaziabad in November 2010 and in G. B. Nagar in December 2010.

Salient points of the information provided by U. P. Govt. on land acquisition for EPE

District	Land acquisition	Finance	Cost overrun (land)
Gautum Buddha Nagar	Acquisition 3D completed but compensation distribution not completed due to shortage of budget. Land acquired: 477.1934 hac Possession handed : 35.0000 hac to NHAI	Demand of: 486.17 cr compensation Received: 233.37 cr Distributed: 228.71cr Rest money: 4.66 cr Yet to receive 248.85 cr	
Ghaziabad	Total land that : 375.29 hac was to be acquired Land acquired : 231.73 hac Still to be acquired : 143.56 hac	Demand of : 393.69 cr Compensation Received : 189.58 cr Yet to receive: 204.11 cr	
Bagpat	Completed	-	Original: Rs. 59 cr Expected: Rs. 285.24 cr final cost

Western Peripheral Expressway

Salient points of the information submitted by HSIIDC on the progress of WPE are shown in a table.

Chairman, EPCA expressed strong displeasure at the extremely slow progress of works by the Concessionaire and expressed that it is necessary that some penalty for every day of delay beyond the original target date should be imposed on the Concessionaire. Chairman, EPCA did not agree with the excuses put forwarded by the Concessionaire as apart from the hinderances mentioned the work of road construction has been extremely slow. The Concessionaire assured to abide by their latest commitment for completion of Manesar-Palwal section by Feb 2011 and whole project by June 2011. Chairman, EPCA desired that they should give an affidavit in this regard.

HSIIDC mentioned about conveying the view of Haryana to the Monitoring Committee by their letter dated 5.8.2010 that Delhi Govt. should share the increased cost of land also in the agreed 50:25:25 ratio. HSIIDC also mentioned that action on following points is pending at NHAI level:

- Two award of land for two interchanges
- Award of land slip road for junction of WPE with NH-2
- Approval of traffic diversion plan to facilitate piling for GS at NH-1
- Approval of concept plans of interchanges by NHAI

Chairman, EPCA directed NHAI to resolve these issues within a week.

Salient points of the information provided by HSIIDC on progress of WPE

Land acquisition (completed / not completed) with reasons	Finance (any constraints)	Physical progress	Cost overrun compared to original estimates a) Land acquisition Original / Current b) Cost overrun Original / Current c) Expected final cost	Time overrun and Estimated date of completion	Factors responsible for delay / cost overrun
1	2	3	4	5	6
<p>Total 3354 acre land required for RoW acquired and handed over to concessionaire in July 2006</p> <p>Out of additional 500 acre land required for various interchanges, toll plazas, and way side amenities, land measuring 434 acre 5 kanal 17 marla handed over to concessionaire</p> <p>Not handed over - 65 acre: -16 acre for interchange on NH-1 and Gurgaon-Pataudi road under litigation in H/C -25 acre land acquisition process under emergency provisions is underway -24 acre being acquired by NHAI</p>	<p>Upto 31.10.2010 HSIIDC has incurred Rs. 791.42 cr</p> <p>HSIIDC has communicated views of Haryana Govt. to Monitoring Committee / MoRT&H vide letter No. 890 dated 05.08.2010</p> <p>Balance share of NCTD be got deposited</p>	<p>Physical progress of 56.06% (Rs. 830.28 cr) till 23.11.10 against the target of 100% with COD on 29.07.2009. The Concessionaire has proposed revised target of 97% with COD on 31.12.10</p> <p>Monthly progress Oct 10: 2.02 % Nov 10: 1.02 % upto 23.11.10</p> <p>Gross financial progress till 23.11.10 is 66.95% (Rs. 1103.63 cr)</p>	<p>a) Land acquisition</p> <p>i) Original: Rs. 630 cr (for RoW only, not for interchanges, shifting of utilities etc.)</p> <p>ii) Current: Rs. 1110 cr (does not include enhanced compensation which may be there as reference u/s 18 are pending)</p> <p>b) Cost overrun: 480 cr (not cost overrun but increase due to cost of additional land of interchanges and cost of shifting of utilities etc.)</p> <p>c) Expected final cost: Rs. 1110 cr plus enhanced compensation of land acquisition as and when awarded by Courts</p>	<p>Awarded on BOT basis with zero grant with a concession period of 23 yr 9 m including 3 yr construction period.</p> <p>Date Of Start, DOS: 30.07.06 and Commercial Operation Date, COD: 29.07.09.</p> <p>In July 2010 the Concessionaire had proposed revised COD as 31.12.10 but in August 2010 the Concessionaire had proposed date of completion of Manesar-Palwal section as Feb 2011 and whole project as June 2011</p>	<p>Initial delay of due to litigation consortium partners which was finally settled by May/June 2008. Delay mainly attributed to slow pace of work and non-adherence to the time schedule.</p> <p>Other constrained: -Litigations about acquisition of land for interchanges -Delay in approval of drawings of ROBs at Ch. 66.385 and Ch.72.430 by Railways -Delay in approval of concept plan of interchanges by NHAI (diversion plan for GS on NH-1 and handing over land for slip road for junction of WPE with NH-2) -Shifting of 8 nos. 33 KV electric transmission lines -Permission for crossing 4 nos. gas pipelines</p> <p>Concessionaire has to submit detailed completion plan for completing the works partially by Feb and completely June 2010</p>

**Decisions during the joint physical visit of Elevated Barapulla Road arranged by the
Environment Pollution (Prevention & Control) Authority for the NCR (EPCA)
on November 26, 2010 (Saturday) at 04.00 PM onwards**

Agenda items: Opening of Elevated Barapulla Road for bus transport

EPCA arranged on 26th November 2010 a joint physical visit of the western portion of Elevated Barapulla Road by the concerned authorities to know about the pending issues and the action being taken by the concerned authorities Opening of Elevated Barapulla Road for all modes, including bus transport. The following decisions were apprised / agreed upon:

Area	Issues	Decisions
End point of the elevated portion near Jawaharlal Nehru stadium	Joining of flyover and road curvilinearly	The present alignment appeared highly unsafe. For a comprehensive solution, proper alignment by correcting it from the elevated portion end right upto about 4 th electricity pillar will be considered for which the portion of slab over the underlying drain will have to be lowered. As an interim solution the bulging stretch of the curve near the elevated portion end will be connected curvilinearly.
	Taperring of end of side railing	The ends of the side railings are dangerously curtailed without tapering. These will be properly tapered.
Open space on the side of road between Jawaharlal Nehru stadium and Sewa Nagar railway crossing	Preventing possible misuse / encroachment of the empty space	MCD in association with Transport Department will plan for utilisation of the open space for parking, especially for parking of buses.
Sewa Nagar railway crossing	Joining of roads with proper alignment	The roads on two sides of this point i.e. one going towards elevated portion and the other towards Kotla underpass are not in alignment. These will be connected curvilinearly. The 4 th Avenue junction needs to be properly designed and retrofitted to facilitate smooth and safe turning of vehicles from 4 th Avenue towards Barapullah corridor. Adequate Signages must be provided for safety and wayfinding of all users. Signage to be provided at this junction to guide buses for their turning towards 4 th Avenue, as road ahead is unsuitable for large vehicles.
	Signal at Sewan Nagar railway crossing T-junction	Signal will be provided for: - allowing mixed traffic to/from Maxmular Marg side - allowing light traffic to/from towards Kotla underpass - allowing pedestrian/ cyclist movement towards railway crossing The bus lane on the road coming from elevated portion will be kept on right side as buses are to take only right turn towards 4 th Avenue. Lane changing Zone and adequate well-lit Signage must

		be provided for the same.
	Retrofitting of railway footoverbridge to facilitate its use by cyclist	It was informed that the railway is going to close this crossing because an underpass has been constructed nearby and only pedestrians will be allowed to use the railway footoverbridge. It was decided to inform Railways to retrofit the railway footoverbridge to facilitate its use by cyclist also.
Roundabout near INA / after Kotla underpass	Improving the shape of the roundabout to ensure its use and prevent violation by straight going traffic	<p>Presently the road coming from Kotla underpass is connected somewhat separated from the roundabout and it is likely that vehicle will tend to bypass the roundabout and enter the wrong-side lane on the wider road ahead. To prevent this, the shape of the roundabout will be improved /elongated towards Kotla colony. To facilitate this, the concrete advertisement panels will be removed / shifted and the available space behind these will be utilized.</p> <p>Proper side slopes at the point of opening of road coming from Kotla colony in the roundabout will also be provided.</p>

Decisions during the joint physical inspection arranged on November 26 and December 01, 2010 and subsequent meeting taken on December 04, 2010 by the Environment Pollution (Prevention & Control) Authority for the NCR (EPCA) to finalise integration of stations with other modes of public transport and pedestrian access on CS-Qutub-Gurgaon metro line

Agenda item: Integration of metro stations with other modes of public transport to provide last mile connectivity and convenience to passengers and to ensure pedestrian access on CS-Qutub-Gurgaon metro line

EPCA had arranged physical visit of CS-Qutub-Gurgaon stretch in two phases to take decisions on the issues related to integration of metro stations with roads transportation including location of signals, opening/closing of medians after studying ground situation:

Phase 1: From Jor Bagh metro station till Green Park metro station on November 26 2010

Phase 2: From Green Park metro station up to Gurgaon on December 1 2010.

Subsequently to finalise decisions taken on basis of physical inspection a meeting was convened on December 4 2010. All relevant stakeholders were present ó NDMC, PWD, UTTIPEC, Traffic Police, NHAI, DMRC and DTC.

UTTIPEC has been requested to make corridor development drawings available from the Jor Bagh to Green Park segment (up to Daleep Singh cut) as this will provide a guideline for future integration projects.

The following decisions and schedule is agreed upon. As the condition of pedestrian movement is extremely unsafe and inconvenient for movement, it is desired that this work be taken up at urgently.

Area	Issues	Decisions	Agency Responsible	Schedule
Jorbagh Metro Station	Use of metro station entry and exit as a subway by pedestrians	Once the work on the second exit of Jor Bagh metro station exit is completed, DMRC to put up signage to make pedestrians aware about the possible usage of the metro station entry and exit terminals as a subway for crossing the road. However, it was agreed that in future DMRC will incorporate pedestrian crossing in design of its stations as the current system of taking passengers to the metro station level is not convenient	DMRC	December 2010 end
	Making bus bays in service lane and shifting of bus stop	Service lane present between the Safdarjung Airport bus stop and the pedestrian way to be converted to bus bay and the bus stop to be shifted. Consequently the pedestrian crossing is to be extended up to the pedestrian way as currently the service lane does not have any pedestrian crossing.	NDMC	February 15, 2011
INA Metro Station	Stopping illegal parking of vehicles and maintaining cleanliness near entry of NDMC subway near INA market	On INA side, access to the existing NDMC subway adjacent to INA commercialized area is difficult because of the heavy parking being done nearby it. The unhygienic environment conditions prevailing near the subway also discourages pedestrians from using it. NDMC to take action on both these points. Also, the signage to be provided at subway.	NDMC	December 31, 2010

	Making bus bays in service lane and shifting of bus stop	On Delhi Haat side, to ensure smooth flow of traffic and easy access to buses by the commuters, bus bay to be made between metro station and NDMC subway exits on the service lane. The undergoing development work at Laxmibai Colony side to be completed.	NDMC	February 15 2011
	Providing signaled pedestrian crossing	Currently there is no means for crossing the road safely from Delhi Haat to INA market. Hence an at-grade pedestrian crossing to be provided.	POLICE/ NDMC	February 15, 2011
	Providing proper pedestrian way outside Delhi Haat	Proper pedestrian way to be provided on the side of Delhi Haat on road.	NDMC	February 15, 2011
AIIMS Flyover	Safe traversing of AIIMS Flyover by pedestrians	There is no safe pedestrian access, to enter the first segment of AIIMS flyover garden from the INA side (going towards AIIMS), to exit from the same segment of AIIMS flyover garden and enter the second segment of the AIIMS flyover garden. Table-top and traffic calming measures to be provided by PWD at these entry and exit point of AIIMS flyover gardens for ensuring safe movement of pedestrians. Further a multistage traffic calming to be provided few meters before the exit of second segment of AIIMS flyover garden (leading to AIIMS metro station). The width of the walkway on the road/loop for traffic coming from Ring Road and turning right on to Aurobindo Marg to be increased as per the UTTIPEC guidelines (i.e. minimum width of 1.8 m). To make a 1.5 m walkway over the existing storm water drain of AIIMS Flyover Garden for the pedestrian going towards AIIMS metro station.	PWD	February 15, 2011
	Improvement to be made by the flyover garden maintaining agency	PWD to take up the following issues with M/s Jindal and report: -Maintain cleanliness of the garden -Providing adequate lighting for movement of pedestrians	PWD	
AIIMS Metro Station	Providing organized TSR parking facility in front of AIIMS gate	NDMC to provide organized TSR parking in front of AIIMS gate based on corridor development plan	NDMC	February 15, 2011
	Providing pelican/pedestrian crossing in front of AIIMS	A pelican/pedestrian crossing will be provided between AIIMS gate and Safdarjung Hospital	POLICE/ NDMC	February 15, 2011
	Extending the bus bay on the AIIMS side till the lift exit of AIIMS metro station	The existing bus bay on AIIMS side to be extended till the lift exit of AIIMS metro station. The bus station near the lift exit to have proper pedestrian connectivity.	NDMC	February 15, 2011

	Providing cut and full signal crossing for emergency vehicles to enter AIIMS through Gate No. 3.	A cut and full signal crossing to be provided to facilitate right turning of only emergency vehicles coming from Green Park side to enter AIIMS through Gate No. 3.	NDMC/ POLICE	On hold.
	Existing pelican/pedestrian crossing in front of Safdarjung Hospitalø Gate No. 5 to be retained.	Existing pelican/pedestrian crossing in front of Safdarjung Hospitalø Gate No. 5 to be retained and improved upon	NDMC/ POLICE	February 15, 2011
Yusuf Sarai Area	Stopping of illegal parking on both sides of Yusuf Sarai market	Traffic Police to stop illegal parking from both sides of Yusuf Sarai market.	POLICE	Ongoing
	Providing pedestrian/pelican signal in front of Geeta mandir	Pedestrian/Pelican signal to be provide in front of Geeta mandir	POLICE/ PWD	On hold. To see need in future and then include
	Providing improved pedestrian access in the entire Yusuf Sarai area	Poor pedestrian access was observed through entire Yusuf Sarai area. PWD and DMRC both to ensure the good pedestrian access through entire Yusuf Sarai area.	PWD/ DMRC	February 15, 2011
Green Park Metro Station	Providing full signal at Green Park Gurudwara	Full signal to be provided at Green Park Gurudwara	POLICE/ PWD	
	Provide full signal at Balbir Saxena Marg	Full four-arm signal to be provided at this junction with pedestrian crossing to facilitate movement to metro stations and bus stops.	POLICE/ PWD	
	Conversion of service lane present outside the metro station on east side of Aurobindo Marg to bus bays.	Service lanes present outside the metro station on east side of Aurobindo Marg to be converted to bus bays and to create space for TSR and bus stops. Metro to plan integration of its car parking with this corridor development plan.	PWD	
	Create bus stop on west side (near petrol pump)	Service lane to be converted into bus stop with adequate space for TSR parking	PWD	
Green Park to Daleep Singh cut	Closing of the cut in front of Green Park Masjid	The cut in front of Green Park Masjid to be closed.	POLICE/ PWD	
	Four arms crossing at Daleep Singh cut	UTTIPEC will give alignment plan for four arms crossing at Daleep Singh Cut to PWD. PWD will execute the same.	PWD/ POLICE	
Hauz Khas Metro Station	Providing TSR and cycle parking facility at metro station area adjacent to the Laxman Public School	TSRs are found occupying space on the road hence a plan for TSR parking will to be prepared after studying the station drawings and same will be executed. This will promote the use of public transport and provide convenience to daily commuters.	DMRC/ PWD	February 15, 2011

	Providing TSR parking near the bus stop on the other side of the road (opposite to Laxman Public School)	Possibility of providing TSR parking on the other side of the road (opposite to Laxman Public School) will be examined.	DMRC/ PWD	February 15, 2011
	Completion of construction work of Sarvpriya Vihar bus stop	The bus stop construction work will be completed expeditiously.	DTC	December 31, 2010
Malviya Nagar Metro Station	Providing TSR and cycle parking facility at the station area.	TSR and cycle parking to be provided at the station area.	DMRC	December 31, 2010
	Providing TSR and cycle parking facility on the other side of the road (opposite to station area)	Possibility of providing TSR parking near to the bus stop on the other side of the road (opposite to station area) will be examined.	PWD/ DTC	December 31, 2010
	Redesigning of bus stops near both exits of the metro station.	Bus stops near both exits of the metro station to be redesigned according to UTTIPEC guidelines.	DTC	December 31, 2010
	Add pedestrian arm to existing traffic light next to the metro station and bus stop	No means for crossing the road safely hence signaled pedestrian crossing will be provided at traffic light next to the metro station exits.	POLICE	December 31, 2010
Saket Metro Station	Providing bus bay in the lane adjacent to CISF park followed by shifting of the bus stop and providing facility for parking of TSRs	Bus stop will be provided in the lane adjacent to CISF park and existing bus stop on road will be shifted to this area. Facility for TSR parking will also be provided.	PWD / DTC	February 15, 2010
	Provision of bus stop on the existing bus bay on other side of the road (towards Qutub).	Bus stop will be provided on the bus bay on other side of the road (towards Qutub)	DTC/ PWD	February 15, 2011
	Providing TSR parking facility at the station area.	TSR parking will be developed at the station area.	DMRC	December 31, 2011
	Providing full signal facility.	Full signal will be provided at Saiyad ul Ajaib T-point.	POLICE/ PWD	February 15, 2011
Qutub Minar Metro Station	Providing TSR and cycle parking and bus stop facility within station area.	Bus stop, TSR and bicycle parking will be developed in the station area with full signage.	DMRC/ DTC	December 31, 2011
	Providing bus stops and TSR across the road from station.	Bus stops will be provided opposite to the station on the main road. As road is narrow, effort will be made to make the stop and TSR parking as tightly as possible.	DTC/ PWD	February 31, 2011

	Providing signaled pedestrian crossing.	Signaled pedestrian crossing will be provided for crossing over from station exit to the other side safely.	POLICE/ PWD	February 31, 2011
	Improving the pedestrian pathway on road stretches emanating to both directions of Qutub metro station.	Pedestrian pathway on road stretches emanating to both directions of Qutub metro will be improved. The current state is deplorable.	PWD	February 31, 2011
	Checking of records of land for possible shifting of the bus bay to outside the station premises.	Records to be checked and EPCA to be informed about the ownership of the land outside the station for possible shifting of the bus bay on main road, which will facilitate passengers.	PWD	December 31, 2010
Chattarpur Metro Station	Providing TSR parking facility.	Space in station near road (but off the road) will be provided for TSR parking.	DMRC	December 31, 2010
	Providing bus bay off the main road near the under-construction FOB.	Bus bay will be shifted off the main road (i.e. adjacent to the station premises) near the under-construction FOB.	NHAI	February 15, 2011
	Provision of bus stop.	Bus stop to be provided at the other side of the road (towards Gurgaon)	NHAI	February 15, 2011
Chattarpur station to border of Gurgaon	Providing pedestrian and bus access in road under development by NHAI	<ol style="list-style-type: none"> 1. Pedestrian way will be built to UTTIPEC guidelines of 1.7 metres at the minimum 2. MUV lane of 3 metres 3. At-grade pedestrian crossing with signal and traffic calming measures will be made at key junctions and where needed and based on plan cleared. 4. Bus bays will be built as far as possible in service lanes so as to facilitate buses and not inconvenience traffic 	NHAI	February 15, 2011
Metro stations on stretch between Chattarpur and Gurgaon	To provide TSR parking at all stations	TSR parking must be provided at all stations as close to the road as possible	DMRC	December 31, 2010

Decisions during the joint physical inspection arranged on December 01, 2010 and subsequent meeting taken on December 04, 2010 by the Environment Pollution (Prevention & Control) Authority for the NCR (EPCA) to finalise integration of stations with other modes of public transport and pedestrian access on CS-Qutub-Gurgaon metro line Gurgaon segment

Agenda item: Integration of metro stations with other modes of public transport to provide last mile connectivity and convenience to passengers and to ensure pedestrian access on CS-Qutub-Gurgaon metro line Gurgaon segment

There are five stations on the line in Gurgaon. The following needs to be done, based on discussions and inspection.

At all stations the following needs to be done by HUDA:

1. Provide pedestrian light at stations to facilitate movement
2. Provide TSR and cycle rickshaw parking
3. Provide/repair pedestrian way along all road with the minimum width of 1.7 metres
4. Provide cycle/MUV lane on road
5. Provide bus shelters and crossing on roads to facilitate public transport

At all stations DMRC must do the following:

1. Ensure that there is parking facility (in consultation with HUDA) for public intermediary transport (TSR and cycle rickshaw).
2. Promote cycle parking at stations
3. Ensure that car parking in the station area is clearly demarcated and no unauthorized parking takes place
4. Ensure that parking for cars is priced so that it matches parking prices in the area. Currently, while parking is priced at roughly Rs 30/2 hours, we have been informed that metro charges only Rs 10.

According to Gurgaon administration the following spaces have been given to DMRC for parking

	Station	Area handed over	Area not handed over	Reasons
1	Guru Dronacharya	4643 sq m		
2	Sikanderpur	2364 sq m	4430 sq m	Stay order
3	MG road	1552 sq m		
4	IFFCO chowk	6280 sq m	4455 sq m	IOC pipeline
5	HUDA city	16872		

**Minutes of the Meeting of Environment Pollution (Prevention & Control) Authority
for the NCR (EPCA) held on December 04, 2010 (Saturday) (11.30 AM)**
(at -Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)

Agenda items: Parking need and infrastructure in INA market area

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member, EPCA

3. Mr. Ashok Bhattacharjee, Director UTTIPEC, DDA

4. Shri Prem Nath, DCP/T-SR
5. Shri Harish H.P, ACP/T-SE
6. Shri Y.K. Sharma, ACP/T-SD

7. Mr. S.K. Sharma, AE (Projects), MCD
8. Mr. K.D. Sharma, AE (B) CNZ, MCD
9. Mr. B.N. Singh, OSD, Advertising, MCD
10. Mr. S.A Saifi, Z.E (W)-1/ CNZ, MCD
11. Mr. R.K. Parashar, Asst. Commr./ CNZ, MCD
12. Mr. Tanuj Bhanot, A.O./ CNZ, MCD
13. Mr. Devender Singh, EE (Pr), MCD
14. Mr. S.C. Yadav, EE/ CNZ, MCD

15. Mr. Naresh Kumar Dhingra, JE, LDO

16. Ankush Tewani, Assistant Environmental Engineer, CPCB

EPCA convened this meeting based on the critical parking situation observed at INA market during the physical visit of CS-Qutub-Gurgaon metro line.

Chairman EPCA expressed great concern at the current parking situation in the INA market area. LDO representative informed that the area is managed by CPWD.

EPCA decided to take up the issue with CPWD in the next meeting and also to discuss with concerned authorities the issue of parking at Khan Market area in the same meeting as it was observed that parking in Khan Market area is being done on park land.

Proceedings of the hearing before EPCA of the appeal of Mr. Gopind Ram, r/o 3475, Raja Park, Shakur Basti, Delhi with reference to information sought under RTI

(held on November 13, 2010 at 10.30 AM at Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)

Son of Mr. Gobind Ram appeared before EPCA and requested for deferment of the appeal's hearing. EPCA agreed to it and decided to give another date for hearing.

Proceedings of the hearing before EPCA of the appeal of Mr. Gopind Ram, r/o 3475, Raja Park, Shakur Basti, Delhi with reference to information sought under RTI

(held on December 11, 2010 at 10.45 AM (at Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)

Mr. Gobind Ram appeared before EPCA and pleaded that their relatives got registered five 3-wheelers in Haryana but when approached Delhi Transport Department for counter signature they refused and cited the discussions/debates of the EPCA meeting held on 21st February 2010 as the reason.

EPCA said that the objection raised by Delhi Transport Department in the above mentioned meeting was because of the cap on number of 3-wheelers in Delhi under Supreme Court order.

EPCA clarified to the RTI applicant that whatever information was relevant to his application, i.e. minutes of the above mentioned meeting, had already been provided to him by reply dated 30.11.2010. On RTI applicant's request a copy of the EPCA letter dated 4th November 2010 inviting him for hearing was provided to him.

**Minutes of the Meeting of Environment Pollution (Prevention & Control) Authority
for the NCR (EPCA) held on December 11, 2010 (Saturday) at 11.00 AM**
(at -Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)

Agenda item: Air pollution status in Delhi during winter months based on the monitoring being carried out by different government agencies

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member, EPCA

3. Mr. M. P. George, Sr. Scientist, DPCC
4. Dr. D. Saha, Scientist D, CPCB

5. Nazim uddin, SEE/Scientist D, CPCB
6. Ankush Tewani, AEE/Scientist B, CPCB

The matter of air quality monitoring in Delhi was last discussed in EPCA meetings held on 24th November 2009, 5th December 2009 and 25th February 2010.

DPCC informed that five continuous air quality monitoring stations which are located in R. K. Puram, Mandir Marg, Punjabi Bagh, Civil Line and IGI Airport have been commissioned and the sixth one in Anand Vihar ISBT will be commissioned soon.

DPCC presented monthly average data for October and November 2010 for 11 parameters namely, PM_{2.5}, PM₁₀, CO, O₃, NO, NO₂, NH₃, SO₂, Benzene, Toluene and p-Xylene.

EPCA reminded that it had expressed in the last meeting held on 25th February 2010 that arrangement should be made to make the data of the continuous monitoring stations of CPCB and DPCC available on map on websites of both CPCB and DPCC. **CPCB and DPCC assured to complete this integration by December 2010 end.**

CPCB informed that it is operating six manual air quality monitoring stations located in Pitampura, Siri Fort, Janakpuri, Nizamuddin, Shahzadi Bagh and Shahdara and seven continuous air quality monitoring stations located in Delhi College of Engineering, ITO, Siri Fort, Arjun Nagar (mobile station), Dilshad Garden, Dwarka and Shadipur.

CPCB presented monthly average data for October and November 2010 in respect of the six manual stations for 4 parameters namely, SPM, PM₁₀, NO₂ and SO₂. CPCB also presented monthly average data for the period January to November 2010 for 5 parameters namely, PM₁₀, CO, O₃, NO₂ and SO₂. **CPCB agreed to provide PM_{2.5} data also to EPCA.**

Representative of IMD could not attend the meeting. EPCA contacted Secretary, MoES, Govt. of India on telephone and decided to convene meeting again next week to discuss this matter further.

EPCA expressed that it proposes to analyse the air quality data of different government agencies during November, December and January so that based on this analysis future actions for abatement of pollution can be decided.

**Minutes of the Meeting of Environment Pollution (Prevention & Control) Authority
for the NCR (EPCA) held on December 11, 2010 (Saturday) at 11.30 AM**
(at -Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)

Agenda item: Issues related to CNG supply in Hyderabad

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Mr. K. Madhusudana Rao, IAS, Member Secretary, APPCB
3. Mr. K. K. Sharma, MoP&NG
4. Mr. C. A. Rashid, MD, Bhagyanagar Gas Ltd. & ED, GAIL
5. Mr. S. V. Prasad, DGM, Bhagyanagar Gas Ltd. (BGL)
6. Mr. R. K. Dhodda, MD, Reliance Gas Transportation Infrastructure Ltd. (RGTIL)
7. Mr. Manoj Pandey, GM, RGTIL
8. Nazim uddin, SEE / Sc D, CPCB
9. Ankush Tewani, Assistant Environmental Engineer, CPCB

Background:

The last EPCA meeting on the subject was held on 23.09.2010 in which EPCA came to know that connectivity to RGTIL pipeline and commissioning of the first mother station on the scheduled date of 2nd October 2010 is being delayed. On knowing that it could take 8 to 10 months to procure the equipments required for connectivity, EPCA had directed as under to ensure early connectivity:

öEPCA directed RGTIL to first check its stocks / inventories for arranging the required equipments and if required further contact BGL and GAIL to explore the possibility of hiring any required equipment from them and inform EPCA the shortest time period in which the connectivity to one mother station of BGL will be provided. RGTIL agreed to comply with these directions and accordingly agreed to inform with in one week the time schedule to provide the connectivity.ö and

öEPCA further directed that progress reports be filed to EPCA every two weeks.ö

Following up the above, RGTIL and BGL sent reports to EPCA in October 2010 that implementation of a temporary Early Delivery System which will be commissioned within 14 weeks has been agreed upon for the permanent facility will take 14 months time. Subsequently, RGTIL informed EPCA in its fortnightly reports of 3rd and 17th November 2010 that sign-off on the hook-up agreement is awaited from BGL. BGL informed in its report of 24th November 2010 that as the in-principal approval to the hook-up was communicated to RGTIL on 22.10.2010, RGTIL may be advised to continue the work. BGL report of 24th November 2010, however, mentioned that BGL Board has felt that Rs. 22.50 cr plus 10.3% being charged by RGTIL is on higher side and suggested to follow GAIL's tariff structure and to pursue with PNGRB for further advice and that BGL has requested RGTIL for justification and to consider GAIL's tariff structure and the matter will be further put up in BGL Board meeting for approval, which is scheduled shortly.

This meeting was called to know the status.

Discussions & Decisions:

Connectivity

BGL informed that they have already paid Rs. 5 cr as advance to RGTIL on 7.12.2010 for the hook-up facility. RGTIL said that they have also started work. RGTIL agreed to complete the connectivity by 31st March 2011 / 15th April 2011.

Distribution/Supply and Demand

EPCA said that it had advised the need for timely planning on all relevant things ó identification of location, land acquisition, placing orders for compressors, obtaining clearances, laying pipelines. BGL must have paid attention to this and is expected to be ready with a well distributed network.

EPCA expressed that along with the supply, attention should also be paid to develop the demand for CNG and suggested that the first target should be public transport buses as the buses consume large quantity followed by three wheelers. EPCA desired that all new public transport buses should be CNG based. EPCA said that demand should be rapidly increased to fully utilize the planned CNG supply capacity of 2 lakh SCM per day.

EPCA said that it plans to take a progress review meeting in Hyderabad in January in which the main focus will be on taking stock of the progress on both supply and demand fronts.

**Minutes of the Meeting of Environment Pollution (Prevention & Control) Authority
for the NCR (EPCA) held on December 11, 2010 (Saturday) at 12.15 PM**
(at -Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)

Agenda items: Issues related to parking in INA Market area and Khan Market

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member, EPCA

3. Mr S. S. Rao, Director (Enforcement), NDMC
4. Mr. Sushil Dwivedi, SE (R), NDMC
5. Mr. T. R. Meena, EE (R-III), NDMC
6. Mr. Rajshekhar, EE (R-II), NDMC

7. Mr. Satyendra Garg, Jt.CP, Traffic Police
8. Mr. Mukesh Narayan, Traffic Inspector, Traffic Police

9. Mr. S.C. Yadav, EE(M-I), MCD

10. Mr. A.K. Asthana, Engineering Officer, LDO

7. Ankush Tewani, AEE/Scientist B, CPCB

INA Market

EPCA convened this meeting to discuss the parking issue with CPWD as it was informed in EPCA meeting held on 4th December 2010 that the area is managed by them. Representatives of CPWD did not attend the meeting. Chairman, EPCA desired that absentees must ensure participation in the next meetings. NDMC informed that the land at the back side of INA is with LDO which can also be considered for parking. Chairman, EPCA expressed that the problem of unregulated parking in the area demands immediate and serious deliberations.

Chairman, EPCA further said that complaints about the area being full of filth are received and this was also observed during recent physical visits of road along CS-Qutub-Gurgaon metro line and this situation must be improved.

Khan Market

EPCA asked NDMC about the status of Khan Market restoration plan. NDMC representative said that the same has been prepared and forwarded to LDO. LDO said that they have not received any plan yet. EPCA directed both the agencies to check their records and inform correct status and features of the action plan in the next meeting.

**Minutes of the Meeting of Environment Pollution (Prevention & Control) Authority
for the NCR (EPCA) held on December 11, 2010 (Saturday) at 12.45 PM**
(at -Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)

Agenda items: The issues related to authorized and unauthorized parking.

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member, EPCA

3. Mr. B.N. Singh, OSD (RP Cell)
4. Mr. R.K. Parashas, AC (Central Zone), MCD
5. Mr. Ajay Kumar Bisht, Director (Resident Land), DDA
6. Mr. Rayamuddin Quraishi, AE(C), DDA
7. Mr S. S. Rao, Director (Enforcement), NDMC

8. Mr. Satyendra Garg, Jt.CP, Traffic Police
9. Mr. Mukesh Narayan, Traffic Inspector, Traffic Police

10. Mr. N.R. Aravind, Dy. Director (Plg), UTTIPEC

11. Mr. Mukesh Kumar, Off. Superintendent, MoUD

12. Ankush Tewani, Assistant Environmental Engineer, CPCB

MCD informed EPCA that High Court of Delhi has passed an order according to which permission has to be taken from Traffic Police before declaring a parking site as an authorized site.

MCD representative said that there are 198 parking sites (180 plus 18 more) that are running in unauthorized manner for which a solution is to be found.

EPCA asked MCD to submit the list of parking sites to Traffic Police for approval. EPCA said that as per the decided process, those sites which will be issued NOC by Police will be taken up for joint exercise of demarcation by MCD and Police. MCD agreed to send the list to Traffic Police. Traffic Police agreed to complete the verification/ clearance exercise in 10 days time.

Traffic Police informed EPCA about some malpractices observed at parking sites:

1. The contractor appointing sub-contractor
2. Overloaded parking sites (parking capacity of the site is not displayed)
3. Overcharging / cheating
(In some instances the receipt that is given to the user is torn off in such a way that only that part of receipt which contains zero is given whereas the unit digit part is kept and an amount double the prescribed is charged)

Traffic Police further expressed that parking capacity of the site and fees are not displayed on the display board and difficulty is faced when action is to be taken on their part for regulation as neither the deployed personnel is able to give particulars of the contractor nor it is shown on display board.

Chairman, EPCA expressed strong displeasure at this and directed MCD to ensure that all the existing and upcoming parking sites must contain display boards with desired information (including authorization

letter) and penalty clause enabling deterrent penalty must be included in all new and renewed contacts for checking the above malpractices. EPCA further desired that Traffic Police register criminal cases for overcharging.

MCD requested Traffic Police to submit the previous list of authorized parking so that the parking sites can be checked for the display boards and enforce the same wherever required.

MCD requested EPCA to also consider allowing temporary regularization of parking in such areas where creating proper parking facility is not being found feasible but parking is already being practiced in an unauthorized manner so that in the mean time some permanent solution can be found.

EPCA prima facie disagreed with the above idea. Traffic Police also expressed concern over the idea and cautioned about violation of designated land purpose/ land ownership.

MCD informed that work on four parking sites below parks is about to get completed.

MCD informed the status of four under-construction multi-level parking facilities as below:

Site	Capacity	Design	Status
Kamla Nagar	828 cars	One and half floors above ground and seven floors below.	Work to be completed by December 2011
South Extension	1600 cars	Automatic	Work awarded
Greater Kailash	1200 cars	Automatic	Work awarded
Lajpat Nagar	-		Financial bid will be opened soon

**Minutes of the Meeting of Environment Pollution (Prevention & Control) Authority
for the NCR (EPCA) held on December 18, 2010 (Saturday) (11.00 AM)**
(at -Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)

Agenda items: Corridor development plans for integration of metro stations with road transportation in Jor Bagh to Green Park segment (up to Daleep Singh Cut)

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member, EPCA

3. Mr. Ashok Bhattacharjee, Director UTTIPEC, DDA
4. Ms. Romi Roy, Sr. Consultant UTTIPEC, DDA
5. Mr. Vaibhav Gupta, Planning Consultant, UTTIPEC

6. Mr. M. C. T. Pareva, PM, CWG, PWD
7. Mr. I.D. Yadav, EE/M-113, PWD
8. Mr. DVS Kansal, EE/M-111, PWD

9. Shri Prem Nath, DCP/T-SR
10. Shri Harish H.P, ACP/T-SE

11. Mr. R. S. Minhas, Sr. Manager, DTC
12. Mr. Amar Singh, DTC
13. Mr. Mangat Singh, DTC

14. Mr. T.R. Meena, EE(R-III), NDMC

15. Mr. Sudhir Mehta, EE(M-I), MCD/SZ

16. Ankush Tewani, AEE/Scientist B, CPCB

Errata:

EPCA noticed that some corrections are needed in the -Decisionsø circulated by EPCA based on the joint physical inspection of CS-Qutub-Gurgaon metro line on November 26, 2010 and December 01, 2010 and subsequent meeting taken on December 04, 2010, which are as below:

1. The Schedule of all activities related to Green Park Metro Station will be Feb 15, 2011.
2. The words -On hold. To see need in future and then includeø in the Schedule column regarding providing pedestrian/pelican signal in front of Geeta mandir be read as -February 15, 2011ø
3. The words -full signalø in the Decision column regarding providing signal at Green Park Gurudwara be read as -pedestrian signalø

Discussions and Decisions:

Chairman EPCA expressed displeasure on the absence of representative from DMRC. EPCA contacted Mr. S.A. Verma, Dy. CE, DMRC on telephone regarding the absence of DMRC in EPCA meeting. It was decided that Mr. S.A. Verma will take an appointment of Chairman EPCA and then discuss the work allotted to them based on EPCA's decisions on CS-Qutub-Gurgaon line.

The corridor development plan presented by UTTIPEC was discussed with the implementing agencies. It was observed that the TSR parking that was to be provided in front of the AIIMS gate was not included in the plan. EPCA requested UTTIPEC to consider temporary accommodation of the same in their plan which was said to be based on future requirements. UTTIPEC agreed to it and plotted the same in the drawing. UTTIPEC agreed to distribute the corridor development plan to the various implementing agencies in Auto Cad and PDF format by 20.12.2010 (Monday).

UTTIPEC suggested two possible options for the four arms crossing at Daleep Singh Cut:

- One signal for the stretch or
- Synchronized double signal i.e. one at the beginning of Aurobindo Marg and one at the exit.

Initially, various stakeholders expressed preference for the option of synchronized double signal but on being apprised by Traffic Police about the difficulties faced in operation of synchronized signal in the past it was decided that Traffic Police will study and compare both plans and decide. Traffic Police will also intimate PWD about the decision latest by 23.12.2010.

Traffic Police informed EPCA that the orders have been placed for the Traffic Signals.

EPCA desired that there should be space for TSR parking at every metro station and public convenience should be kept in mind in constructing bus bays.

**Minutes of the Meeting of Environment Pollution (Prevention & Control) Authority
for the NCR (EPCA) held on December 18, 2010 (Saturday) at 11.45 AM**
(at -Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)

Agenda items: Air Quality Monitoring in Delhi by different Government agencies.

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member, EPCA

3. Ms. Anumita Roychoudhury, CSE
4. Dr. H. B. Mathur, Retd. Prof. IIT-D

5. Dr. B. Mukhopadhyay, DDG, IMD, New Delhi
6. Mr. S. C. Bhan, Program Director, Weather, IMD, New Delhi

7. Dr. D. Saha, Scientist D, CPCB

8. Mr. M.P. George, Sr. Scientist, DPCC
9. Dr. Anil Kumar, DPCC

10. Ankush Tewani, AEE/Scientist B, CPCB

The matter of air quality monitoring in Delhi was last discussed in EPCA meetings held on 5th December 2009, 25th February 2010 and 11th December, 2010.

EPCA surfed/explored the websites maintained by the three air pollution monitoring agencies i.e. CPCB, DPCC, IITM and appreciated the work being done by these agencies. However, EPCA observed that the websites maintained by these agencies for displaying the real time air pollution level not only present results/values of different sets of parameters but also define the status of air quality differently.

(The website of IITM website presents results/values of 5 parameters (PM_{2.5}, PM₁₀, CO, NO₂, O₃) for its 11 stations and defines the air quality as Good, Moderate, Poor and Very poor; the website of DPCC presents results/values of 8 parameters out of parameters for which standards have been notified under EPA (PM_{2.5}, PM₁₀, SO₂, NO₂, CO, O₃, NH₃, Benzene) and 3 other parameters (NO, Toluene, p-Xylene) for its 5 stations, through a graphical representation along with the 24-hr /1-hr standard limits; and the website of CPCB presents results/values of 5 parameters out of parameters for which standards have been notified under EPA (PM₁₀, SO₂, NO₂, CO, O₃) and 1 other parameters (NO) for its four stations, along with the 24-hr /1-hr standard limits).

EPCA expressed that to correlate and compare the data of all the monitoring stations it is needed that all the agencies monitoring air quality in Delhi present the results in a common format and that it is also needed that some common air quality indices be developed that can be adopted by the above three agencies. **EPCA decided that Ms. Anumita Roychoudhury in co-ordination with Dr. H. B. Mathur will collate information on air quality data presentation and air quality indices and present it in the next meeting on 8.01.2011.**

EPCA expressed that CPCB, being the apex body for generation, analysis and dissemination of air quality related technical data, would be expected to play a lead role in the exercise of finalizing a common format for air quality data presentation and common air quality indices.
 EPCA was apprised by the three agencies about the current location of the monitoring stations as:

CPCB	DPCC	IITM
<p>Automatic stations: Delhi College of Engineering Dwarka Dilshad Garden Shadipur East Arjun Nagar (Mobile Van) Siri Fort (to be shifted) ITO</p> <p>Manual stations: Pitampura Siri Fort Janakpuri Nizamuddin Shahzadibagh Shahdara ITO</p>	<p>Open path stations: IGI Airport, Civil lines.</p> <p>Conventional stations: R.K. Puram Punjabi Bagh Mandir Marg Anand Vihar (to be commissioned soon)</p>	<p>Existing: University of Delhi IGI Airport Noida Sector 62 Pusa</p> <p>To be relocated to: CRRJ Guru Teg Bahadur Hospital Aya Nagar Lodhi Road</p> <p>To be added: In West Delhi area In North Delhi</p>

EPCA desired that CPCB should monitor and inform air quality status near PM house, especially Ozone levels, using its mobile Van.

EPCA suggested IITM to locate one station in Gurgaon as Gurgaon doesn't have any ambient air quality monitoring station rather than in North Delhi where DPCC's station already exists. IITM agreed to it.

EPCA asked all three agencies to submit the following information before the next meeting so that further decision about suitable location of new/under-shifting stations etc. and can be taken:

Location of the station with address and lat/long.	Parameters monitored	Method of monitoring	Equipments used

**Minutes of the Meeting of Environment Pollution (Prevention & Control) Authority
for the NCR (EPCA) held on December 23, 2010 (Thursday) at 11.00 AM**
(at -Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)

Agenda items: Air Quality Monitoring in Delhi by different Government agencies

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Anumita Roychoudhury, CSE
3. Dr. H. B. Mathur, Retd. Prof. IIT-D
4. Dr. B. Mukhopadhyay, DDG, IMD, New Delhi
5. Dr. G. Beig, Program Director, SAFAR, IITM (MoES), Pune
6. Dr. Sarath Guttikunda, URBANEMISSIONS.info
7. Dr. D. Saha, Scientist D, CPCB
8. Mr. M.P. George, Sr. Scientist, DPCC
9. Nazim uddin, SEE/Scientist D, CPCB

This meeting was convened in continuation to the last meetings on the subject held on 11th and 18th December, 2010 wherein the status of air quality monitoring network in Delhi comprising of monitoring stations of three different government agencies namely CPCB, DPCC and IITM was reviewed.

EPCA said that it desires that a good public information system on air quality is developed with standardized presentation of air quality data for which it is essential that common formats and air quality indices for presentation of air quality data are developed and results of different agencies are interlinked.

Dr. G. Beig, Program Director, -System of Air Quality Forecasting and Research (SAFAR), Indian Institute of Tropical Meteorology (IITM), Pune apprised EPCA that they have developed an air quality index (AQI) which was used during the Commonwealth Games 2010 held in Delhi. He further mentioned that in the said Research Report on AQI, six pollutants - PM_{2.5}, PM₁₀, SO₂, NO₂, CO and O₃ - have been considered as criteria pollutants for which categories of air quality have been defined.

Ms. Anumita Roychoudhury and Dr. H. B. Mathur suggested EPCA to constitute an Experts Group to deliberate upon and suggest on the following points:

- Common formats for presentation of basic air quality data based on automatic/continuous monitoring done by different agencies
- Common air quality indices for additional and simplified presentation of air quality data based on automatic/continuous monitoring done by different agencies
- Steps to be taken when air quality deteriorates beyond certain specified limits

Chairman, EPCA agreed to the above suggestion and constituted an Expert Group of the following members for the above mentioned purpose/ToR:

Member Secretary, CPCB	:	Chairman
Dr. B. Mukhopadhyay, DDG, IMD	:	Member
Dr. G. Beig, Program Director, SAFAR, IITM, Pune	:	Member
Ms. Anumita Roychoudhury	:	Member
Dr. H. B. Mathur	:	Member
Member Secretary, DPCC	:	Member
Dr. D. Saha, Scientist D, CPCB	:	Convenor

It was agreed that Dr. G. Beig will give a presentation about the AQI developed by IITM Pune on 8th or 15th of January 2011 (to be confirmed by him) before the above Experts Group and CPCB will also circulate their paper on CPCB-ARIA initiative and give a presentation on this in the same meeting, after which the Expert Group will circulate for seeking technical comments a basic paper on AQI to other experts, name of which will be suggested by Dr. H. B. Mathur. Meanwhile, the Experts Group members will study the Research Report on AQI of IITM Pune which is available on IITM website-www.tropmet.res.in, through the links at webpage-<http://safar.tropmet.res.in>.

Chairman, EPCA desired that the Experts Group give its report by February 2011 end.

CPCB representative apprised EPCA that as desired by EPCA, air quality data available on DPCC website will be linked to CPCB website in a day or two.

IITM representative stated that CPCB can also provide a secondary link on its website to the air quality data available on IITM website and clarified that no further permission is needed for this.

**Minutes of the Meeting of Environment Pollution (Prevention & Control) Authority
for the NCR (EPCA) held on December 28, 2010 (Tuesday) at 03.30 PM**
(at -Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)

Agenda items: The incident of disruptions in CNG supply in Delhi on December 23, 2010.

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Mr. Manu Srivastava, IAS, Director, MoPNG
3. Mr. S.C. Hatwal, GM (O&M) NCR, GAIL
4. Mr. S.P. Sharma, DGM (CGM), GAIL
5. CHKNV Kanna Rao, Sr. Manager, GAIL
6. Mr. Rajesh Vedyas, MD, IGL
7. Mr. Manjeet Singh, VP (Engineering & Projects), IGL
8. Mr. Sudhanshu Pant, GM (Projects), IGL
9. Ankush Tewani, AEE / Scientist -B, CPCB

EPCA convened this meeting in view of the recent incident of disruption in CNG supply in Delhi on December 23, 2010 due to the reduced pressure of CNG which very adversely affected the public transport systems & crippled normal life and reviewed the situation with MoP&NG, GAIL and IGL.

Chairman, EPCA expressed displeasure at the suffering faced by the consumers and commuters of Delhi in terms of waiting in long queues outside the CNG stations for hours to get their vehicles filled and waiting for buses due to their reduced frequency on road respectively and asked GAIL representatives the reasons behind the incident.

GAIL representatives informed that the disruption took place due to sudden fall in the pressure in the gas pipeline due to which both the PRVs at Maruti Terminal tripped as a result of inbuilt safety mechanism. This resulted in reduced pressure CNG supply at various stations and bus depots. GAIL representative further submitted that to address this problem, support was provided from the other terminal i.e. Desu Terminal whose source is Dadri pipeline and by the evening the supply in the Gurgaon line was restored.

Chairman, EPCA reminded GAIL how strongly EPCA supported CNG introduction against diesel lobby at the time of introduction of CNG in Delhi as questions were raised about reliability of continuous CNG availability in view of supply through CNG pipeline getting disrupted. Chairman, EPCA said that don't let the apprehension prove true, avoid repetition of such incident in future and prevent Delhi transport from getting jeopardized again.

Chairman, EPCA directed GAIL to ascertain the root causes of the problem and inform EPCA what corrective measures will be taken to prevent such incidents. EPCA desired that a contingency plan to remediate such incident should be prepared jointly by GAIL and IGL and submitted in the next meeting.

Chairman, EPCA further said that it must be ensured that the equipments being used are proper and have not crossed recommended life, log books are maintained, and apart from AMC checking of equipments, crosschecking is also done occasionally by technician staff of GAIL. GAIL representatives said that only crosschecking is not done and the same will be implemented and also assured EPCA that such incident would not be repeated in future.

The low pressure problem faced by CNG consumers in East Delhi & Ghaziabad was also discussed. IGL representative said that the pressure problem at CNG stations of East Delhi & Ghaziabad is due to capacity saturation of GAIL's 6 inch dia pipeline which is also serving many of GAIL's industrial & commercial customers in Sahibabad. IGL informed that a new 8 inch dia steel pipeline (8" dia) is being laid by GAIL parallel to this 6" dia line. Chairman, EPCA directed GAIL to give first priority to transport sector instead of industries and submit a time bound plan to solve the pressure problem faced in East Delhi in the next meeting. EPCA also advised MoP&NG to allocate natural gas to IGL for their Ghaziabad operations. MoP&NG agreed to consider this during fresh allocation of natural gas due shortly.

IGL informed that a steel pipeline of 12.5 km long from Bawana PPCL Sector-V to Rohini Sector XIX and another pipeline 28 km long from Dasna to SV1 Ghazipur have been completed by IGL. IGL requested GAIL to provide connectivity to these pipelines on priority.

EPCA also advised IGL to expand their CNG infrastructure to meet the increased demand for CNG and to make sure that queues are not formed at the stations and pressure log books are maintained at all CNG stations. EPCA was informed that IGL is giving huge priority to the infrastructure expansion and have commissioned 60 CNG stations during last FY 2009-10. Another 14 CNG stations have been commissioned in the FY 2010-11.

IGL informed EPCA that their 45 CNG stations commissioned long back have not been put to operation till now due to the delay in issue of licenses from Chief Controller of Explosives (CCOE), Petroleum and Explosives Safety Organisation (PESO), Nagpur.

EPCA advised IGL to take up the matter through MoP&NG with MoC&I. EPCA also advised IGL to provide necessary details so that EPCA can also take up this issue with CCoE, Nagpur. EPCA decided that MoC&I and CCoE officials shall also be called for discussions on this issue during the next review meeting to be held around mid January 2011.

EPCA decided to review the progress after two weeks.

**Minutes of the Meeting of Environment Pollution (Prevention & Control) Authority
for the NCR (EPCA) held on January 07, 2011 (Friday) at 11.00 AM**
(at -Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)

Agenda items: The issue of foul smell in wastewater reused in Lodhi Garden.

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Mr. Santosh Vaidya, Secretary, NDMC
3. Mr. Subhash Chandra, Director (Horticulture), NDMC
4. Mr. R.S. Thakur, ACE, NDMC
5. Mr. Satyendra Pal, Assistant Director (Horticulture), NDMC
6. Mr. R.K. Singh, EE (SP), NDMC
7. Mr. R.S. Arora, AE (III) (SP), NDMC
8. Mr. Deepak Gupta, SE, DCC-10, CPWD
9. Mr. O.P. Singhal, SE (SDW), Okhla, DJB
10. Mr. R.N. Goel, AE (E/M), Okhla, DJB
11. Mr. B. Kumar, SEE, DPCC
12. Ankush Tewani, AEE/Scientist B, CPCB

The meeting could start with delay as the EPCA and other stake holders decided to wait for the CPWD representative who had to be called on telephone to attend the meeting.

DPCC representative informed EPCA that as per WHO guidelines, to control the odor emanation from the treated sewage the BOD value has to be between 3 and 10 mg/L whereas the current BOD value of the treated sewage/water received at Lodhi garden is 37 mg/L. The BOD of the treated sewage received from Okhla Sewage Treatment Plant comply with the norm of 30 mg/L but the same gets raised to 37 mg/L after getting mixed with the Yamuna water at Rajghat. Chairman EPCA said that EPCA has so far been lenient on this issue but the same cannot be tolerated any further and now it is the time for solution or prosecution.

Secretary, NDMC informed that they have decided to establish a treatment plant at Lodhi Garden for further treating the treated sewage, as done in Bangalore where a treatment plant of 1.5 MLD is serving the public garden. The consultant has suggested the technology to be adopted. Secretary, NDMC said that concurrence of CPWD is yet to be received on the plan to begin the work. CPWD representative joined the meeting at 11:40 AM. EPCA asked CPWD representative about the reason for not giving concurrences to the plan. CPWD representative expressed unawareness about the plan. NDMC provided a copy of the plan already submitted to CPWD. EPCA directed CPWD to expeditiously examine and approve NDMC plan and intimate EPCA by sending a copy of letter of concurrence along with the finalized plan. EPCA also directed NDMC to submit a time bound plan for works after receiving the concurrence letter from CPWD.

It was also informed that at present the supply varies widely between winter and summer seasons. To ensure continuous supply of treated sewage a plan for upgrading the pipeline has been prepared by DJB.

EPCA enquired from DJB the operational status of Okhla line and Mathura road line. DJB representative informed that the work on Okhla line has been completed and both the lines are smoothly operating.

EPCA decided to review the progress next week.

**Minutes of the Meeting of Environment Pollution (Prevention & Control) Authority
for the NCR (EPCA) held on January 07, 2011 (Friday) at 11.30 AM**
(at -Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)

Agenda items: Issues related to parking in INA Market area and Khan Market.

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Mr. Santosh Vaidya, Secretary, NDMC
3. Mr. T.R. Meena, EE (R-III), NDMC
4. Mr. Hari Singh, SE (D-Division), CPWD
5. Mr. Rakesh Kumar, JE (D-Division), CPWD
6. Mr. Prem Nath, DCP/T-SR, Traffic Police
7. Mr. A.K. Asthana, Engineering Officer, L&DO
8. Mr. Ravindra Singh, Building Officer, L&DO
9. Ankush Tewani, AEE/Scientist B, CPCB

Khan Market:

Chairman, EPCA asked LDO to apprise about the status of Khan Market restoration plan forwarded by NDMC. LDO representative stated that the meeting in which the plan will be put up for discussion is yet to take place. Chairman, EPCA expressed displeasure at it and directed LDO to expeditiously decide the matter.

INA Market:

Chairman, EPCA asked LDO representatives about the possibility of utilizing their land available at the back side of INA market for developing parking. LDO representatives submitted that land is already allocated for General Pool office Accommodation (GPA).

EPCA asked CPWD representatives about the reason for poor management of INA market area. The representatives submitted that only the internal area is maintained by them and not the parking area and further said that out of the 48 shops 31 have been transferred and only 17 are with them.

Chairman, EPCA requested Traffic Police to get it checked if there is any land available for development of parking and intimate EPCA about the same in the next meeting.

**Minutes of the Meeting of Environment Pollution (Prevention & Control) Authority
for the NCR (EPCA) held on January 07, 2011 (Friday) at 12.00 Noon**
(at -Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)

Agenda items: Issues related to CNG safety of recent bus fire incident.

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Dr. H. B. Mathur, Retd. Professor IIT-Delhi / CNG Expert

3. Mr. Vikas Jain, PCO (HQ), Transport Department, Delhi
4. Mr. Ajay Mamoriya, PCO, Transport Department, Delhi
5. Mr. Satinder Dabas, PLT, Transport Department, Delhi
6. Mr. Jasbir Singh, PLTI, Transport Department, Delhi

7. Mr. S. C. Chaudhry, Dy. CGM, DTC
8. Mr. P. K. Roy, Manager, DTC
9. Mr. S.C. Chaudhary, Consultant, DTC
10. Mr. A. K. Bhardwaj, DTC

11. Mr. Sunil. K.Pandey, AGM, Tata Motors Ltd
12. Mr. Nitin Sharma, CSM, Tata Motors Ltd
13. Mr. A. Goel, Tata Motors Ltd
14. Mr. Abhik Sharma, Tata Motors Ltd

15. Mr. N. K. Diwan, AGM, Ashok Leyland Ltd
16. Mr. Mahesh Gautam, Ashok Leyland Ltd

17. Mr. Nitin Khosla, Engineer, Swaraj Mazda Ltd

18. Ankush Tewani, AEE/Scientist B, CPCB

Fire incident of DTC bus number DL 1 PC-8155 on 31st December, 2010 (Ashok Leyland make)

DTC informed that it was a recently inducted low floor Leyland Bus which had covered only a total of 45891 kms. On that day the bus had done morning and evening duty on route number 944 and it was parked in queue for CNG filling, some 50 meter from CNG filling station within the depot. It caught fire while the driver was starting the bus. It seems that due to leakage of CNG and some sparks from self starter side the bus caught fire in the engine compartment.

Ashok Leyland was asked to explain their findings of the incident. Ashok Leyland representative informed that their R&D team had reached on 1st January 2011 morning from Chennai to investigate the incident and the investigation was still in progress but as per the initial observations the fire was probably caused by some problem in the starter area.

Dr. Mathur said that no technical report on the incident had been received from Ashok Leyland till date inspite of reminders. He further observed that this fire incident was a repeat of a major fire incident in the engine compartment of another of their low floor bus recently. That time also Leyland did not submit any technical report in the stipulated time on the incident taking shelter under the pretext of their R & D team being seized of the incident. Does it imply that AL does not have required technical manpower at the depots to diagnose the incidents or that these incidents are being caused by design deficiencies requiring prolonged pondering by their R & D establishment at Chennai.

Dr. Mathur reminded all the stakeholders about the advisories issued by EPCA from time to time highlighting the probable causes of fire and the required preventive measures to plug possible design and layout deficiencies as well as maintenance procedures and schedules.

Dr. Mathur pointed out that DTC had brought to EPCA's notice that AL had not yet implemented certain editions/alterations/modifications in their fleet as was requested by the chairman DTC as far back as March 2010. Fitting of safety plates, replacement of certain pipes, etc. was still pending. It seems that safety measures as recommended by EPCA and requested by DTC are not being seriously taken by AL. AL representative pointed out that some of these works are being undertaken now and would hopefully be completed by January 31st 2011.

While on the issue of pipes and fittings, Dr. Mathur suggested that brass fittings with stainless steel pipes leads to electro-galvanic corrosion under moist conditions and as such gas pipings and fittings should be of stainless steel. Fittings and pipes should be of the same material.

Chairman, EPCA concluded the meeting by directing Ashok Leyland to submit the following:

- **Technical investigation report i.e. findings along with the corrective and preventive actions latest by 15th of January 2011.**
- **Proposed design and maintenance changes based on the findings.**
- **Status of fulfilling the additions/alterations/replacements asked for by DTC.**

Chairman, EPCA emphasized on strict compliance of the following:

- **Periodic testing of buses.**
- **Abidance by the common maintenance schedule devised by DTC.**
- **Implementation of safety drill as per which both the authorities i.e. DTC and bus manufacturer sign on the safety check before bus leaves the depot.**

Tata Motors Limited Bus Number DL 1 PB 1190 3rd January, 2011 Bus Fire Incident

Dr. H. B. Mathur informed EPCA that it was an old, standard bus that caught fire in Pandav Nagar area on 3rd January 2011 morning because of the poor condition of the battery and bus. It had travelled approximately 5.65 lakh km and was in the DTC fleet since 2001 and both these facts were in non-compliance of the prescribed life of the bus. **Chairman, EPCA expressed extreme displeasure at it and stated that there should be an action taken by DTC against the responsible officers and further it should be ensured that the buses that have crossed their prescribed life are not allowed to ply on road. DTC was asked to submit a report on the same.**

Dr. Mathur apprised EPCA that incidentally most of the DTC deployed school buses were old buses. **EPCA desired DTC to submit a response on this.**

Chairman, EPCA asked DTC to check over-speeding of their buses as he himself had seen many buses moving at a high speed during early morning hours and this was in contradiction with the speed governors installed by manufacturers to keep a control over the speed as directed by the Hon'ble Supreme Court. DTC representative submitted that the speed governors were installed in every bus but some drivers had found out ways to temporarily deactivate the speed governor during operation and subsequently to restore it while bringing the buses back to depots. He further said that DTC had caught some of the drivers indulging in this malpractice. **Chairman, EPCA desired DTC to send an action taken report on such cases and devise a mechanism which would prevent tempering of the speed governors.**

**Minutes of the Meeting of Environment Pollution (Prevention & Control) Authority
for the NCR (EPCA) held on January 07, 2011 (Friday) at 12.45 PM**
(at -Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)

Agenda items: The problems of air pollution and traffic congestion due to movement and illegal parking of heavy trucks trailers in areas around Tughlakabad Inland Container Depot.

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Mr. A.K. Gupta, MD, CONCOR
3. Mr. Harpreet Singh, Director (Projects & Services), CONCOR
4. Ms. P. Alli Rani, Director (Finance), CONCOR
5. Mr. Amit Chaudhari, GGM/OPS, CONCOR
6. Mr. Sudhir Kain, Addl. Director, UTTIPEC, DDA
7. Mr. Manjeet Singh, Dy. Director, DDA
8. Mr. Prem Nath, DCP/T-SR, Traffic Police
9. Mr. Satyendra. K. Singh, Traffic Inspector, Traffic Police
10. Ankush Tewani, AEE/Scientist B, CPCB

Traffic police informed EPCA that the parking and traffic congestion has been comparatively improved by the efforts put in by the CONCOR recently but the situation of traffic congestion on Mondays is still severe. Chairman EPCA appreciated the efforts put in by CONCOR to regulate the parking of trucks/trailers on roads and ensure their parking inside the barricaded area which has improved the traffic movement on the two roads approaching to the inland container depot i.e. Mehrauli Badarpur Road and Maa Anand Mai Marg.

CONCOR explained that the traffic congestion on Mondays is because on Sundays which is a non-working day, the drivers prefer to rest and on Mondays there is a combined movement of trucks/trailers to different destinations. MD, CONCOR informed EPCA that a parking area of 40 by 400 meters containing 400 slots is being developed for which 200 slots have already been made and work on the remaining 200 slots is in progress. MD, CONCOR further informed that the garbage dumping site is being cleaned and the garbage is being sent to the landfill site of MCD.

Chairman, EPCA desired that a joint team comprising of senior officials from Traffic Police and CONCOR should go on ground i.e. ICD, Tughlakabad on Monday to assess the area and the surroundings for devising a plan to ensure smooth traffic movement and submit the same to EPCA.

CONCOR was further asked by EPCA to do frequent patrolling to keep things under control.

**Minutes of the Meeting of Environment Pollution (Prevention & Control) Authority
for the NCR (EPCA) held on January 13, 2011 (Thursday) at 3.00 PM**
(at -Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)

Agenda items: Review the progress of implementation of corridor development plans of Aurobindo Marg for integration of metro stations with road transportation.

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member, EPCA

3. Ms. Romi Roy, Sr. Consultant, UTTIPEC
4. Mr. Vaibhav Gupta, Planning Consultant, UTTIPEC
5. Ms. Tripta Khurana, Chief Architect, DMRC
6. Mrs. Rashmi Bhardwaj, Manager/Architect, DMRC
7. Mr. R.K. Kasana, Dy. CGM, DTC
8. Mr. R.S. Minhas, Senior Manager, DTC
9. Mr. S.S. Sian, Senior Manager, DTC
10. Mr. I. D. Yadav, EE, PWD
11. Mr. A.S. Yadav, AE, PWD
12. Mr. C.L. Singh, JE, PWD
13. Mr. A.K. Shukla, JE, PWD
14. Mr. T.R. Meena, EE(R-III), NDMC
15. Mr. Y. K. Sharma, ACP (South), Traffic Police
16. Mr. Mahesh Narage, Traffic Inspector, Traffic Police
17. Mr. S. S. Gill, Traffic Inspector, Traffic Police

18. Nazim uddin, SEE/Scientist D, CPCB
19. Ankush Tewani, AEE/Scientist B, CPCB

EPCA convened this meeting to review the progress of works on the decisions taken in the EPCA meeting held on 04.12.2010 which were circulated to the concerned agencies.

Jor Bagh Metro station area:

EPCA asked DMRC about the status of signage to be put up at Jor Bagh Metro station. DMRC representative assured that it will be done shortly.

INA Metro station area:

NDMC informed EPCA that illegal parking at the entry of subway on INA market side has been reduced and cleanliness has been improved. NDMC further informed that on Delhi Haat side the work of bus bay and bus queue shelter is also in progress. NDMC presented the drawing/proposal for works of pedestrian way at Delhi Haat side. A copy of the same was given to UTTIPEC to suggest improvement, if any. Traffic Police said that the proposal for signals for ensuring safe crossing from Delhi Haat to INA market has been prepared and forwarded.

AIIMS Flyover:

PWD representative apprised EPCA that for the work of safe traversing of flyover the estimate has been prepared and forwarded for approval. PWD also informed EPCA that a letter regarding the maintenance work of AIIMS flyover garden has been forwarded to M/s Jindal.

AIIMS Metro station:

UTTIPEC showed the modified drawings for AIIMS area and also provided a copy to DMRC. Traffic police said the proposal for signal has been prepared and forwarded.

Yusuf Sarai:

About the status of under-construction parking, DMRC informed that the work is almost complete. EPCA asked DMRC to finish off the remaining work quickly and implement UTTIPEC suggestions regarding usage of exit gates of the parking. EPCA consequently directed Traffic police to ensure no parking on road.

Green Park Metro station:

PWD informed that plans have been prepared and the tendering is to be done. It was agreed that PWD will modify its plans according to the modified drawings of PWD.

PWD requested DMRC to follow UTTIPEC guidelines in doing finishing works before handing over of stations. DMRC representative said that all works have been completed and DMRC is writing letter regarding handing over. EPCA asked DMRC to hold a meeting immediately to sort out the issues and send the minutes of the meeting to EPCA and further said that handing over issues should not delay the works. DMRC and PWD decided to hold the meeting on Monday.

Traffic police said the proposal for signal has been prepared and forwarded. Regarding four arms crossing at Daleep Singh Cut, EPCA asked Delhi Police to quickly decide which of the two options i.e. one signal for the stretch or synchronized double signal i.e. one at the beginning of Aurobindo Marg and one at the exit, to be implemented, as was decided in the meeting held on 18th December 2010.

Hauz Khas Metro station:

DMRC informed EPCA that the parking work at the desired locations will be done. DTC representative informed that the work of Sarvpriya vihar bus stop has been completed.

Malviya Nagar Metro station:

DMRC informed EPCA that TSR and cycle parking work for the station is in progress. It was informed that provision of TSR parking space near to bus stop on the other side of the road (opposite to station area) is possible. PWD informed that plans for its works have been prepared and the tendering is to be done.

Traffic police expressed that as the civil work related to signal has not been done, the exact spots for all signals need to be indicated by the road owning agencies. It was decided that Traffic Police and PWD/NDMC will jointly visit the sites and identify/demarcate the exact spots of signals.

Chairman, EPCA concluded that the review gives an indication that all works are being undertaken by concerned agencies and things are by far and large on track. EPCA expressed some apprehension about possible delay in PWD works and desired that the work should be speeded up. PWD assured to abide by the decided time schedule.

EPCA decided to review the progress again after two weeks.

Traffic Police informed EPCA that for developing parking in INA market one option that can be considered is covering of the drain in the area. Chairman, EPCA decided to write to LG office and NDMC on this matter, as the area desperately needs a parking facility.

**Minutes of the Meeting of Environment Pollution (Prevention & Control) Authority
for the NCR (EPCA) held on January 22, 2011 (Saturday) at 11.00 AM**
(at -Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)

Agenda items:

- i) the issue of foul smell in wastewater reused in Lodhi Garden
- ii) air and noise pollution problem in Vishwkarma Nagar due to factories in Friends Colony and Jhilmil industrial areas

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Mr. Subhash Chandra, Director (Horticulture), NDMC
3. Mr. R.S. Thakur, ACE, NDMC
4. Mr. U. C. Gautam, AE (SP), NDMC
5. Mr. R.S. Arora, AE (III) (SP), NDMC
6. Mr. Deepak Gupta, SE, DCC-10, CPWD
7. Mr. Ram Prasad, EE, CPWD
8. Mr. O.P. Singhal, SE (SDW), Okhla, DJB
9. Mr. R.N. Goel, AE (E/M), Okhla, DJB
10. Mr. P. Pant, EE, DJB
11. Mr. S.R. Singh, EE (SDW), DJB

12. Mr. B. Kumar, SEE, DPCC
13. Mr. B.M.S. Reddy, EE, DPCC
14. Mr. Mohammed Arif, EE, DPCC
15. Mr. N.K. Joshi, AEE, DPCC

16. Nazim uddin, SEE/Scientist D, CPCB
17. Ankush Tewani, AEE/Scientist B, CPCB

Background:

EPCA has been taking up the matter of controlling foul smell in treated sewage reused in Lodhi Garden with the concerned executing agencies i.e NDMC, CPWD and DJB, and also with the law enforcement agency i.e DPCC for years but the problem is still defying solution. EPCA reviewed the progress recently in the meeting held on 07.01.2011 wherein NDMC informed EPCA that it had decided to establish a treatment plant at Lodhi Garden for further tertiary treatment of the treated sewage received from Okhla STP and that concurrence of CPWD was yet to be received on the plan to begin the work. EPCA directed CPWD during that meeting to expeditiously examine and approve NDMC plan and intimate EPCA by sending a copy of letter of concurrence. It was also informed during that meeting that to ensure continuous supply of treated sewage a plan for upgrading the pipeline has been prepared by DJB. This meeting was convened to take stock of the further progress made on the plans.

Discussions / Decisions:

NDMC and CPWD did not report any progress on the plan for establishing the tertiary treatment plant. Chairman EPCA expressed strong displeasure at the nil progress and directed that concrete progress must be informed on the work of establishing tertiary treatment plant in the next review meeting to be held after two weeks.

DJB informed that it has forwarded to CPWD its plan for upgrading the pipeline catering to NDMC area for approval. Chairman, EPCA said that DJB had assured EPCA several years ago also that the pipeline for supplying treated sewage to Lodhi Garden has been strengthened. EPCA expressed that DJB, CPWD and NDMC may decide the matter of upgrading the pipeline but the tertiary treatment plant should not be delayed on this pretext.

DPCC informed EPCA that the sample of treated sewage collected by DPCC at Okhla STP conformed to the <30 mg/l value but it was observed that the quality of treated sewage + Yamuna water received at Lodhi Garden was further deteriorated. It was decided that the mixing of poorer quality wastewater in treated sewage of Okhla STP will be stopped by 25th January 2011 and DPCC will carry out sampling again on 27th January 2011.

Other issue discussed:

With refrence to a fresh complaint from Vishwkarma Nagar Residents Welfare Association regarding air and noise pollution problem due to factories in Friends Colony and Jhilmil industrial areas, Chairman EPCA directed DPCC to conduct inspection of the area at least once in a month and contact complainant / residents of the area during the inspection and redress their pollution related problems.

**Minutes of the Meeting of Environment Pollution (Prevention & Control) Authority
for the NCR (EPCA) held on January 22, 2011 (Saturday) at 11.15 AM**
(at -Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)

Agenda items: Review the progress on matters related to improvement in public transport in Delhi

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Mr. S. M. Ali, Sr. DC, Transport Department, Govt. of NCTD
3. Mr. Vikas Jain, PCO (HQ), Transport Department, Delhi
4. Mr. Ajay Mamoriya, PCO, Transport Department, Delhi
5. Mr. Satinder Dabas, PLT, Transport Department, Delhi
6. Mr. Jasbir Singh, PLTI, Transport Department, Delhi
7. M. Javed Khan, Inspector, Transport Department, Delhi
8. Mr. A.K. Goel, Stat. Officer, Transport Department

9. Mr. Neeraj Bharati, CGM (P&A), DTC
10. Mr. C.H. Kumar, CGM, DTC
11. Mr. R.S. Minhas, Sr. Manager, DTC
12. Mr. V.K. Gupta, Sr. Manager, DTC
13. Mr. S. P. Sethi, Sr. Manager, DTC

14. Col. Shailendra S Bains, GM (OPS.), DIMTS
15. Mr. C. K. Goyal, DGM (Technical), DIMTS

16. Mr. R.K. Pandey, DCP/Traffic, Northern Region
17. Mr. Mahesh Bhardwaj, Addnl. DCP/Traffic, Eastern Region

18. Mr. Abhik Gupta, Assistant Manager, Tata Motors Ltd.
19. Mr. Anshuman Samanta, ASM, Tata Motors Ltd
20. Mr. Nitin Sharma, CSM, Tata Motors Ltd
21. Mr. Nitin Verma, CSM, Tata Motors Ltd

22. Mr. Chander Shekhar, Senior Officer, Ashok Leyland Ltd
23. Mr. V.K. Sharma, Senior Manager, Ashok Leyland Ltd
24. Mr. Tapan Sarada, Deputy Manager, Ashok Leyland Ltd
25. Mr. Mahesh Gautam, Ashok Leyland Ltd
26. Mr. B. Mukerjee, Ashok Leyland Ltd
27. Mr. Amar Sureka, Ashok Leyland Ltd

28. Mr. Nitin Khosla, Engineer, Swaraj Mazda Ltd

18. Nazim uddin, SEE/Scientist D, CPCB
19. Ankush Tewani, AEE/Scientist B, CPCB

EPCA reviewed the progress of the following:

Status of the supply of buses, total fleet and liquidity charges/ penalty for delayed supply:

DTC informed that out of the 3125 ordered buses, 3049 have been supplied and only 76 are left and even these remaining Ashok Leyland buses are expected to be supplied by the end of this month. DTC also informed that so far Rs 99 crore and Rs 33 crore has been recovered as penalty for delays in

supply and from Tata Motors and Ashok Leyland respectively and the remaining penalty will be recovered on settlement of payment to be made to from Ashok Leyland which is currently stopped because of some quality related issues. Dr. Mathur suggested DTC to carefully check the quality of the buses being supplied to them as in a recent incident at Ahmadabad out of the 94 buses supplied by the manufacturer chassis of the 24 buses were found corroded. DTC representative apprised EPCA that because of observing 37 quality related flaws additional samples are being taken. DTC informed that the strength of total fleet of buses plying on road as 6381 CNG and 49 Non-CNG.

Recruitment and training of drivers and conductors:

DTC apprised EPCA that out of the 9300 drivers and 9200 conductors necessary for the current fleet, the shortage is of only 500 drivers and 324 conductors. DTC representative also informed about different methods adopted to fulfil the requirement i.e. through selection board and employment exchanges and by carrying out drives at every depot for engaging drivers and conductors on contractual basis. DTC representative further informed that proper training is being ensured to the newly recruited drivers and conductors. DTC further expressed that for checking the behaviour of drivers and conductors during their duty, every week officials of DTC including the senior officials are travelling in the buses in civil dresses for checking.

Status of Clusters:

DIMTS informed that in Cluster 1 out of 231 buses 50 are ready and will be on road by the end of this month and agreements for Cluster 2, 3, 4 and 5 have been signed on 11th January 2011 and in these clusters there will be 682 buses. EPCA directed DIMTS to inform the time schedule for induction of buses in all clusters.

GPS installation:

DTC informed EPCA that GPS have been installed in 3600 buses of which 3100 have been activated and that all the buses will be having GPS facility by 31, March 2011. DTC further said that optimal utilization of the GPS facility will be possible on entry of master route data which is being prepared that DIMTS is preparing master routes that will enable in. DIMTS informed that the same is expected to be done by February end.

Bus depots, terminals and bus parking facilities:

Chairman, EPCA asked Transport Department and DTC whether they have approached DDA regarding land for depots terminals and private bus parking considering future need for about 15000 DTC and private buses as was directed earlier. Chairman, EPCA desired that copy of communications in this regard be provided to EPCA. Delhi Police informed EPCA that DTC's Mori Gate depot is in bad condition because of which and as a result the bottom of the low floor buses touch the surface and gets damaged and buses are found parked on the main road. Chairman, EPCA asked DTC to take immediate action and send an ATR.

BRT:

DIMTS apprised EPCA that 68 cameras have been installed on BRT corridor. Chairman, EPCA asked DIMTS that whether they have generated any data on speed and efficiency of the BRTS.. EPCA desired DIMTS to comprehensively evaluate the advantages of BRT for various elements like speed, efficiency, and reduction in number of accidents etc and go public with the same.

**Minutes of the Meeting of Environment Pollution (Prevention & Control) Authority
for the NCR (EPCA) held on January 22, 2011 (Saturday) at 11.45 AM**
(at -Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)

Agenda items: CNG bus burning incident in Haryana / enforcement of CNG safety measures for public transport buses in NCR towns of Haryana and Uttar Pradesh.

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Prof. H. B. Mathur, Retd. Prof. IIT-D (CNG Expert)

3. Mr. Vinod Shankar Singh, Deputy Transport Commissioner (Meerut), Transport Dept., U.P.
4. Mr. Satish Kumar Ruhil, Jt. State Transport Controller, Haryana
5. Mr. Sandeep Raizada, Service Manager, UPSRTC, Noida
6. Mr. P.R. Beliwariar, Regional Manager, UPSRTC, Noida
7. Mr. Ullas Babu, ASRTU

8. Nazim uddin, SEE/Scientist D, CPCB
9. Ankush Tewani, AEE/Scientist B, CPCB

Chairman, EPCA expressed that this meeting was convened to share with the transport authorities and transport undertakings of Haryana and U. P. the measures adopted in Delhi to ensure safety of public transport CNG buses from fire incidents so that similar measures could be adopted in entire NCR.

Chairman, EPCA introduced Dr. H. B. Mathur, Retd. Professor IIT- Delhi / CNG expert to the stakeholders and requested him to apprise the stakeholders briefly about the the measures adopted in Delhi, experiences gained and further the safeguards implemented in Delhi.

Dr. Mathur said that EPCA has been actively involved in pursuing CNG safety matters in Delhi and has made it mandatory to be informed about every bus fire incident immediately. EPCA nominated technical expert conducts along with the manufacturers and owing agency on site inspection of the affected bus.

However, in the case of recent fire incidents in Gurgaon EPCA tried hard to obtain information about the bus fire incident from various agencies in vain.

Dr. Mathur expressed that with its experience about fire incidents in Delhi EPCA has come to a conclusion that flaws in any of the two elements - design & layout and maintenance results in gas leakage/sparking leading to bus fire incident. EPCA in consultation with all the stakeholders like Transport Authority, DTC and bus manufacturers has implemented various safeguards from time to time.

Dr. Mathur mentioned some reasons for fire incidents which have been observed during various inspections that have been done till date as - use of sub-standard materials and components (e.g. electrical wires, fuses, HPR, LPR, upholstery, etc.), faulty layout of wiring harnesses, continued use of components (such as HT cables, spark plug, etc.) even after the end of their prescribed useful life, temporary replacement of a sub-standard components at the time of fitness check with a standard component taken on rental basis, non-implementation of maintenance schedules, less technically qualified personnel inspecting the buses in workshops etc.

Dr. Mathur also briefly mentioned some of the safeguards which have been implemented in Delhi to prevent fire incidents in CNG buses:

Safeguards related to procurement of bus by DTC:

- Proper specifications in tender/supply order with respect to components, design, layout and materials with adequate conditions of pre-fitment sampling and testing, penalty on default.
- Ensuring submission of all necessary certificates/test reports at the time of supply.
- Joint and expert third party inspection and testing of random samples of critical components and materials.
- Ensuring replacement of faulty components, materials used, before induction of the bus in the fleet.

Safeguards related to gas/current leakage testing and safety measures for in-use buses

- Mandatory quarterly gas/current leakage testing in all buses at the allotted manufacturer's authorized workshops and DTC workshops according to the prescribed procedure and recording of the test results in prescribed format and logbook.
- Mandatory logbook in each bus for recording of inspection, repairs, replacements carried out from time to time
- Mandatory submission of quarterly test records manufacturer's authorized and DTC workshops to Transport Department.
- Followup action against bus owners by Transport Department on skipping of quarterly test.
- Verification of the three mandatory quarter checks at the time of annual fitness.
- Mandatory annual fitness at VIU Burari for renewal of permit.
- Engraving of registration number on the identified important component to prevent the practice of getting the annual fitness done by placing hired components.
- Random leakage checking system of buses on roads by Transport department with mobile van.
- System of annual audit of workshops involved in the mandatory quarterly leakage testing.
- Ensuring proper initial and periodic training of bus drivers and conductors to prevent as well as control spread of fire in case of fire incident in the bus.

Safeguards related to implementation of maintenance contract for new buses with manufacturer

- Proper conditions in tender / supply order in respect of numbers and qualifications of technical staff to be deployed and test equipment to be provided by manufacturers at the test workshops.
- Keeping proper record of periodic maintenance and thorough checking of logbook.
- Mandatory joint checking of prescribed inspection schedule by staff of manufacturer and DTC before the bus leaves the depot and maintenance of records in this regard.

Chairman, EPCA directed that similar safeguards be implemented in the entire NCR region by the Transport Department and the Government Transport Undertakings in Haryana and Uttar Pradesh and asked these authorities to contact their counterparts in Delhi to obtain details. Chairman, EPCA said that EPCA and Delhi Transport Department & DTC will pro-actively assist and cooperate with the concerned authorities of both the states. EPCA directed Delhi STA to give all available inspection and maintenance formats and procedures to the UP and Haryana officials present in the meeting, during their scheduled visit to Burari Test Centre after the meeting. STA agreed to do so.

It was also decided that Haryana and Uttar Pradesh will immediately report to EPCA any fire incident which takes place in future and will also inform names of nodal officers for the joint inspection to be carried out in case of fire incidents. Chairman, EPCA said that the objective is to ensure the safety of commuters.

EPCA decided to review the progress on the matter after two month.

**Minutes of the Meeting of Environment Pollution (Prevention & Control) Authority
for the NCR (EPCA) held on February 03, 2011 (Thursday) at 11:00 AM**
(at -Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)

Agenda items: Status of implementation of previous EPCA report/recommendations on fuel adulteration

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member, EPCA

3. Ms. Rashmi Aggarwal, Director, MoP&NG
4. Mr. K. C. Nandi, Jt. Director (MO), OISD, MoP&NG

5. Dr. Ajay K. Gupta, In-charge, FTL, Noida
6. Mr. D. K. Phukan, Executive Director, SPFL, Noida
7. Mr. Anup Kacker, GM (C&IP), IOCL R&D and Secretary, SPFL, Noida
8. Mr. P.K. Goyal, Sr. Manager, State Level Coordinator-Oil Industry, NCTD
9. Mr. S. N. Shukla, Chief MS Manager, IOCL, NR, New Delhi
10. Mr. R. K. Gupta, CDRSM, IOCL, Delhi
11. Mr. D. K. Saini, Chief Manager, DT, North, BPCL, Noida

12. Ankush Tewani, AEE/Scientist B, CPCB

EPCA asked SFPL/FTL, Noida about the number of samples received by them for testing in the current financial year and the number of samples that failed the tests. SFPL/FTL submitted that out of the 392 samples received in total from Refineries, District Food and Supply Controller of NCR regions and Civil Supply Department of Delhi till January 2011 only 6 samples were found adulterated, out of which 3 samples were of kerosene from Delhi and 3 were of diesel from districts of U.P. SFPL/FTL further submitted that these samples were found containing dirty oil thus higher sulphur values i.e. 150 against the limit of 50. State level coordinator further apprised EPCA that for last six months Civil Supply Department of Delhi did not collect any samples from retail outlets. Chairman, EPCA expressed disappointment and stated that not only the samples sent for testing were very less but the results which implies that only 1.5% of samples were adulterated is also contradictory to the common perception that adulteration of fuel is prevalent to a great extent in the market. EPCA desired stakeholders to inform within a week about the following: who is responsible for sampling and conveying it to the lab and whether the sample is picked from the truck at the time of delivery at the retail outlets or from the retail outlets once it is delivered.

EPCA asked MoP&NG about the measures that are currently being implemented and that are going to be adopted in future for reducing the adulteration. Director, MoP&NG said that the current measures include: **Inspections** -1.5 lakh inspections have been done till date, and **Automation of retail outlets** and the new measures which are under consideration include: **GPS tracking system** for kerosene carrying trucks, similar to the ones implemented for petrol and diesel and **Reintroduction of marker system with a new marker**. Director, MoP&NG said that for implementation of GPS tracking system on kerosene trucks, MoP&NG is continuously pursuing the matter with the state government as the kerosene is under their charge. **Chairman, EPCA said that the process needs to be expedited because the adulteration is at its peak. Chairman, EPCA further said that MoP&NG may also consider implementation of other measures such as third party audit and independent cross checking.**

Chairman, EPCA desired that MoP&NG to find out the actual requirement of kerosene in Delhi and NCR regions, as in major parts of Delhi and NCR regions LPG is available and hence the demand for kerosene should have been reduced. MoP&NG informed that in recent years the supply of kerosene has been reduced in Delhi in phases but the requirement has not been assessed for NCR region and the same will be taken up.

EPCA asked MoP&NG the status of GPS system in the MS and HSD trucks of three oil companies HPCL, BPCL & IOCL. MoP&NG informed that most of the trucks of HPCL and BPCL are under GPS tracking system and further by March 2011 end all trucks including that of IOCL will be on GPS.

EPCA also took stock of the samples tested by the oil companies and mobile labs and the action taken against the defaulters. State Level coordinator submitted that there are two mobile labs currently in operation for testing purposes, which collected a total of 1533 MS samples, 1297 HSD samples, 58 Lube samples of 700 retail outlets - and all samples cleared the tests. Dr. Mathur expressed that the tests performed with the help of mobile labs can be called as preliminary tests as only selected parameters are tested and even these have large range because of which there are chances that samples pass the tests despite of being adulterated. State Level coordinator agreed with it and said that the testing done by mobile labs has some limitations but once the marker system is reintroduced the same will become full fledged.

The following information on tests conducted was provided by IOCL:

In 2008-09: 158 samples were collected out of which 2 failed the tests.

In 2009-10: 160 samples were collected and all cleared the tests.

In 2010-11: From Delhi, 487 samples were collected, all cleared the tests and from NCR i.e.: Meerut, Bagpat, Bulandshahar and Ghaziabad, 162 samples were collected out of which 160 cleared the tests and 2 failed the tests.

Chairman, EPCA directed that the number of samples for testing should be increased and the sampling and testing system for checking the adulteration be improved.

EPCA also asked SPFL/FTL if there were any issues related to benzene or cetane in any of the samples tested and what new test parameters have been added with the introduction of Euro III and Euro IV fuels. SPFL/FTL said that values of both the parameters were found within the limits and with the introduction of fuels, Olefins and PAH are the new parameters being tested.

EPCA desired to review the progress after one month.

**Minutes of the Meeting of Environment Pollution (Prevention & Control) Authority
for the NCR (EPCA) held on February 03, 2011 (Thursday) at 11:50 AM**
(at -Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)

Agenda items: Progress on approved multimodal corridor development plan of Vikas Marg.

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member, EPCA

3. Mr. N.R. Aravind, Dy. Director (Plg), UTTIPEC
4. Ms. Romi Roy, Sr. Consultant, UTTIPEC
5. Mr. Vaibhav Gupta, Planning Consultant, UTTIPEC

6. Mr. M. C. Wankhede, DC (Plg.), Transport Department, Govt. of NCTD

7. Mr. Divakar Agrawal, SE (M 31), PWD

8. Mr. R. S. Minhas (Transport), Sr. Manager, DTC

9. Mr. Mahesh Bhardwaj, DCP/Traffic, Eastern Region
10. Mr. Harish H.P, ACP/Traffic, SE

11. Ankush Tewani, AEE/Scientist B, CPCB

UTTIPEC presented the approved Integrated Transport Corridor Development Plan of Vikas Marg to the stake holders - PWD, DTC and Traffic Police and expressed that there are two major obstructions: Religious building and a Transformer which interferes with the layout of the plan and thus needs to be shifted. EPCA asked UTTIPEC about the executing agencies responsible for implementation of work on this stretch. UTTIPEC submitted that PWD has the entire stretch of Vikas Marg under its jurisdiction. EPCA stated that regarding the shifting of the Religious building government should take up the matter with the Religious Committee.

UTTIPEC representative apprised EPCA that the instructions for preparing a Detailed Project Report was forwarded to PWD one month back and till date no reply has been received. EPCA asked PWD representative about the status of Detailed Project Report. PWD representative informed that the same has to be checked in the records. EPCA directed PWD to submit a schedule of implementation of the plan at the earliest.

EPCA asked PWD and UTTIPEC to comment whether sufficient parking space was available to accommodate vehicles which have always been found occupying the service lanes and footpath of the entire Vikas Marg stretch. UTTIPEC explained that land had been identified.

In the end, EPCA asked UTTIPEC to prepare and submit a list of action points subsequent to which EPCA will do a field visit of the entire stretch in the coming week with all the relevant stakeholders.

**Minutes of the Meeting of Environment Pollution (Prevention & Control) Authority
for the NCR (EPCA) held on February 03, 2011 (Thursday) at 12:10 PM**
(at -Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)

Agenda items: Review the progress of implementation of corridor development plan of Aurobindo Marg for integration of metro stations with road transportation.

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member, EPCA

3. Ms. Romi Roy, Sr. Consultant, UTTIPEC
4. Mr. Vaibhav Gupta, Planning Consultant, UTTIPEC

5. Ms. Tripta Khurana, Chief Architect, DMRC
6. Mr. J. Tyagi, CGM, DMRC
7. Mrs. Rashmi Bhardwaj, Manager/Architect, DMRC

8. Mr. Divakar Agrawal, SE (M-31), PWD
9. Mr. D. V. S. kansal, EE (M-III), PWD
10. Mr. Mohan Lal, EE (M-213), PWD
11. Mr. M.C. Yadav, EE (M-211), PWD

12. Mr. Sushil Dwivedi, SE(R), NDMC
13. Mr. T.R. Meena, EE(R-III), NDMC

14. Mr. R.S. Minhas, Senior Manager (Transport), DTC
15. Mr. R.S. Ranga, Senior Manager, DTC

16. Mr. Harish H.P, ACP/Traffic, SE

17. Ankush Tewani, AEE/Scientist B, CPCB

EPCA convened this meeting in continuation with the last meeting held on January 13, 2011 to review the progress of works on the decisions taken in the EPCA meeting held on 04.12.2010.

NDMC:

NDMC submitted an Action Taken Report describing progress of work related to NDMC and briefed EPCA that majority of the works are in 'completed' or 'in progress' categories and few remaining work will be taken up in the next week. NDMC further submitted that the work related to provision of pedestrian crossings will be taken up after Traffic Police provides signal at the desired points. EPCA asked Traffic Police about the status of the signals. Traffic Police representative replied that estimates of all the signals are verified and only work order has to be issued. Traffic Police further informed EPCA that the signal outside Qutub Minar metro station is already operational. EPCA asked about the status of TSR parking on Safdarjung side opposite to the AIIMS TSR parking. EPCA was informed that DMRC shifted the shops for doing their work and as their work is complete now there is an issue regarding re-shifting of shops to the same location where TSR parking is planned. EPCA desired DMRC and NDMC to coordinate and get the work done.

PWD:

About the work related to AIIMS flyover PWD submitted that it has still not prepared the estimate. Chairman, EPCA expressed dissatisfaction and stated that the work should be expedited as the deadline is just two weeks away.

About the works at Yusuf Sarai, PWD informed EPCA that the work is in progress.

About the works at Green Park metro station, PWD submitted that work will begin soon. EPCA was surprised to know that the work has not even started yet and asked about the reason for not beginning the work. PWD submitted that DIMTS is constructing its bus stop on the petrol pump side and for creation of service lane either PWD have to wait for completion of DIMTS work or it has to be stopped in between. On EPCA's behest DIMTS agreed to stop the work. EPCA directed PWD to execute their work immediately.

EPCA asked PWD to execute the work on the four arms crossing at Daleep Singh cut as well, as the option chosen by the Traffic Police has already been intimated to PWD.

It was decided that the work related to parking at Hauz Khas metro station will also be taken up by PWD. About the works at Saket station, EPCA asked PWD to submit integration plan for both exits within 15 days.

PWD submitted that the remaining works related to them have yet not started but will be taken up shortly.

EPCA agreed to allow PWD to finish all their work latest by March 31, 2011.

DMRC:

DMRC informed EPCA that the parking near Green Park metro station is now operational and only the openings related to entry and exit points is to be regulated as suggested by UTTIPEC.

DMRC further informed that the work of TSR parkings on Malviya Nagar metro station and Saket metro station are in progress.

DTC:

DTC representative informed EPCA that half of the works assigned to them will start once the work of the other agencies on the same site is done. DTC representative also mentioned that there is an issue regarding the height of Bus Queue Shelter. EPCA pointed out that in the meeting taken by Chief Secretary, Delhi it was decided that all future non-BRT bus stops will be made 150 mm high whereas all the BRT bus stops will be made 390 mm high.

Chairman, EPCA concluded that except for PWD, work for all other agencies seems to be going smoothly. EPCA said that PWD is to ensure completion of works as per the new deadline i.e. March 31, 2011 whereas the other agencies should try and finish their work as per the earlier decided schedule.

EPCA decided to review the progress in end of February followed by a ground inspection in mid March.

**Minutes of the Meeting of Environment Pollution (Prevention & Control) Authority
for the NCR (EPCA) held on February 03, 2011 (Thursday) at 12:30 PM
(at -Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)**

Agenda items: Review of progress on matters related to improvement in public transport in Delhi, especially the status of cluster buses and issue of bus depot.

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member, EPCA

3. Mr. C. K. Goyal, DGM (Technical), DIMTS

4. Mr. R.S. Minhas, Senior Manager (Transport), DTC

EPCA reviewed the progress on implementation of cluster scheme as below:

DIMTS informed that the 17 upcoming clusters will bring in total 4000 to 6000 buses and Cluster 1 includes 231 buses.

Regarding parking space for buses, DIMTS informed that about 100 buses can be parked at Millennium Park. Traffic Police expressed that buses parking at Millennium Park is not possible until the material /instruments used during CWG is removed. Chairman, EPCA directed Transport Department to sort out this issue and intimate EPCA.

Chairman, EPCA further expressed dissatisfaction at the slow progress on implementation of cluster scheme and directed DIMTS to submit the following by Wednesday:

- List of lands identified by DIMTS for buses parking.
- Route wise number of buses to be parked in the identified buses parking lands.
- What is the best possible and realistic schedule for bringing clusters?

EPCA mentioned the RITES Transport Demand Forecast Study which is the basis for the cleared/approved integrated transport corridor network of 38 corridors spread over 659 km and asked DIMTS to inform about bus requirement for the augmented bus fleet based on this study.

**Minutes of the Meeting of Environment Pollution (Prevention & Control) Authority
for the NCR (EPCA) held on February 12, 2011 (Saturday) at 11.00 AM**
(at -Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)

Agenda items: The progress on 2nd BRT corridor from Karawal Nagar to Shastri Park.

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member, EPCA

3. Ms. Romi Roy, Sr. Consultant, UTTIPEC

4. Mr. M. C. Wankhede, DC (Plg.), Transport Department, Govt. of NCTD
5. Mr. Samir Sharma, AVP-TP, DIMTS
6. Mr. C K. Goyal, DGM, DIMTS
7. Mr. Anuj Sinha, AGM, DIMTS
8. Mr. Rakesh Katyal, DIMTS
9. Mr. Divakar Agrawal, SE (M 31), PWD
10. Mr. Mohan Lal, EE (M 213), PWD

11. Mr. C. U. Kumar, CGM, DTC
12. Mr. R.S. Minhas, Sr. Manager, DTC

13. Mr. C. L. Bhatti, ACP, Delhi Traffic Police

14. Ankush Tewani, AEE/Scientist B, CPCB

DIMTS had presented its BRT plan earlier in two EPCA meetings held on 11.09.2010 and 20.10.2010. This meeting was convened to know the progress on the plan and the decision taken in the last meetings.

DIMTS submitted that the plan is still being finalized and will take some more time as the feasibility of extension up to Nand Nagri is also being worked upon. EPCA clarified that the extension which was discussed was not up to Nand Nagri but up to Dilshad Garden.

UTTIPEC expressed that there are very critical issues involved in the DIMTS plan which needs to be discussed in detail and these will also require information from stakeholder. Chairman, EPCA expressed displeasure that it has been already six months since the plan was first presented and the issues are still unresolved. EPCA directed that DIMTS to sort out all issues related to the plan by February 18, 2011. DIMTS apprised EPCA that EFC has already been submitted to Transport Department.

Chairman, EPCA further said that taking February 18, 2011 as basis of the finalization of plan, it expects EFC be cleared by end of February, tendering work be finished by end of June and mobilization by end of August. EPCA directed Transport Department to get it cleared by end of February. DIMTS assured EPCA about expediting the work and abiding by the deadlines.

EPCA decided to review the compliance with the deadlines after two weeks.

**Minutes of the Meeting of Environment Pollution (Prevention & Control) Authority
for the NCR (EPCA) held on February 12, 2011 (Saturday) at 11.30 AM**
(at -Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)

Agenda items: The time schedules for the proposed 15 BRT corridors.

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member, EPCA

3. Mr. M. C. Wankhede, DC (Plg.), Transport Department, Govt. of NCTD
4. Mr. Awin Kohli, Vice President, DIMTS
5. Mr. Abhijit Sarkar, Chief of Bus Concession, DIMTS
6. Mr. C. K. Goyal, DGM, DIMTS
7. Mr. Divakar Agrawal, SE (M 31), PWD

8. Ankush Tewani, AEE/Scientist B, CPCB

EPCA asked DIMTS and PWD about the schedules for the proposed 15 BRT corridors. DIMTS informed that the list of 6 corridors has been submitted to Transport Department for getting the work order however the schedules for implementation is still to be worked out. Chairman, EPCA directed DIMTS to submit the schedule of its BRT corridors with reference to DPR, EFC, Tenders, Mobilization and Completion by next Saturday. PWD also submitted that the time schedule for its BRT corridors will be provided to EPCA by next week. PWD also said that work on all the corridors will be taken up simultaneously. EPCA appreciated this approach and asked DIMTS to proceed similarly i.e. simultaneous work on all corridors.

EPCA decided to hold the next meeting on February 19, 2011 for discussing the schedule of implementation of proposed BRT corridors of DIMTS and PWD.

EPCA also took stock of the work of bus queue shelters being constructed by DIMTS. DIMTS submitted that it has been given an order to construct 800 bus queue shelters by Transport Department out of which foundations have been already laid for 700. For all 157 bus queue shelters of DTC, foundations have been laid and out of 250 bus queue shelters of JC Decaux, foundations have been laid for 170. EPCA asked DIMTS that how many out of these bus queue shelters are built at 150 mm height and how many are built at 390 mm height. DIMTS informed that the bus queue shelters whose foundations have been laid are not meeting the 150 mm height norm but for the remaining bus queue shelters of Transport and JC Decaux, DIMTS has directed the contractors to construct these as per 150 mm guideline. DIMTS further said for the bus stops whose foundations have been laid it will look into if it is still possible to change these to 150 mm. EPCA desired DIMTS to inform EPCA within two weeks that how many of the bus stops will be able to meet 150 mm height specifications.

UTTIPEC showed a photograph of the footpath at West Vinod Nagar, whose layout has been disturbed because of the construction of bus queue shelter and expressed to EPCA that it has observed that while constructing bus queue shelters, footpaths layout might be compromised at many places. Chairman, EPCA expressed displeasure at this and directed DIMTS to review this case and further perform an audit in this reference for newly constructed and under construction bus queue shelters and submit a report to EPCA.

EPCA enquired that who ultimately will own bus queue shelters. Transport Department replied that ultimately bus queue shelters will be handed over to DTC. EPCA asked Transport Department to inform the schedule of transferring bus queue shelters to DTC and the procedure of advertisement revenue collection and its transfer to DTC considering that DTC is the ultimate owner of bus queue shelters.

**Minutes of the Meeting of Environment Pollution (Prevention & Control) Authority
for the NCR (EPCA) held on February 12, 2011 (Saturday) at 12.00 Noon**
(at -Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)

Agenda items: The preparedness of the bus manufacturers to meet the demand of buses for cluster scheme in Delhi.

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member, EPCA

3. Mr. M. C. Wankhede, DC (Plg.), Transport Department, Govt. of NCTD
4. Mr. Subodh Kumar, PLO, Transport Department, Govt. of NCTD

5. Mr. C. K. Goyal, DGM, DIMTS
6. Mr. Anuj Sinha, AGM, DIMTS
7. Mr. Abhijit Sarkar, Chief of Bus Consession, DIMTS

8. Mr. Sanjiv Abbey, Area Incharge, Ashok Leyland Ltd.
9. Mr. Mahesh Gautam, DGM(Sales), Ashok Leyland Ltd

10. Mr. Rishi Kapoor, Regional Sales Manager, Tata Motors Ltd.
11. Mr. Nitin Verma, CSM, Tata Motors Ltd

12. Ankush Tewani, AEE/Scientist B, CPCB

DIMTS informed EPCA about the identified depots/parking spaces and the routes for the buses belonging to first 9 clusters and stated that the list of depots for remaining 8 clusters will be prepared by next week. EPCA requested UTTIPEC to review the locations and provide comments/suggestions within two weeks. DIMTS further informed EPCA that out of these 9 clusters 5 have already been awarded and for remaining 4 bids is to be opened on February 21, 2011 but the date can be changed as there are chances of revision of excise duty.

EPCA asked DIMTS and manufacturers about the number of buses coming in total of 17 upcoming clusters and manufacturers about the preparedness to deliver the buses on time. DIMTS and Manufacturers submitted the following:

Cluster 1: 231 buses. 50 buses already delivered by Tata Motors Ltd, next 50 ready at Lucknow and can be delivered when demanded and the remaining buses will be delivered by the end of April.

Cluster 2, 3, 4 and 5: 682 buses. As per tender, all buses to be delivered by December 2011.

Cluster 6, 7, 8 and 9: 1712 buses.

Remaining 8 clusters: 3368 buses.

Both the manufacturers Tata Motors Ltd. and Ashok Leyland assured EPCA that they are ready to deliver buses on time. TML representative further stated that the prototype will be ready by March. EPCA expressed that since very few blue line buses will be plying on road now and the manufacturers are well prepared to deliver the buses on time thus to support public transport, DIMTS has to prepare a compressed schedule for implementation of clusters and submit it to Transport Department for its clearance at the earliest. EPCA desired that the 50 buses which have already been delivered should be on road by February 19, 2011. DIMTS submitted that for these buses to be on road the identified

Millennium Park parking space should be available but as on date the same is not available as the material used during CWG is still lying there. The Police have given clearance to use this space but clearance from CWG authorities is awaited. Chairman, EPCA expressed dissatisfaction and directed DIMTS to sort out these issues and stick to the deadline i.e. February 19, 2011.

EPCA enquired whether DIMTS have proceeded to procure the free space available near Barapullah road for bus parking. DIMTS submitted that they have already requested MCD through Transport Department for handing over the land. EPCA desired DIMTS to expedite the process and intimate EPCA about the progress. On being asked about the unit space requirement for parking a bus, DIMTS informed that to park a bus including its circulation space the space requirement is 160 sq. m. EPCA requested UTTIPEC to check the figure and the space requirement for depots.

DIMTS informed EPCA that there will be Electronic Ticketing in the upcoming clusters. EPCA desired DIMTS to submit the list of performance parameters.

EPCA decided to convene the next meeting on February 19, 2011.

**Minutes of the Meeting of Environment Pollution (Prevention & Control) Authority
for the NCR (EPCA) held on February 19, 2011 (Saturday) at 10:45 AM**
(at -Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)

Agenda items: The action taken by UPPCB to control air pollution from industries in Sahibabad industrial area, Ghaziabad - complaint dated 15.02.2011 regarding air pollution

Attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Mr. T.U. Khan, RO, UPPCB, Regional Office, Ghaziabad
3. Mr. Praveen Kumar, AEE, UPPCB, Regional Office, Ghaziabad
4. Mr. A. K. Sharma, JE, UPPCB, Regional Office, Ghaziabad
5. Nazim Uddin, SEE/Scientist D, CPCB
6. Ankush Tewani, AEE/Scientist B, CPCB

Complainants

7. Mr. Vipin Aggrawal
8. Mr. S. K. Maheshwari
9. Mr. H. P. Sharma
10. Mr. Sushil Raghav

This meeting was convened in view of the complaint dated 15.02.2011 of Mr. Sushil Raghav about air pollution from industries in Sahibabad industrial area.

EPCA provided copy of the complaint to UPPCB officers and Chairman, EPCA directed UPPCB that the area be inspected every fifteen days and if any industries is observed emitting black smoke it should be given 15 days time to take corrective measures and if the situation does not improve within fifteen days action for closure of such unit should be taken.

Chairman, EPCA further directed UPPCB that if any unit is found having reversed boring for discharge of effluent into ground water immediate action for closure of such unit should be taken.

EPCA decided to review the progress of the matter in April 2011.

**Minutes of the Meeting of Environment Pollution (Prevention & Control) Authority
for the NCR (EPCA) held on February 19, 2011 (Saturday) at 11.00 AM**

(at :-Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)

Agenda items: Agreed time schedule and finalisation of agencies to implement routes for proposed BRT corridors.

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member, EPCA

3. Mr. M. C. Wankhede, DC (Plg.), Transport Department, Govt. of NCTD
4. Mr. P.S. Chauhan, Project Manager (Flyover Project Circle), PWD

5. Mr. Awin Kohli, Vice President, DIMTS
6. Mr. Abhijit Sarkar, Chief of Bus Concession, DIMTS
7. Mr. Samir Sharma, AVP-TP, DIMTS
8. Dr. Amit Misra, Senior Manager (Projects), DIMTS
9. Mr. C. K. Goyal, DGM, DIMTS

10. Nazim Uddin, SEE/Scientist D, CPCB
11. Ankush Tewani, AEE/Scientist B, CPCB

EPCA noted that in the meeting taken by Chief Secretary it was decided that out of 14 proposed BRT corridor, PWD will decide the corridors it wants to take up and the rest will be taken up by DIMTS. In this regard PWD representative informed that they have decided to take up 7 out of the 14 BRT corridors on the basis that 80 to 90 % of those corridor roads are under PWD.

PWD representative also informed that they have already moved ahead on the work and have invited RFP by 3rd March 2011 for one of the corridors i.e. Narela to Azadpur and about 45 days will be taken for processing of the technical and financial bid. The consultant will prepare the detailed tender. Based on the experience in the first case, the preparation of feasibility reports for all corridors will be taken up immediately and about 6 months will be required for DPR preparation and 2 years for completion of work. PWD representative further said that approval to proceed with the seven BRT corridors is awaited from Transport department. EPCA appreciated the approach and desired that the PWD must get all support from Transport Department on priority. Transport Department representative assured about the same.

DIMTS representative noted that 4 of PWD selected corridors were also under consideration of DIMTS and wanted a final decision on the matter. After a discussion with the Chief Secretary on telephone to resolve this matter it was agreed that EPCA would take a final decision on the allocation of routes to two identified agencies, PWD and DIMTS. Based on this decision, the government would finalise the financial matters and set up an agreed time schedule for implementation.

Based on detailed deliberations with all agencies, the final distribution of the BRT corridor between PWD and DIMTS is as below:

PWD

1. Narela to Azadpur (15 Km)
2. Mukundpur to Palam Mor (29 Km)
3. National Stadium to Gazipur (13.2 Km)
4. Anand Vihar ISBT to Connaught Place (11 Km)
5. ISBT Kashmere Gate to Tikri Border (26.5 Km)
6. Kirbi Place to Tilak Nagar (4.3 Km)
7. Sarai Kale Khan to Jor Bagh (via Barapullah nullah) (6 Km)

Total: 105 km

DIMT

1. Karawal Nagar to Chilla (18.8 Km)
2. Badarpur to Airport (25 Km)
3. Mundka to Poothkhurd (18.9 Km)
4. Dhaula Kuan to Chhawala (20.3 Km)
5. Karkari Mor to Gokal Puri (8 Km)
6. Mukundpur to Kondli (25.4 Km)
7. Dilshad Garden to Kashmere Gate ISBT (8 Km)

Total: 124.4 km

EPCA said that both agencies should start work on all corridors simultaneously so that work can progress speedily. It was also agreed that UTTIPEC would be shown the detailed design reports, much before these are finalised, so that all stakeholders, particularly planners and Delhi Traffic Police, can be involved during this crucial phase.

DIMTS representative mentioned that they can proceed on the works after letter from Delhi Government. EPCA desired Transport Department should expedite the process of work in this regard.

EPCA decided to review the progress after two weeks.

**Minutes of the Meeting of Environment Pollution (Prevention & Control) Authority
for the NCR (EPCA) held on February 19, 2011 (Saturday) at 11.15 AM**
(at -Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)

Agenda items: The time schedule for implementation of Buses Clusters.

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member, EPCA

3. Mr. M. C. Wankhede, DC (Plg.), Transport Department, Govt. of NCTD
4. Dr. Amit Misra, Senior Manager (Projects), DIMTS
5. Mr. C. K. Goyal, DGM, DIMTS
6. Mr. Abhijit Sarkar, Chief of Bus Concession, DIMTS
7. Mr. Samir Sharma, AVP-TP, DIMTS

8. Nazim Uddin, SEE/Scientist D, CPCB
9. Ankush Tewani, AEE/Scientist B, CPCB

DIMTS apprised EPCA about the identified depots/parking spaces and the routes for the buses belonging to 17 clusters. EPCA asked DIMTS to immediately take up the matter with DDA through Transport Department for getting the land allocated in Zonal Plans otherwise the lands will be earmarked for some other purpose. Transport Department also assured EPCA to process the matter quickly. EPCA also requested UTTIPEC to provide their comments to EPCA on the cluster plans.

EPCA asked DIMTS whether the 50 buses delivered to them are operating or not. DIMTS submitted that the hiring of conductors is under process and soon after its completion buses will be operated. Chairman, EPCA expressed dissatisfaction and a call was made to Mr. Ajay Chagti, Joint Commissioner and Secretary STA, Delhi to know the exact date of operation of these buses. EPCA was assured that the Cluster 1 buses will ply by 15th March 2011 as there are some issues yet to be sorted out. EPCA directed DIMTS and Transport department to expedite the first five clusters at the earliest as buses are ready to come on the road and if there are some issues the same should be clearly informed to EPCA by next week.

Regarding implementation of Cluster 6 to 9 and 10 to 17, DIMTS submitted that if the conditions related to actions on part of Government are fulfilled buses of all 17 clusters can be expected on roads by March 2012. EPCA said that EPCA will assist DIMTS in respect of expediting Government support provided DIMTS assures to expedite the actions related to it.

EPCA expressed that government needs to ensure that budget provisions are made for cluster scheme.

**Minutes of the Meeting of Environment Pollution (Prevention & Control) Authority
for the NCR (EPCA) held on February 19, 2011 (Saturday) at 11.30 AM**
(at -Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)

Agenda items: East-West Corridor plan

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member, EPCA

3. Mr. Ashok Bhattacharjee, Director, UTTIPEC, DDA
4. Mr. M. C. Wankhede, DC (Plg.), Transport Department, Govt. of NCTD
5. Mr. P.S. Chauhan, Project Manager (Flyover Project Circle), PWD
6. Representatives of UMTC

7. Nazim Uddin, SEE/Scientist D, CPCB
8. Ankush Tewani, AEE/Scientist B, CPCB

EPCA convened this meeting to discuss the East-West Corridor plan being taken up by Urban Mass Transit Company Limited on behalf of PWD, Delhi.

UMTC representative apprised EPCA that UMTC is a joint venture of Ministry of Urban Development Government of India (MoUD, GoI), Government of Andhra Pradesh (GoAP) and Infrastructure Leasing and Financial Services (IL&FS) having 25%, 25% and 50% equities, respectively, formed to facilitate the design, development and implementation of sustainable urban mobility solutions across the country.

UMTC briefed about the East-West Corridor as an elevated cum at-grade level corridor spread over 20.68 km length starting from Akshardham Temple in the East and going up to Punjabi Bagh in the West. It will use the existing Nizamudin Bridge and Bhairon Marg and go on till ITO, leading to New Delhi railway station and from there the road will be elevated till Guru Ravi Dass crossing near Sarai Rohilla. Only buses will be allowed to use the elevated stretch and two flyovers will be constructed that will improve the capacity of the road. EPCA asked UMTC that whether they know that the stretch on its way will be having or joined by some BRTs. UMTC representative replied that they are aware of this and one of the mandates of this project is also to accommodate BRTs in it. EPCA suggested UMTC to take the map containing all 17 BRTs routes for ensuring proper integration of these with their stretch. EPCA was further apprised by UMTC that initially it will be an open system i.e. buses can leave the corridor and then can join back and once other BRTs become functional it can be converted into a closed system.

EPCA asked UMTC to explain the electrification concept in the proposed corridor. UMTC informed that electrification of the entire BRTS is feasible only when it becomes a closed system. EPCA enquired about the capital and operational cost for electrification. UMTC informed that capital and operational cost of electric buses will be approximately three and two and half times the normal buses, respectively.

EPCA asked UTTIPEC whether they have seen the plan or not. Director, UTTIPEC replied that UTTIPEC has only seen it when the alignment plan was presented in the Chief Secretary meeting but has not examined it. UMTC was asked by EPCA to forward the feasibility study to UTTIPEC for review.

UTTIPEC suggested that the corridor should be extended up to Anand Vihar ISBT on eastern side. EPCA asked UMTC to check its feasibility. UMTC agreed to do the feasibility study and apprise EPCA about it.

**Minutes of the Meeting of Environment Pollution (Prevention & Control) Authority
for the NCR (EPCA) held on February 19, 2011 (Saturday) at 12.00 Noon**
(at -Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)

Agenda items: Progress of GAIL's and IGL's plans to improve CNG supply/ pressure in Delhi.

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member, EPCA

3. Mr. Rajeev Mathur, Executive Director (Marketing), GAIL
4. Mr. S.P. Sharma, DGM (CGM), GAIL

5. Mr. Manjeet Singh, VP (Engineering & Projects), IGL
6. Mr. Sudhanshu Pant, GM (Projects), IGL

7. Mr. S.P. Sethi, Senior Manager(SBU), DTC

8. Nazim Uddin, SEE/Scientist D, CPCB
9. Ankush Tewani, AEE/Scientist B, CPCB

EPCA reminded GAIL about the direction issued in the EPCA meeting held on 28.12.2010 regarding submission of a time bound plan to solve the pressure problem faced in East Delhi in the next meeting and asked GAIL to apprise EPCA about the actions taken. GAIL informed that a new 8 inch dia steel pipeline (8ø dia) which is being laid in parallel to the 6ø dia line serving to East Delhi residential consumers, public transport, commercials consumers and industries can be completed only in 12 days but out of twelve clearance, three clearances of Noida Authority, U.P. Irrigation Department and NHAI are getting delayed due to which the work is expected to finish by May end. GAIL said that that with commissioning of this pipeline there will be no problems in East Delhi.

IGL expressed that to solve the problem of low pressure during peak hours, both pipeline may be dedicated to residential consumers and public transport. GAIL expressed objection to it and said that what is being provided is be more that the required and the low pressure problem also requires engineering solutions by IGL. IGL said that the stations are already designed for peak hours and there is no engineering fault. EPCA concluded that since it is a technical issue, Shri B. C. Tripathi, Chairman GAIL may convene a meeting with both the agencies and sort out this issue at the earliest.

GAIL representative submitted that they are setting up four alternate sources/ locations in the next five years which will cater during an emergency in the capital.

DTC representative submitted that because of the pressure problem trips are being skipped, revenue losses are happening and the public/commuters are worst hit. EPCA said that now both the agencies are being directed to sort out this issue at the earliest the pressure problem will be resolved soon. EPCA expressed that DTC should include a penalty clause in their contract with the gas supplier in case of pressure failure to compensate for the loss suffered by DTC due to delayed/non-operation of buses. EPCA further said that DTC should insist on maintenance of pressure supply log books.

**Minutes of the Meeting of Environment Pollution (Prevention & Control) Authority
for the NCR (EPCA) held on February 19, 2011 (Saturday) at 12:30 PM**
(at -Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)

Agenda items: Air quality monitoring in Delhi by different Government agencies & progress on decisions taken in EPCA meetings held on 11.12.2010, 18.12.2010 and 23.12.2010

Attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member, EPCA

3. Ms. Anumita Roychoudhury, CSE
4. Dr. H. B. Mathur, Retd. Prof. IIT-D

5. Dr. Swati Basu, Advisor, MoES
6. Dr. Sunil Peshin, Scientist F, IMD, New Delhi

7. Mr. M. P. George, Sr. Scientist, DPCC
8. Dr. D. Saha, Scientist D, CPCB
9. Dr. Sanjeev Agarawal, Scientist, CPCB

10. Nazim Uddin, SEE/Scientist D, CPCB
11. Ankush Tewani, AEE/Scientist B, CPCB

Background

EPCA had convened meetings on 11.12.2010, 18.12.2010 and 23.12.2010 to discuss the matter of air quality monitoring in Delhi by different Government agencies. The salient decision taken in these meetings are mentioned below:

11.12.2010

- CPCB and DPCC will complete integration by December 2010 end.
- CPCB will provide PM_{2.5} data to EPCA

18.12.2010

- Ms. Anumita Roychoudhury in co-ordination with Dr. H. B. Mathur (CSE) will collate information on air quality data presentation and air quality indices and present it in the next meeting.
- CPCB, being the apex body for generation, analysis and dissemination of air quality related technical data, would be expected to play a lead role in the exercise of finalizing a common format for air quality data presentation and common air quality indices.
- IITM to locate one station in Gurgaon as Gurgaon doesn't have any ambient air quality monitoring station rather than in North Delhi where DPCC's station already exists.
- Three agencies (CPCB, IITM and DPCC) to submit the following information before the next meeting so that further decision about suitable location of new/under-shifting stations can be taken:

Location of the station with address and lat./long.	Parameters monitored	Method of monitoring	Equipments used

23.12.2010

- For the purpose of suggesting to EPCA:
 - Common formats for presentation of basic air quality data based on automatic/continuous monitoring done by different agencies
 - Common air quality indices for additional and simplified presentation of air quality data based on automatic/continuous monitoring done by different agencies
 - Steps to be taken when air quality deteriorates beyond certain specified limits,

Chairman, EPCA constituted an Expert Group of the following members:

Member Secretary, CPCB	:	Chairman
Dr. B. Mukhopadhyay, DDG, IMD	:	Member
Dr. G. Beig, Program Director, SAFAR, IITM, Pune	:	Member
Ms. Anumita Roychoudhury	:	Member
Dr. H. B. Mathur	:	Member
Member Secretary, DPCC	:	Member
Dr. D. Saha, Scientist D, CPCB	:	Convenor

Dr. G. Beig (IITM) and CPCB will give a presentation about the AQI on 8th or 15th of January 2011 before the above Experts Group, after which the Expert Group will circulate for seeking technical comments a basic paper on AQI to other experts, name of which will be suggested by Dr. H. B. Mathur.

- The Experts Group to give its report to EPCA by February 2011 end.

EPCA convened this meeting on 19.02.2011 to review the progress on the above decisions.

Discussions and decisions

Noting that meeting of the Expert Group has not been held for IITM and CPCB presentation, EPCA contacted Chairman of the Expert Group on telephone and it was decided that the meeting will be called in the coming week.

**Minutes of the Meeting of Environment Pollution (Prevention & Control) Authority
for the NCR (EPCA) held on February 26, 2011 (Saturday) at 10:30 AM**
(at -Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)

Agenda items: The status and alternatives of parking for Khan Market and Lok Nayak Bhawan

Attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Mr. Parimal Rai, Chairman, NDMC
3. Mr. Anant M Athale, Chief Architect, NDMC
4. Mr. Anand Tiwari, Director (Enforcement), NDMC
5. Mr. R. S. Godbole, Director (Estate), NDMC
6. Mr. Sudhir Vohra, Project Advisor (Arch)

7. Ms. B. Biswas, Architect CPWD
8. Mr. A.K. Asthana, EO (C), L&DO
9. Mr. R. Jindal, EE (C), CPWD
10. Mr. Amarjeet Singh, AE, CPWD

11. Mr. Rajeev Jain, Lok Nayak Bhawan

12. Nazim Uddin, SEE/Scientist D, CPCB
13. Ankush Tewani, AEE/Scientist B, CPCB

Khan Market

Chairman, EPCA was apprised that L&DO, MoUD has some reservations on the Khan market redevelopment plan forwarded by NDMC and has conveyed to NDMC by letter dated 22.02.2011 that as a part of the area is under NDMC occupation, a collaborative exercise can be undertaken and that NDMC in consultation with CA, CPWD may finalize a comprehensive redevelopment plan keeping in view the points mentioned in the letter. L&DO, MoUD also informed that the land was allotted to NDMC for some different purpose but quarters were built on it. NDMC expressed that it will carry out an assessment of the land under residential use and discuss the matter with CPWD.

Chairman, EPCA said that the overall redevelopment is a big exercise and it may take years whereas the parking problem in the area requires urgent solution. EPCA directed NDMC and CPWD to first confine to the issue of parking problem and come out with a short term solution for the immediate need of parking and enlighten EPCA on this in the meeting on next Saturday at 10.30 am.

Chairman, EPCA also said that shopkeepers should not be allowed to park their vehicles in front of their shops.

Lok Nayak Bhawan

EPCA said that shopkeepers be allowed parking in the basement parking area if the space is available there

**Minutes of the Meeting of Environment Pollution (Prevention & Control) Authority
for the NCR (EPCA) held on February 26, 2011 (Saturday) at 11:00 AM**
(at -Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)

Agenda items: The status of the revised in-use vehicle emission norms

Attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Mr. Anand Prakash, Director (RT), MoSRT&H, Govt. of India
3. Nazim Uddin, SEE/Scientist D, CPCB
4. Ankush Tewani, AEE/Scientist B, CPCB

Mr. Anand Prakash, Director (RT), MoSRT&H apprised Chairman, EPCA that revised in-use vehicle emission norms which will be applicable from 01.04.2011 have been finalized for BS IV vehicles and in this regard a draft notification to invite suggestions/objections was issued on 30.11.2010 and the final notification will be issued shortly.

Mr. Anand Prakash, Director (RT), MoSRT&H further apprised Chairman, EPCA that as regards revision of in-use vehicle emission norms for other vehicles, it is being undertaken, emission data of Delhi was made available but it was decided that emission data from some other part should also be collected which is being collected and the next meeting of the expert committee is scheduled on 18th March 2011. Mr. Anand Prakash assured EPCA that the process will be expedited.

**Minutes of the Meeting of Environment Pollution (Prevention & Control) Authority
for the NCR (EPCA) held on February 26, 2011 (Saturday) at 11:20 AM
(at -Centre for Science and Environmentø India Habitat Centre, Lodhi Road, New Delhi)**

Agenda items: The status of -Reciprocal Common Transport Agreementsø in NCR

Attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Mr. Syed Aqeel Ahmad, Asstt. Director (T), NCRPB
3. Mr. R. R. Jowel, Transport Commissioner & Sp. Secretary Transport, Govt. of Haryana
4. Mr. Dhramendra Singh, Secretary STA, Gurgaon
5. Mr. Ajay Chagti, Joint Commissioner and Secretary STA, Delhi
6. Mr. V. K. Singh, RTO, Meerut
7. Nazim Uddin, SEE/Scientist D, CPCB
8. Ankush Tewani, AEE/Scientist B, CPCB

Chairman, EPCA was apprised that the Reciprocal Common Transport Agreement for Contract Carriages had been signed earlier and is being implemented and the Reciprocal Common Transport Agreement for Stage carriages was signed between NCR states on 22.04.2010 and this has been published by NCR states during July to November 2010.

All states agreed to effectively implement the Agreements and strictly insist on CNG condition.

**Minutes of the Meeting of Environment Pollution (Prevention & Control) Authority
for the NCR (EPCA) held on March 05, 2011 (Saturday) at 10:30 AM**
(at -Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)

Agenda items: The status and alternatives of parking for Khan Market and Lok Nayak Bhawan & follow up of decisions taken in EPCA meeting held on 26th Feb 2011

Attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member, EPCA

3. Mr. Santosh Vaidya, Secretary, NDMC
4. Mr. Anant M Athale, Chief Architect, NDMC
5. Mr. G. Sudhakar, Director (Enforcement), NDMC
6. Mr. R. S. Godbole, Director (Estate), NDMC
7. Mr. Jasbir Singh, Financial Officer, NDMC

8. Mr. A. S. Yadav, AE, CPWD
9. Mr. Amarjeet Singh, AE, CPWD

10. Mr. Sanjeev Mehra, President, KMTA
11. Mr. Brijesh Khosla, Sr. Vice President, KMTA
12. Mr. Harish Malik, Secretary, KMTA
13. Mr. Dinesh Arora
14. Mr. Om Prakash Singh, Khan Market
15. Mr. Vijay Bhagat, Khan Market

16. Nazim Uddin, SEE/Scientist D, CPCB
17. Ankush Tewani, AEE/Scientist B, CPCB

This meeting was convened to take stock of the progress on the direction issued by Chairman, EPCA in the meeting held on 26th Feb 2011 that NDMC and CPWD to first confine to the issue of parking problem for Khan Market and come out with a short term solution for the immediate need of parking and enlighten EPCA on this in the meeting on next Saturday at 10.30 am. However, the progress on the above matter could not be reviewed as no one from CPWD attended the meeting. Chairman, EPCA talked to DG, CPWD and CA, CPWD on telephone and expressed his displeasure on the absence of CPWD representatives. EPCA decided to convene the meeting again next week to discuss the issue.

EPCA expressed that till the solution to parking problem is provided by NDMC and CPWD/L&DO, the free parking in Khan Market must stop. NDMC agreed to implement paid parking from 01.04.11. EPCA further said that L&DO has provided original drawing and now NDMC will do proper measurements to verify the provision of Veranda in the original design and its misuse, if any. EPCA expressed that the property might be on lease but if Veranda is there in design, which is meant as circulating area, shops can not be extended into it and it will be restored by NDMC.

On the matter of KMTA apprehension on the foundation strength to bear the proposed extension, EPCA asked KMTA representatives to get it examined by an independent agency i.e. CBRI.

**Minutes of the Meeting of Environment Pollution (Prevention & Control) Authority
for the NCR (EPCA) held on March 05, 2011 (Saturday) at 12:20 PM**
(at -Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)

Agenda items: Ambient air quality information system

Attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member, EPCA

3. Ms. Anumita Roychoudhury, CSE
4. Dr. H. B. Mathur, Retd. Prof. IIT-D

5. Dr. Swati Basu, Advisor, MoES
6. Dr. Sunil Peshin, Scientist F, IMD, New Delhi

7. Mr. M. P. George, Sr. Scientist, DPCC
8. Dr. D. Saha, Scientist D, CPCB

9. Nazim Uddin, SEE/Scientist D, CPCB
10. Ankush Tewani, AEE/Scientist B, CPCB

This meeting was convened in continuation to the last meeting on the matter held on 26th Feb 2011.

EPCA was apprised that as was decided during meeting dated 26.02.2011, first meeting of the Expert Group has been convened during the last week and it was discussed in the meeting that it will be preferable to have parameter wise indices according to the international practice.

EPCA said that it should be clear to all that the two tasks - i) developing common formats for presentation of basic air quality data, and ii) developing common air quality indices for additional and simplified presentation of air quality data are distinct.

EPCA expressed that the first task is simpler and can be completed immediately and asked the three agencies i.e. CPCB, DPCC and IMD to complete the first task at the earliest. EPCA also requested Dr. H. B. Mathur to deliberate on the matter simultaneously. EPCA also asked these agencies to come in the next week meeting along with the technical officers looking after their website management.

It was agreed that the common format will include provision of a common map available on websites of all three agencies showing all station links leading to the information of air quality data of the stations on their respective websites in the common format to be decided.

It was also agreed that a meeting of CPCB and IITM-SAFAR representative will be convened by the coming Friday, preferably in Delhi under the guidance of Dr. H. B. Mathur for achieving reconciliation on the second task and the progress will be reported to EPCA in Saturday meeting.

EPCA also desired that the three agencies give the schedule of completing the proposed relocation and augmentation of monitoring stations reported in Dec 18, 2010 meeting.

**Minutes of the Meeting of Environment Pollution (Prevention & Control) Authority
for the NCR (EPCA) held on March 05, 2011 (Saturday) at 11:00 AM**
(at -Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)

Agenda items: Integration of Aurobindo Marg metro stations with road transportation - progress and status of work

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member, EPCA

3. Mr. Ashok Bhattacharjee, Director, UTTIPEC, DDA

4. Mr. Neeraj Bharati, CGM (P&A), DTC
5. Mr. A. K. Chawla, Dy. CGM, DTC
6. Mr. Yash Khurana, Senior Manager, DTC

7. Mr. I. D. Yadav, EE/M-113, PWD
8. Mr. A. S. Yadav, AE, PWD

9. Mr. T. R. Meena, EE(R-III), NDMC

10. Mr. Harish H.P, ACP/Traffic, SE
11. Mr. Mahesh Narayan, TI/Defence Colony

12. Nazim uddin, SEE/Scientist D, CPCB
13. Ankush Tewani, AEE/Scientist B, CPCB

EPCA was apprised that PWD works are in progress.

It was decided that a joint inspection of UTTIPEC, DMRC, NDMC and Delhi Police will be done on coming Tuesday to sort out the issue of TSR parking space on both side of road near AIIMS station.

EPCA expressed that proper lighting for bus bays at Jorbagh and INA may be arrangement and use of bus bays need to be enforced.

**Minutes of the Meeting of Environment Pollution (Prevention & Control) Authority
for the NCR (EPCA) held on March 05, 2011 (Saturday) at 11:20 AM**
(at -Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)

Agenda items: The cluster buses scheme & identification of bus depots

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member, EPCA

3. Mr. Ajay Chagti, Joint Commissioner and Secretary STA, Delhi
4. Mr. M. C. Wankhede, DC (Plg.), Transport Department, Govt. of NCTD

5. Mr. Ashok Bhattacharjee, Director, UTTIPEC, DDA

6. Mr. C. K. Goyal, DGM, DIMTS
7. Mr. Anuj Sinha, AGM, DIMTS

8. Nazim uddin, SEE/Scientist D, CPCB
9. Ankush Tewani, AEE/Scientist B, CPCB

EPCA was apprised with the following status/information by Transport Department and DIMTS:

- There will be delay in bringing the first cluster on road but after April 12, 2011, the contractor will be penalized at Rs 1 Lakh per day for 90 days and Rs 2 Lakh per day thereafter.
- Cluster 2, 3, 4 and 5 buses will be on road before the decided schedule and depot/land to park the buses of Cluster 2 has already been identified as Kushak Nala, though there are some minor issues related to access and exit but these will be sorted out.
- Tenders for the Cluster 6, 7, 8 and 9 will be opened on Monday, tenders for Clusters 10, 11, 12 and 13 will be issued on 15th March 2011 and tendering process for the remaining clusters will be initiated after 15th April 2011.

EPCA desired that Transport Department and DIMTS to work out and submit a compressed schedule for bringing Clusters buses on road.

DIMTS agreed to complete route rationalization by mid of April 2011.

Transport Department agreed to immediately contact DDA to sort out issues of land for cluster buses parking. UTTIPEC agreed to help in convening the meeting in DDA in this regard.

EPCA decided to review progress after one two weeks.

**Minutes of the Meeting of Environment Pollution (Prevention & Control) Authority
for the NCR (EPCA) held on March 05, 2011 (Saturday) at 11:40 AM**
(at -Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)

Agenda items: Bus stops work - status of CS / EPCA decision on height and information about advertisement contact

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member, EPCA
3. Mr. Ashok Bhattacharjee, Director, UTTIPEC, DDA

4. Mr. Ajay Chagti, Joint Commissioner and Secretary STA, Delhi
5. Mr. M. C. Wankhede, DC (Plg.), Transport Department, Govt. of NCTD
6. Mr. Subodh Kumar, PLO, Transport Department, Govt. of NCTD
7. Mr. A. Parashar, Senior Vice President, DIMTS
8. Mr. Awin Kohli, Vice President, DIMTS
9. Mr. Neeraj Bharati, CGM (P&A), DTC
10. Mr. A. K. Chawla, Dy. CGM, DTC
11. Mr. Yash Khurana, Senior Manager, DTC

12. Nazim uddin, SEE/Scientist D, CPCB
13. Ankush Tewani, AEE/Scientist B, CPCB

EPCA convened this meeting in continuations to the meeting dated February 12, 2011 to discuss the issue of height of bus queue shelters being constructed by DIMTS and DTC, and advertisement revenue generated from bus stops.

DIMTS informed EPCA that out of the 800 bus queue shelters to be constructed for Transport Department, foundations for 705 have been laid and in these 675 are 390 mm or above in height and only 13 bus queue shelters height can be reduced within the range of 150 to 230 mm. DIMTS further said that for the remaining 95 bus queue shelters the height cannot be lowered than the existing footpath height. About the status of work of JC Decaux bus queue shelter, DIMTS informed that out of 250, only 55 are to be constructed and the rest have been constructed at 390 mm height. DIMTS assured EPCA that there will be no compromise on the height of the remaining bus queue shelters.

EPCA asked DIMTS about the revenue from the advertisements on these bus queue shelters. DIMTS replied that none of the 800 bus queue shelters have advertisement on them. EPCA asked DIMTS to conduct a survey of bus queue shelters and intimate EPCA about the actual position on ground. Transport Department informed that for advertisement on 800 bus queue shelters, bid documents will be opened on Monday for award of contracts for 5 years. It was informed that DTC used to give its contract for 2 years. EPCA expected Transport Department will frame the contract with best conditions with proper penalty provision to ensure proper maintenance, cleanliness, lighting etc. **EPCA directed Transport Department to apprise about the policy on sharing of revenue from advertisements on bus queue shelters.**

EPCA enquired about the status of audit of layout of footpaths near the recently constructed bus queue shelters. DIMTS informed that the audit is under progress and report will be submitted.

**Minutes of the Meeting of Environment Pollution (Prevention & Control) Authority
for the NCR (EPCA) held on March 05, 2011 (Saturday) at 12:00 Noon**
(at -Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)

Agenda items: Misuse of pedestrian footpaths for advertisement and other works

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member, EPCA

3. Mr. M. C. T. Pareva, PM, CWG, PWD

4. Mr. Ashok Bhattacharjee, Director UTTIPEC, DDA

5. Mr. P.R. Meena, EE (Civil), MCD
6. Mr. Bhupinder Kumar, AE (Civil) (South Zone), Delhi

7. Nazim uddin, SEE/Scientist D, CPCB
8. Ankush Tewani, AEE/Scientist B, CPCB

EPCA said MCD is doing widespread misuse and commercialization of footpath and pedestrians are suffering due to this misuse of footpaths in terms of encroachment and advertisement.

PWD said that even the footpaths of PWD roads are not being spared by MCD and booths and unipoles are being erected. EPCA asked PWD to provide details about the same.

EPCA directed MCD to strictly follow the policy of 'no advertisements on footpath' and remove all encroachments, booths and advertisement on footpaths immediately and submit a report on it to EPCA within two weeks also informing that who in MCD had allowed this to happen.

Chairman, EPCA also expressed that other authorities should also keep it in mind that pedestrian footpaths are meant for general public to walk and not for advertisements and other misuses.

**Minutes of the Meeting of Environment Pollution (Prevention & Control) Authority
for the NCR (EPCA) held on March 12, 2011 (Saturday) at 10:30 AM**
(at -Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)

Agenda items: The status and alternatives of parking for Khan Market and LokNayakBhawan
ófollow up of decisions taken in meetings held on 26.02.11 and 05.03.11

Attendance:

1. Dr. BhureLal, Chairman, EPCA
2. Ms. SunitaNarain, Member, EPCA

3. Mr. Parimal Rai, Chairman, NDMC
4. Mr. Anant M Athale, Chief Architect, NDMC
5. Mr. Anand Tiwari, Director (Enforcement), NDMC
6. Mr. R. S. Godbole, Director (Estate), NDMC
7. Mr. SudhirVohra, Project Advisor (Arch)
8. Mr. A.M. Athale, CA, NDMC
9. Mr. Jasbir Singh, Financial Officer, NDMC

10. Mr. R.B. Singh, OSD, CPWD
11. Mr. R.K. Kakar, CA, CPWD
12. Mr. Rakesh Jindal, EE (Civil), CPWD
13. Mr. Jagdish Prasad, JE (Civil), CPWD

14. Mr. Shailesh Singh, L&DO
15. Mr. A.K. Chopra, L&DO

16. Mr. Sanjeev Mehra, President, KMTA
17. Mr. Brijesh Khosla, Sr.Vice President, KMTA

18. AnkushTewani, AEE/Scientist B, CPCB

NDMC showed the layout of the Khan Market area with the help of a map to EPCA and explained how it will be redeveloped under the comprehensive redevelopment plan to ensure proper parking and smooth traffic movement. CA, CPWD expressed that the short term plan should be a part of the long term plan so that the existing and proposed developments are well integrated. Chairman, EPCA reminded NDMC that the comprehensive redevelopment plan must not result in usurping the land for the benefit of private parties/shop/flatowners. CA, CPWD and NDMC to first ensure to restore the status of shops, verandah and first floor including Barsati as it existed in the construction plan of L&DO.

President, KMTA mentioned that T-junction has been opened by Traffic Police and for now the traffic movement has improved in Khan Market. EPCA expressed that for the time being, NDMC may go ahead with allowing some parking in the market area but it would ensure that the green areas of the Khan Market are restored. EPCA further expressed that highest slab of parking rates need to be implemented for the Khan Market area.

Chairman, EPCA directed NDMC and CPWD to finalise within four weeks the alternative parking place as the Park which has been converted into parking site is an encroachment.

**Minutes of the Meeting of Environment Pollution (Prevention & Control) Authority
for the NCR (EPCA) held on March 12, 2011 (Saturday) at 11:00 AM**
(at -Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)

Agenda items: Integration of Qutub-Gurgaon metro stations with road transportation
ó progress and status of work.

Attendance:

1. Dr. BhureLal, Chairman, EPCA
2. Ms. SunitaNarain, Member, EPCA

3. Mr. S. A Verma, Dy. CE, DMRC
4. Mrs. RashmiBhardwaj, Manager/Architect, DMRC
5. Representative of NHAI

6. Mr. Hareesh H.P, ACP/Traffic, SE

7. AnkushTewani, AEE/Scientist B, CPCB

EPCA expressed that this meeting is convened to discuss the status of work being carried out by NHAI from the end of Qutub Minar Metro station till border of Gurgaon.

NHAI apprised EPCA that the work is under progress and is expected to get completed by the month of April. EPCA asked NHAI to keep EPCA informed about the progress of the work.

NHAI mentioned that they are working on the curve that is near to the Metro's subway which is under construction to make it smoother and this is also expected to get completed by April but the Metro subway work is going at a slow pace. EPCA desired DMRC to take care of the same.

NHAI further informed that proposals have been received from police regarding provision of pedestrian signals at crossings on this stretch and same will be cleared shortly. Traffic Police informed that recently a meeting was held at UTTIPEC regarding the new crossings opened by NHAI on this stretch and NHAI was requested to submit the justification of these crossings.

EPCA reminded NHAI that pedestrian ways are to be built as per UTTIPEC guidelines and bus bays are to be built as far as possible. NHAI assured EPCA that all works are being done accordingly.

EPCA reminded Traffic Police that parking created by DMRC near Yusuf Sarai Metro station has become functional therefore shopkeepers should be called and use of the parking should be impressed upon so that there should be no inconvenience in movement of traffic and pedestrians. Traffic Police assured to implement it.

**Minutes of the Meeting of Environment Pollution (Prevention & Control) Authority
for the NCR (EPCA) held on March 12, 2011 (Saturday) at 11:30 AM**
(at -Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)

Agenda items: Progress on 14 proposed BRT corridors.

Attendance:

1. Dr. BhureLal, Chairman, EPCA
2. Ms. SunitaNarain, Member, EPCA

3. Mr. M. C. Wankhede, DC (Plg.), Transport Department, Govt. of NCTD

4. Mr. P.S. Chauhan, Project Manager (F-13), PWD
5. Mr. Manoj Kumar, Project Manager (F-13), PWD

6. Mr. PramodBehera, UTTIPEC, DDA

7. Mr. Samir Sharma, , AVP-TP, DIMTS

8. AnkushTewani, AEE/Scientist B, CPCB

PWD apprised EPCA that Commissioner Transport has approved all BRT proposals of PWD and the same were forwarded to Secretary, PWD for approval and now these will be presented to CS today. PWD further informed that first tender will be opened on March 15, 2011.

DIMTS apprised EPCA that a meeting regarding second BRT (Karawal Nagar to Gandhi Nagar and Dilshad Garden /Yamuna Vihar to Mori Gate) took place yesterday in which Traffic Police pointed out few trouble spots and now a rekey of the area will be carried out. DIMTS further said that a formal approval from UTTIPEC is expected soon and that bidding process is in progress. UTTIPEC said that they are examining the proposal submitted by DIMTS. EPCA expressed that it is expected that all these work will be over by March end. DIMTS further informed that a sub group has been created to deal with the entire work of BRTs. EPCA expressed that the progress on BRTs will be reviewed every month with this sub group.

EPCA asked both the agencies whether the provisional allocation has been done for the BRT projects or not. Both the agencies replied that the same has been done.

It was discussed that what should be done in case of 3 Km Vikas Marg stretch as the same falls under the Anand Vihar ISBT to Connaught Place (11 Km) BRT stretch given to PWD. All agreed that it would be better to do it as one integrated corridor.

Chairman, EPCA expressed that proper coordination between different agencies and integration of different modes of transport should be taken care of at every phase of the project.

**Minutes of the Meeting of Environment Pollution (Prevention & Control) Authority
for the NCR (EPCA) held on March 12, 2011 (Saturday) at 12:20 AM**
(at -Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)

Agenda items: Progress on developing common ambient air quality information system in Delhi.

Attendance:

1. Dr. BhureLal, Chairman, EPCA
2. Ms. SunitaNarain, Member, EPCA

3. Dr. H. B. Mathur, Retd. Prof. IIT-D
4. Mr. Ramakant, CSE

5. Dr. Swati Basu, Advisor, MoES
6. Dr. G. Beig, Program Director, SAFAR, IITM (MoES), Pune
7. Dr. Sunil Peshin, Scientist F, IMD, New Delhi

8. Mr. M. P. George, Sr. Scientist, DPCC
9. Dr. D. Saha, Scientist D, CPCB

10. AnkushTewani, AEE/Scientist B, CPCB

This meeting was convened in continuation to the meetings held on 26.02.11 and 05.03.11.

Dr. H. B. Mathur presented to EPCA the demo of the common formats on which the air quality data of six criteria pollutants RSPM, PM_{2.5}, CO, SO₂, NO_x and O₃ can be presented to the public by the three agencies CPCB, DPCC and IMD in their respective websites. EPCA approved the formats with few nomenclatural changes to make them more user friendly. EPCA also showed the website of few other countries to apprise the stakeholders how air quality data is presented in these countries. EPCA requested Dr. Mathur to guide the website designers for finalizing the design and layout of the web pages and present them in the next meeting.

Advisor, MoES suggested addition of a link of Frequently Asked Questions (FAQs) at the main page of the website, giving information on: What is Air Quality Index, How it is calculated can also be included. EPCA said that once the website with basic format becomes operational, these can be taken at later stages as steps for refinement.

About the decision on cut-off points for designating the air quality index in various categories (good, moderate, un-healthy, hazardous) EPCA was apprised that a meeting of various monitoring agencies in NCR to decide the same will be held shortly and subsequently the decisions can be presented to EPCA in the next meeting. Dr Beg made a presentation of IITM (MoES) approach in this direction.

EPCA was satisfied at the progress and expressed that looking at the pace of the works both tasks are expected to be completed within two months.

**Minutes of the Meeting of Environment Pollution (Prevention & Control) Authority
for the NCR (EPCA) held on March 19, 2011 (Saturday) at 11.00 AM**
(at -Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)

Agenda items: Multimodal corridor development plan for Vikas Marg ó presentation by UTTIEC.

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member, EPCA

3. Mr. Rajesh Mittal, SE (M-21), PWD
4. Mr. S.C. Chauhan, EE (F-121), PWD
5. Mr. M. C. Yadav, EE (M-211), PWD

6. Ms. Romi Roy, Sr. Consultant UTTIPEC, DDA
7. Mr. Neeraj Bharati, CGM (P&A), DTC
8. Mr. H. C. Gupta, Dy. CGM, DTC
9. Mr. A. K. Goyal, Dy. CGM, DTC
10. Mr. R. B. Sharma, Dy. CGM (West), DTC
11. Mr. R. S. Minhas, Sr. Manager, DTC
12. Mr. C. Prakash, DTC

13. Mr. Raj Kumar, ACP, Traffic, East
14. Mr. Ravindra Tomar, TI, Gandhi Nagar

15. Ankush Tewani, AEE/Scientist B, CPCB

UTTIPEC presented the multimodal corridor development plan for Vikas Marg to EPCA and pointed out the following issues related to important junctions falling on this stretch:

Laxmi Nagar Junction:

1. This junction is accident prone especially due to movement of large number of metro commuters near Laxminagar metro station.
2. The two already constructed subways are not used further making the problem critical.

UTTIPEC further expressed that at Laxmi Nagar, the right turn blocked by Police should be done only for peak hours.

Nirman Vihar Junction:

1. The V3S mall using set back for parking despite having underground parking for mall. Further, auto rickshaws are always found occupying the carriage way.

Karkari Mod Junction:

1. No safety for passengers crossing this junction having signal time greater than 180 seconds.
2. DJB pipeline is an obstruction in improving the design of Karkari Mod Junction.

EPCA desired PWD to take up the issue with DJB regarding Karkari Mod and report back. Further, Traffic Police was asked to take up the issues/observations raised by UTTIPEC.

UTTIPEC apprised EPCA that the plan has been cleared with observations regarding certain sections that needs detailing by PWD. UTTIPEC further apprised EPCA that pelican crossings have been provided at major points in the plan some of which have also been shown to Traffic Police.

PWD stated that tenders will be invited for Vikas Marg taking it as a part of overall ITC Corridor.

Chairman, EPCA reminded Traffic Police about the meeting held with traders regarding solution of parking for Vikas Marg and directed Traffic Police to call follow up meetings with traders to check what they have done to find parking sites. Traffic Police assured to do it and reply back to EPCA.

It was decided that EPCA will write to DDA to explore options for off-street parking for VikasMarg, including Seed Bed Farm land and DDA land in Laxmi Nagar District Centre.

During the meeting, UTTIPEC poited out that the road connection from Road No. 57 to Anand Vihar terminal needs to be maid as it will be very helpful in proper management of traffic.

**Minutes of the Meeting of Environment Pollution (Prevention & Control) Authority
for the NCR (EPCA) held on March 19, 2011 (Saturday) at 11.30 AM**
(at -Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)

Agenda items: The operational efficiency of DTC.

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
1. Ms. Sunita Narain, Member, EPCA
2. Mr. Neeraj Bharati, CGM (P&A), DTC
3. Mr. H.C. Gupta, Dy. CGM, DTC
4. Mr. A.K. Goyal, Dy. CGM, DTC
5. Mr. R.B. Sharma, Dy. CGM (West), DTC
6. Mr. R. S. Minhas, Sr. Manager, DTC
7. Mr. C. Prakash, DTC
8. Ankush Tewani, AEE/Scientist B, CPCB

Chairman, EPCA said that this meeting is convened to know the operational efficiency of DTC and the reasons of bunching of buses being observed on many routes.

DTC said EPCA that the operational efficiency has improved and as on date the vehicle utilization is about 190 km per bus and the out shedding of buses in the morning and evening has also increased from 5000 and 3899 to about 5500 and 5000 respectively. Chairman, EPCA appreciated the improvement shown by DTC. About the frequency of buses adopted currently, DTC informed that frequency of buses varies depending on the type of route, as on now, in total there are 530 operational routes and these are divided into two categories: trunk routes (40 in number) and non-trunk routes (all remaining routes). Trunk routes are the routes having maximum traffic and these have minimum bus frequency of 8 minutes whereas non-trunk routes are the one with moderate traffic and here the frequency of bus is 10 to 15 minutes.

EPCA expressed that if these frequencies are followed there should not be any problem of bunching of buses and this indicates that inadequate management is the main reason of bunching. DTC said that the management is proper and operations have also improved. Drivers are not allowed now to skip their duty for meals which was a major reason of bunching of buses and all drivers remain on their duty as per their roster. DTC further said that timekeepers have been deployed at terminals i.e. both the originating and terminal point to assure compliance of rosters and mobile squads have been created to cross check the buses operating at various routes at strategic locations.

DTC expressed that the measures so far taken may be treated as temporary and emergency measures but the installation of GPS in the buses will provide permanent solution.

EPCA asked DTC to tell the status of GPS installation. DTC said that fitment of GPS device has been done in only 3300 buses. Chairman, EPCA expressed disappointment at this progress as DIMTS had committed that all DTC buses will be completed with GPS installation by Dec 2010. EPCA decided to take up the matter with Transport Department. Chairman, EPCA said that looking at the slow progress of GPS installation and DTC's man-power constraint to effectively implement current temporary/emergency measures on large scale, DTC should alongside work out for other emergency solutions for ensuring optimum efficiency and these should be implemented on all trunk and major routes.

EPCA also discussed the availability of low floor buses for schools. DTC apprised that low floor buses have always been offered to schools but these are not preferred by them primarily because of cost, as a school is charged Rs 60 per km for low floor bus in addition to Rs 3000 fixed charges whereas in case of standard buses the same is Rs 40 per km with a fixed amount of Rs 2000. EPCA noted the matter for taking up with schools in future.

**Minutes of the Meeting of Environment Pollution (Prevention & Control) Authority
for the NCR (EPCA) held on March 19, 2011 (Saturday) at 12.00 Noon**
(at -Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)

Agenda items: DMRC plans for increasing capacity utilization of tracks in light of growing complaints of crowding and lack of facilities.

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member, EPCA
3. Mr. Ratnesh Kumar Jha, DGM-Operations, DMRC
4. Ankush Tewani, AEE/Scientist B, CPCB

Chairman, EPCA said that this meeting is convened to know about DMRC's plans for increasing capacity utilization of tracks and taking measures to address the problem of crowding at metro stations and the related problem of lack of facilities.

EPCA asked DMRC to give information on the current status of its fleet and operations. DMRC representative apprised EPCA with the following information on all operational lines (along with detailed information on two critical lines - Jahangir Puri to Huda City Centre (Gurgaon) Line and Dwarka to Noida Line:

Fleet:

Lines	Stations	Total Track Length	Total Trains	Number of 6 car trains	Number of 4 car trains
6	133	140 km	193	15	178

Two critical lines	Total Trains	Number of 6 car trains	Number of 4 car trains
Jahangir Puri - Gurgaon Line	59	6	53
Dwarka - Noida Line	64	9	55

Operations on two critical lines:

Line	Frequency during peak hours
Jahangir Puri - Gurgaon Line	2 minutes 48 seconds
Dwarka - Noida Line	2 minutes 46 seconds

Peak hours: 07:30 to 11:30, and 16.00 to 20:30 hours

EPCA asked DMRC to tell the reason behind overcrowding and what measures are being taken in terms of operations improvement and fleet augmentation to reduce overcrowding at stations.

DMRC representative apprised EPCA about proposed improvement in operations on Jahangir Puri - Gurgaon Line by introduction of trains with two additional destination points i.e. Vishwavidyalaya to Green Park and Vishwavidyalaya to Qutub Minar to be taken up shortly. DMRC representative also apprised EPCA about the proposed fleet augmentation by introduction of 40 and 33 six cars trains on Jahangir Puri - Gurgaon and Dwarka - Noida line, respectively, by August 2011.

DMRC representative said that critical lines are mainly facing trouble during peak hours and the primary problem is of boarding and de-boarding of passengers and to manage the same security

personnel have been deployed at all stations. EPCA expressed that the improper boarding and de-boarding by the passengers might be, to some extent, because of limited passenger information system - like display of information about only one train instead of next three trains as done in London metro, and no display of information regarding the number of cars in the upcoming train in absence of which people concentrate to the space of conventional four cars even if the next train has six cars in it. DMRC representative said that announcement is done at all stations if the next train is of six cars and the observation about display of information for next three trains has been noted and the same can be assessed for implementation. EPCA said that the display of information regarding number of cars in the next trains also needs to be introduced because it will be more user-friendly than announcement.

EPCA asked DMRC to tell the other snags that obstruct the smooth operations of trains. DMRC representative replied that there were two other snags in the past which now have been taken care of:

1. Interface problem with rolling stock and signaling which has been substantially reduced since last three months.
2. Theft of signaling cables in Chattarpur, Gurgaon areas which has been controlled by intensifying patrolling by CISF.

EPCA enquired about the average monthly ridership on Gurgaon Line and on all lines, ticket cost and operation cost per km. DMRC representative informed that average monthly ridership on Gurgaon line and on all lines for the month of February were about 5 and 15 lakhs, respectively and the ticket cost varies from Rs 8 to Rs 30. DMRC representative said that information on operation costs is not available right now. EPCA requested him to send this information.

Chairman, EPCA concluded that this authority understands the public transport load put up on the shoulders of DTC and DMRC and appreciates that both agencies strive to handle it well and it is expected that the performance is going to be only improved in future.

**Minutes of the Meeting of Environment Pollution (Prevention & Control) Authority
for the NCR (EPCA) held on March 26, 2011 (Saturday) at 10.30 AM**
(at -Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)

Agenda items: Expeditious operationalisation of Multilevel parking at B.K.S. Marg & Sarojini Nagar, constructed by NDMC on PPP Model.

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Mr. Santosh Vaidya, Secretary, NDMC
3. Mr. Ajay Gupta, Ex. En. (Projects), NDMC
4. Mr. Sushil Dwivedi, SE (R), NDMC
5. Mr. T.R. Meena, EE (R-III), NDMC
6. Mr. Jasbir Singh, Financial Officer, NDMC
7. Mr. Mange Ram, Enforcement, NDMC
8. Mr. Anant M Athale, Chief Architect, NDMC

9. Mr. Navneet Kumar, Secretary, DUAC

10. Mr. R.C. Sharma, V.P., DLF
11. Dr. S.P. Chakrabarti, Chief-Environment, DLF
12. Mr. Giri Raj Shah, CA, DLF
13. Mr. Rajeev Bajaj, DLF

14. Mr. P.S. Bawa, Sr. Consultant, DIMTS

15. Mr. Atul Gupta, DFS

16. Mr. M.S. Dabas, ACP, Traffic, NDD
17. Mr. Sanket Kaushik, TI, PTC
18. Mr. Jaswant Singh, TI, R.K.P

19. Mr. Satender Kumar, EE, DPCC
20. Mr. Sunil Kumar, AEE, DPCC

21. Ankush Tewani, AEE/Scientist B, CPCB

Chairman, EPCA said that this meeting is convened to discuss how can the process of clearances from various authorities be initiated early so that by the time the parking sites at B.K.S. Marg & Sarojini Nagar are ready the clearances are available and thus public do not have to wait for availability of these sites for usage because of the delay due to want of approvals.

Chairman, EPCA asked NDMC that whether they have initiated clearance process from various authorities. The status of works/clearances appraised by NDMC concessionaire, the responses of concerned authorities and observations of EPCA are stated below:

Delhi Fire Service (DFS) Clearance

NDMC concessionaire said that 95 % of works of firefighting system is complete therefore DFS is requested to carry out a preliminary inspection. DFS representative said that they can carry out

preliminary inspection within three days of receipt of a request letter from concessionaire but the final inspection will be done only when the system is completely implemented. Concessionaire expressed that they will immediately send the request letter to DFS on basis of which preliminary inspection can be done in first week of April and subsequently send letter for final inspection by the end of April.

Delhi Urban Art Commission (DUAC) Clearance

DUAC informed EPCA that their meetings are held every fortnight but for their clearance, submission of plan and DFS clearance is necessary. Chairman, EPCA said that EPCA wants the parking to be operational by early June which is already an extension. DUAC said that if the concessionaire fulfills the stated condition by April end then their clearance can be provided by Mid May.

Delhi Pollution Control Committee (DPCC) Clearance

DPCC apprised EPCA that NDMC has to apply for Consent to Operate (CTO) after completion of the work for getting clearance from them.

Traffic Police (TP) Clearance

The concessionaire apprised EPCA that the traffic management plan of both the areas have been prepared and are ready for forwarding to Traffic Police for clearance. Chairman, EPCA suggested that the plans should be explained to Traffic Police in a meeting to save time rather than doing having correspondences so that the suggestions can be incorporated then and there. Chairman, EPCA also suggested that physical inspection for both the areas will provide the real ground situation hence it should be carried out before the meeting between Concessionaire and Traffic Police.

It was decided, that a joint physical inspection of both sites by NDMC, the concessionaire and Traffic Police will be carried out at 11:00 am and 12:30 pm respectively on Monday.

Chairman, EPCA reminded NDMC and Traffic Police about the order of Honøble Supreme Court of India for decongestion of market areas and directed them to hold meetings with all concerned to ensure that vehicles are parked only in parking sites and not in the market.

EPCA further said to NDMC and Traffic Police that the authority had already spoken to shopkeepers and they had agreed to remove encroachments from verandas, hence, the same should be ensured and Patriwalas should also be removed from both markets.

Chairman, EPCA decided to review the progress on April 09, 2011.

**Minutes of the Meeting of Environment Pollution (Prevention & Control) Authority
for the NCR (EPCA) held on March 26, 2011 (Saturday) at 11.00 AM**
(at -Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)

Agenda items: Status of cluster buses scheme and allocation of bus depots for cluster scheme buses.

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Mr. Ajay Chagti, Additional Commissioner, Department, Govt. of NCTD
3. Mr. C. K. Goyal, DGM, DIMTS
4. Mr. Anuj Sinha, AGM, DIMTS
5. Mr. Abhijit Sarkar, Chief of Bus Concession, DIMTS
6. Mr. Avijit Malik, Manager (Projects), DIMTS
7. Ankush Tewani, AEE/Scientist B, CPCB

Status of cluster buses scheme

Transport Department apprised EPCA that the buses delivered by Tata Motors Ltd. (TML) in the first cluster have some deficiency in them, a letter in this regard has already been sent to TML and further the first notice to be sent will be ready by Monday. Chairman, EPCA expressed dissatisfaction at the delay occurring in operation and said that because of this delay the pressure of serving public is mounting on DTC day by day, therefore, it is desired that all issues must be resolved at the earliest. Transport Department assured EPCA that on April 10, 2011 the first 50 buses of this cluster will be operational. EPCA desired that the status of remaining 181 buses of Cluster 1 be submitted in the next meeting.

Transport Department further informed EPCA that for Clusters 3, 4 and 5 the target of delivery in July will be met. EPCA asked about the scope of compressing the delivery schedule of buses in these clusters. Transport Department said that it is possible to get the delivery of these clusters in June 2011. Chairman, EPCA desired the same be attempted.

Regarding Clusters 6, 7, 8 and 9, Transport Department informed that the technical bids will be reviewed on 4-5.04.2011 and the financial bid will be opened on 8.04.2011. Chairman, EPCA desired Transport Department to submit the best possible compressed schedule for remaining 6 to 17 clusters.

Status of allocation of bus depots

Transport Department apprised EPCA that a meeting was held regarding allocation of bus depots for cluster scheme buses at UTTIPEC on March 13, 2011 and the facts presented by the UTTIPEC were to be taken to the core group for making a decision. EPCA asked about the present status regarding possession and identification of new lands for depots and whether the issue related to Millennium Park depot has been resolved. DIMTS apprised EPCA with the following status:

- In Vasant Kunj area, possession of land has been done.
- Kushak Nallah and Sunehri Nallah are the two identified sites that have been principally assigned. Physical possession of these two sites will be taken from MCD through Transport Department. Traffic circulation design of Kushak Nallah has already been worked out.
- Other areas where lands have been identified include Maharani Bag, Tehkhand, Libaspur and Paschim Vihar.

Regarding, Millennium Park depot issue, it was informed that all issues have been resolved, the space has been handed over and it can be used for parking 100 buses.

Chairman, EPCA directed DIMTS to submit the list of identified lands along with information on issues and problem regarding handing over in the next meeting.

**Minutes of the Meeting of Environment Pollution (Prevention & Control) Authority
for the NCR (EPCA) held on March 26, 2011 (Saturday) at 11.20 AM**
(at -Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)

Agenda items: Status of bus stops work and Govt. policy on advertisement income sharing

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Mr. Naresh Kumar, CMD-DTC
3. Mr. Joginder Sharma, Dy. Commissioner, DTC
4. Mr. Neeraj Bharati, CGM (P&A), DTC
5. Mr. A. K. Chawla, Dy. CGM, DTC

6. Mr. B.N. Singh, OSD, Advertising, MCD

7. Mr. Ajay Chagti, Additional Commissioner, Department, Govt. of NCTD
8. Mr. Subodh Kumar, PLO, Transport Department, Govt. of NCTD

9. Mr. Awin Kohli, Vice President, DIMTS

10. Ankush Tewani, AEE/Scientist B, CPCB

Bus stops work

DIMTS representative apprised EPCA that due to some problems on the work of bus queue shelters there is not much further progress and as on date 710 foundations have been laid, out of which finishing on 620 are going on. Chairman, EPCA expressed that the work on bus queue shelters must be expedited by DIMTS.

Govt. Policy on advertisement income sharing

EPCA asked MCD about the Govt. policy regarding sharing of the income generated from the bus stop advertisements. MCD informed that as per the Supreme Court approved Policy revenue sharing is subjected to minimum rate decided by the Corporation. CMD, DTC expressed that the policy should be modified and minimum rate concept should not be insisted. In reply to this, MCD expressed that a petition is already pending in Hon'ble Supreme Court. Chairman, EPCA expressed that bus queue shelters being public utility deserve subsidy, thus the same should be considered as a component during the framework of a new policy.

Chairman, EPCA also reminded MCD to remove the advertisements from the footpath.

**Minutes of the Meeting of Environment Pollution (Prevention & Control) Authority
for the NCR (EPCA) held on March 26, 2011 (Saturday) at 11.40 AM**
(at -Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)

Agenda items: Discuss Govt. policy on white line buses.

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Mr. Naresh Kumar, CMD-DTC
3. Mr. Joginder Sharma, Dy. Commissioner, DTC
4. Mr. Neeraj Bharati, CGM (P&A), DTC
5. Mr. A. K. Chawla, Dy. CGM, DTC
6. Mr. Ajay Chagti, Additional Commissioner, Department, Govt. of NCTD
7. Ankush Tewani, AEE/Scientist B, CPCB

Chairman, EPCA expressed that this meeting is convened to know Govt.'s policy on white line buses seen after phase out of blue line buses on roads of Delhi.

Transport Department said that only white tourist buses are given permit from time to time and other than these there is no concept of white line buses; hence, if there is any it is illegal. Transport Department further said that it has received few references from DTC also on the same matter, and to check this, a special drive will be launched next week. Chairman, EPCA suggested that a combined team i.e. Transport department and DTC should go for the drive and further a report including the action taken should be submitted to EPCA.

During the meeting, DTC representative informed EPCA that two new CNG testing centers have been cleared and further it has identified sites for four new CNG testing centers. Chairman, EPCA appreciated the progress and further suggested DTC to establish Cylinder testing workshops.

DTC representative also apprised EPCA that soon DTC is going to introduce passes in its airport buses.

**Minutes of the Meeting of Environment Pollution (Prevention & Control) Authority
for the NCR (EPCA) held on March 26, 2011 (Saturday) at 12.00 Noon**
(at -Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)

Agenda items: The status of works related to CNG supply in Hyderabad.

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Mr. Manu Srivastava, IAS, Director, MoP&NG
3. Mr. C. A. Rashid, MD, Bhagyanagar Gas Ltd. (BGL)
4. Mr. S. V. Prasad, VP, Bhagyanagar Gas Ltd.
5. Dr. K.V. Ramani, Jt. Chief Environmentalist, APPCB
6. Ankush Tewani, AEE/Scientist B, CPCB

Chairman, EPCA expressed that this meeting is convened to review the status of works related to CNG supply in Hyderabad and to discuss if any issues that have come up and need to be resolved since there is not much time left in April 15, 2011 that is the date of inauguration.

MD, BGL informed that there were two issues faced by BGL regarding laying of pipeline recently: one was a land dispute for laying 100 meter pipeline but the same was sorted with the help of CS, Hyderabad and in other case railways was resisting laying of 800 meter pipeline in its vicinity and this also has been sorted out; and as on date all work related to CNG connectivity is going smoothly. Chairman, EPCA asked BGL about the time table for daughter booster station to become online. MD, BGL replied that the same is unavailable but will be submitted at the earliest. Mr. R. K. Dhadha, MD, Reliance Gas Transportation Infrastructure Ltd. (RGTIL) could not attend the meeting and a call was made during the meeting and it was informed that all security and safety checks have been carried out. Chairman, EPCA appreciated the efforts of both the agencies and expressed that this step will be a great success for Hyderabad.

Chairman, EPCA expressed that since important personalities will be part of the inauguration; hence management even at the microscopic level should be double checked to ensure that the event goes well. Dr. K.V. Ramani, assured that everything will be checked physically on 13 and 14 April, 2011 and will be intimated.

**Minutes of the Meeting of Environment Pollution (Prevention & Control) Authority
for the NCR (EPCA) held on April 02, 2011 (Saturday) at 11.00 AM**
(at -Centre for Science and Environment, India Habitat Centre, Lodhi Road, New Delhi)

Agenda items: Problems of traffic congestion due to parking of heavy truck trailers in areas around Tughlakabad Inland Container Depot.

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Mr. Harpreet Singh, Director (Projects & Services), CONCOR
3. Mr. Yash Vardhan, Director (International Marketing & Operations), CONCOR
4. Mr. Amit Chaudhri, CGM (Operations), CONCOR
5. Mr. Ajay Anand, ED, CONCOR
6. Mr. Harish H.P, ACP/Traffic, SE

7. Ankush Tewani, AEE/Scientist B, CPCB

Chairman, EPCA said that this meeting is convened to discuss the problems of traffic congestion due to parking of heavy truck trailers in areas around Tughlakabad Inland Container Depot.

Chairman, EPCA reminded CONCOR about the commitment given to EPCA regarding no spillover of the truck trailers in future and asked them to explain the reason behind continued problem. CONCOR representative submitted that the spillover on the Northern Carriage Way as pointed out by Traffic Police is mainly seen on Mondays i.e. the first working day of the week and not on the other days and to keep the situation under control administrative steps like penalizing the truck trailer drivers responsible for spillover are being taken. CONCOR representative mentioned two additional measures on which the work is in progress - additional parking space for truck trailers for which MCD landfill site is getting cleared and improvement being done in the in-use parking space to ensure its optimum utilization and said that on successful completion of these measures, the problem will be solved to a great extent. Chairman, EPCA desired CONCOR to expedite the ongoing works for improvement and further expressed that CONCOR must take necessary precautions regarding the landfill site which is being developed for additional parking space as there have been a case related to emission of methane gas from one of the landfill sites in the past. CONCOR representative assured EPCA that necessary precautions will be taken to ensure full safety.

Chairman, EPCA said that the proposed measures are OK but the current scenario demands a concrete solution. ACP, Traffic Police said that the congestion is worse in cases where truck trailers are found occupying the space on the carriage way without any drivers for hours thus making it difficult to take any action against them. ACP, Traffic Police suggested that such truck trailers should be blacklisted by CONCOR in addition to the penalizing and further said that CONCOR should also make provision of space for parking of impounded trucks. Chairman, EPCA acknowledged the suggestions of the proposed parallel action of blacklisting and impounding and directed CONCOR to blacklist the truck trailers whose photographs will be send by traffic police and send fortnightly status report to EPCA in this regard. EPCA asked Traffic Police and CONCOR to hold a joint meeting with the Transport Associations serving to CONCOR to caution them about the proposed action of blacklisting and impounding.

EPCA asked CONCOR about the status regarding shifting of container depot to Dadri site. CONCOR representative submitted that Dadri site is an addition to the current Tughlakabad site and not an alternative site for Tughlakabad site. Chairman, EPCA directed Traffic Police to verify the conditions of allotment available with CONCOR regarding Dadri site and report back to EPCA.
