

Status of action taken on the directions issued by the Hon'ble Supreme Court vide orders dated October 9, 2015, December 16, 2015, January 5, 2016, January 21, 2016, March 31, 2016, April 30, May 10, 2016 and August 22, 2016

Environment Pollution (Prevention and Control) Authority for NCR

November 8, 2016

Sr. No.	Directives	Action Taken Till Date
1.	<p>Diversion of Non- Destined Traffic:</p> <p>Order dated 16.12.2015</p> <p><i>"No vehicle which is not bound for Delhi will be allowed to enter from N.H.-8 and N.H.-1. We accordingly direct that traffic from these two entry points viz. Kundli border on N.H.-1 and Rajokri on N.H.-8, shall be diverted to bypass Delhi through such alternative routes as the transport/traffic departments of the governments concerned may stipulate".</i></p> <p>Order dated 5.1.2016</p> <p><i>"We direct that heavy commercial traffic from NH-2, NH-10, NH-58 and from state highway no 57 shall not be allowed to enter Delhi from the entry point mentioned above. Commercial vehicles that are Delhi bound shall however remain unaffected.</i></p> <p><i>We direct the state governments and NHAI shall take immediate steps for identifying and prescribing alternative routes for the heavy commercial traffic with a view to bypassing Delhi</i></p> <p><i>We further direct EPCA shall examine the feasibility of setting up way-bridges at all such entry points and submit a report within 3 weeks."</i></p>	<p>The diversion of vehicles was strictly done over the winter months in 2015-16. The state governments have reported severe staff limitations to keep up the active diversion of vehicles. However, the bill boards have been installed at key points. For this winter it is clear that if ECC at Delhi entry points is strictly enforced then the number of non-destined vehicles will go down.</p> <p>EPCA is also working with NHAI and state governments to expedite the alternative roads to Delhi, including the Western and Eastern Peripheral Expressway.</p> <p>Between 21.01.2016 to 25.04. 2016, Haryana had set up 13 check posts and this has resulted in diversion of a total of 6,00,880 vehicles. Uttar Pradesh has also taken steps to set up check posts and also install billboards about the diversion of traffic not bound for Delhi. While the number of vehicles diverted till 11.04.2016 were only 3278, representatives of the state govt have informed EPCA that information about diversion and cost of entry to Delhi has resulted in fewer vehicles on the road for diversion.</p> <p><i>Now with the winter setting in, EPCA has asked the respective state governments of Haryana and Uttar Pradesh to step up the diversion process. Also the Chairman, EPCA convened a meeting on October 07, 2016 at Chandigarh with Haryana government to emphasise the importance of diverting non-destined trucks during the coming winters.</i></p> <p><i>The Hon'ble Supreme Court may direct the state governments of Haryana and UP to</i></p>

		<i>ensure that during the key winter months they take steps to increase enforcement at the borders of Delhi.</i>
2.	<p>Environmental Compensation Charge:</p> <p>Order dated 16.12.2015</p> <p><i>"We are further of the view that empty/unladen vehicles bound for Delhi, can enter Delhi on payment of the ECC earlier stipulated by us @ Rs.700/- and Rs.1300/- per vehicle depending upon the category to which the vehicle belongs. We, however, direct that for Delhi bound vehicles loaded with goods, the ECC will be twice the charge stipulated by us by our order dated 9th October, 2015. This measure shall, in our opinion, discourage any vehicle trying to enter Delhi on a false pretext of the goods loaded on it being Delhi bound".</i></p>	<p>It is clear is that during the winter months when there was strict compliance there was substantial decrease in the number of commercial vehicles entering Delhi. In EPCA's estimation, the reduction in the number of vehicles entering Delhi during winter months was roughly 50-60 per cent.</p> <p>Most importantly, there was visible impact of the imposition of ECC on the air quality of Delhi during the worst months of winter.</p> <p>This does not mean that pollution is under control or that further steps do not need to be taken. But it does suggest that the imposition of ECC and the effort made to divert trucks from Delhi has hugely beneficial impacts and must be continued.</p> <p>However, it is also clear that the current system is prone to leakages as it is based on manual check of exempted vehicles and cash collection. This, in EPCA's view can only be checked once the system is upgraded using RFID. EPCA is working with SDMC and Delhi government to ensure RFID is installed expeditiously.</p> <p>In the meantime, Delhi government must ensure that during winter there is strict enforcement of truck entry, by making sure no trucks registered before 2006 are allowed entry; no trucks not destined for Delhi are allowed entry and that payment for ECC is made on all that enter the city.</p> <p><i>EPCA has noted that exemptions granted to trucks entering Delhi lead to huge leakages as every truck has to be manually inspected. This 'check' leads to manipulation of the system, that is difficult to stop and correct. EPCA is looking into how the system can be improved with RFID and how exemptions can be managed better and will seek directions of the Hon'ble Supreme Court on this matter.</i></p>
3.	Installation of RFID or other better technology system for effective and	EPCA report on "Installation of Radio Frequency Identification (RFID) for effective

	<p>credible collection</p> <p>Order dated 5.1.2016</p> <p><i>“SG appearing for Union of India submits that there are some other equally effective options available. This is being examined for appropriate decision to make recovery of toll and ECC leakage free. Authorities to examine the feasibility of any better arrangement in place of the existing system and to file a status report on the subject by the next date of hearing”</i></p> <p>Order dated 22.8.2016</p> <p><i>“We accordingly direct that a sum of Rs.93 lakhs shall be released in favour of the RITES towards the fees payable to them for the service rendered. We further declare that the estimated cost on the installation of RFID may, in principle, be incurred from out of the ECC collection subject to further directions from this Court.”</i></p>	<p>and credible ECC collection” dated August 10, 2016 was submitted in the court and on that basis the Hon’ble Supreme Court in its order dated August 22, 2016 has asked for the installation of RFID at the 13 entry points into Delhi from where 80% of the traffic comes and also appointed SDMC (South Delhi Municipal Corporation) as the executing agency.</p> <p>The court also asked Transport Department of the Delhi government to release Rs. 120 crore from the collected ECC account to SDMC as RFID and Rs. 93 lacs to RITES as pre-incident cost.</p> <p>As of October 04, 2016 the Transport Department of Delhi has transferred Rs. 93 Lacs to SDMC to give Rs. 93 lacs to RITES as pre-incident cost.</p> <p>The SDMC via letter ADC/TT/HQ/2016/D-636 dated September 22, 2016 have issued the work order to RITES for Contractual and Technical review of the draft RFP and Concession Agreement for implementation and installation of RFID system at different entry points of Delhi for floating tender.</p> <p>EPCA is closely monitoring developments so as to ensure that RFID is installed expeditiously and is effective in ensuring toll collection by this winter.</p> <p><i>The Hon’ble Supreme Court may direct SDMC and Delhi government to ensure that RFID is installed expeditiously</i></p>
3.	<p>Pre 2006 traffic not to be allowed within city limits:</p> <p>Order dated 16.12.2015</p> <p><i>“We accordingly direct that while vehicles “bound for Delhi” may enter on payment of ECC at the rates stipulated hereinabove, those registered in the year 2005 or earlier shall not qualify for such entry. State Governments and Union Territories concerned shall ensure that vehicles bearing registration numbers of the year 2005 or earlier do not enter Delhi. The governments will evolve a suitable system for implementation of this direction.”</i></p>	<p>MoRTH, Transport Department GNCTD and SDMC have all cooperated to ensure compliance with the directions to check pre-2006 vehicle entry to Delhi.</p> <p>The MoRTH has made available its VAHAN database, which records the registration date of all vehicles to the toll operators. Now all commercial vehicles as they enter Delhi are checked against this data and any vehicle found to be registered before 2006 is turned back.</p> <p>EPCA will continue to monitor that this system is in use and is working to check pre-2006 vehicles. The implementation of RFID will enforce strict compliance as vehicles will have</p>

	<p>Order dated 5.1.2016</p> <p><i>“Several options are being examined and EPCA has asked the authorities to finalise the method urgently. We request EPCA to pursue the matter further with the authorities concerned to ensure that the directions issued by us are implemented faithfully.”</i></p>	<p>to pre-register and their age can be checked.</p>
6.	<p>Taxis in NCR to run on CNG:</p> <p>Order dated 16.12.2015</p> <p><i>“We, therefore, direct that all taxis including those operating under aggregators like OLA and UBER in the NCT of Delhi, plying under city permits shall move to CNG not later than 1st March, 2016”.</i></p> <p>Order dated 5.1.2016</p> <p><i>The expressions NCT and 1st March 2016 shall accordingly stand replaced by NCR and 31st March 2016</i></p> <p>Order dated 10.05.2016</p> <p><i>“Having heard learned counsel for the parties at some length, we direct the following arrangement in modification of our earlier orders: (1) Government of National Capital Territory of Delhi shall permit the city taxis having validly issued permits under Section 74 of the Motor Vehicles Act, 1988 to operate within the National Capital Region not limited to National Capital Territory of Delhi provided such permits are duly counter-signed by the competent authorities under Section 88(1) of the Act. (2) Registration of new city taxis shall be permitted only if the vehicles operate on dual fuel or petrol or C.N.G. We make it clear that no vehicle shall be registered as a city taxi if it runs on diesel fuel. The competent authorities shall faithfully comply with this direction. (3) All existing All India Tourist Permit (AITP) taxis operating in the National Capital Region shall be converted into AITP (O) category and</i></p>	<p>The Hon’ble Supreme Court’s directives dated May 10, 2016 has laid down conditions for operations of taxis in NCR. It has permitted city taxis having validly issued permits under Section 74 of the MV Act to operate within NCR not limited to NCT provided such permits are duly counter-signed by the competent authorities under Section 88(1) of the Act. Further, it has permitted registration of new city taxis in NCR only if the vehicles operate on dual fuel or petrol or C.N.G.</p> <p>All new AITP permits are to be issued as AITP (N) category permits, and are to be issued only on undertaking from the person seeking an AITP permit to the effect that he shall not use the taxi for point to point service within the NCR.</p> <p>There has been strict compliance with the directives of the Hon’ble Court, which is showing up in the numbers of diesel taxis registered.</p> <p><i>Between May 10 and October 4, 2016, the registration of diesel AITP(N) taxis in the NCT of Delhi stands at 74. This is in comparison to 11065 diesel AITP registrations in 2015</i></p> <p><i>There is a clear shift towards CNG/petrol taxi. Between May 10 to October 4, 2016 over 90 per cent of all taxi registered were on CNG, as compared to less than 45 per cent prior to the order.</i></p> <p>The Hon’ble Court also directed that all existing AITP taxis operating in the NCR would be converted into AITP (O) category and will be allowed to operate until such time their existing permits expire by efflux of time. Such permits would not be renewed. It was also directed that the permission hereby</p>

	<p><i>will be allowed to operate until such time their existing permits expire by efflux of time. We make it clear that the registering authority shall not renew such permits once they have expired. We also direct that the permission hereby granted shall be subject to the AITP taxies complying with all Government directives concerning security, safety and fare issued from time to time. (4) All new AITP permits will be issued as AITP (N) category permits. These permits shall not authorise the taxies to pick-up or drop passengers from point to point within the NCR. The authority issuing the permits shall insist upon an undertaking from the person seeking an AITP permit to the effect that he shall not use the taxi for point to point service within the NCR. This direction shall continue till such time, the Government frame suitable rules to that effect and publish the same in the official gazette."</i></p>	<p>granted would be subject to the AITP taxies complying with all Government directives concerning security, safety and fare issued from time to time.</p> <p>EPCA has held several meetings on the issue since May 10, with the Transport Departments of Delhi, Haryana and Uttar Pradesh, MoRTH and representatives of various stakeholders – registered taxi operator’s unions, tour operators and aggregators. In the meeting held on May 20, 2016 MoRTH informed EPCA that it has set up a committee to examine all issues related to various permits under the MV act, and to formulate a credible and acceptable plan of action and draft the relevant taxi scheme.</p> <p>MoRTH has informed EPCA that on August 19, the Delhi High Court has revised the scope of the committee and revised its constitution to include representation from state governments. in NCR, in addition to the traffic police. The court has given the committee a period of 3 months to submit its report, and MoRTH has informed EPCA that the recommendations of the committee will be ready by the end of October.</p> <p>EPCA is monitoring these developments and will report back to the Hon’ble Court on necessary actions.</p>
7.	<p>Availability of CNG in NCR</p> <p>Order dated 5.1.2016</p> <p><i>“We request EPCA to pursue the matter further to ensure setting up of 104 additional CNG stations in the 10 districts of NCR by March 31, 2016.”</i></p>	<p>The MoPNG has submitted to EPCA that as of August 19, 2016 - 97 of the 104 new stations to be commissioned have commenced commercial operations as on June 30, 2016. This takes the total no. of operating CNG stations in NCR to 444, compared to 347 prior to December 16, 2015.</p> <p>However, it must be noted that the number of CNG stations in certain districts of Haryana and Uttar Pradesh are insufficient currently. EPCA is taking up this matter with state governments.</p> <p>In addition, the prices of CNG are unequal across the NCR, and this creates imbalances in demand. EPCA and MoPNG have taken up the issue of harmonisation of VAT on CNG across the NCR region with the states.</p>

		<i>The Hon'ble Supreme Court may direct the states of Delhi, Uttar Pradesh and Haryana to harmonize VAT on CNG so as to ensure uniformity of demand across the region.</i>
8.	<p>Augmentation of bus fleet in NCT to 10,000 by April 2001</p> <p>Order dated 5.1.2016</p> <p><i>"We request Mr Ranjit Kumar to take instructions whether land in question (allotted 70 acres of which 45 acres not delivered) stands allotted and if so the reasons for non-delivery of the entire extent of land and also the time-frame within which DDA shall ensure delivery of such land."</i></p>	<p>EPCA has assessed that the Delhi government is in possession of 68 acres of land, which can park 1600 buses. In addition, DTC also has surplus land capable of accommodating 500 buses. In this way, there is depot land currently with the Delhi government, which can park up to 2000 additional buses.</p> <p>EPCA's assessment is that the city requires between 132 to 330 acres of additional land to meet its target of 11,000 to 16,000 buses. It is also clear that current depot land will need to be optimised through multi-storey use so that this land requirement can be reduced. EPCA has directed DDA to do the needful to facilitate clearance of plans to build multi-storey bus parking.</p> <p>In a meeting held on May 20, 2016 EPCA has asked the GNCTD to purchase 2000 additional buses for which land for which is available. EPCA is awaiting a response from the GNCTD on this.</p> <p><i>The Hon'ble Supreme Court may direct GNCTD to urgently procure 2000 buses, for which bus depot land is already available and to ensure steps are taken for further augmentation of bus fleet to at least 10,000 by end of 2017. There needs to be sufficient upgradation to build momentum for restrictions on individual car usage in the city.</i></p>
9.	<p>Augmentation of metro</p> <p>Order dated 5.1.2016</p> <p><i>"Mr Kumar shall take instructions from DMRC as to its plan for augmenting rolling stock and increasing the frequency of trains"</i></p>	<p>EPCA has had discussions with officials of DMRC to review the steps that can be taken to optimise on the current capacity of the system, including the ways in which it can increase ridership in the off-peak hours and improve its last-mile-connectivity for cost-effective usage.</p> <p>DMRC has submitted to EPCA on a meeting held in February that it is on track to commission 135 km of additional metro network in the form of Phase III, by December 2016. It was at 68.65% completion at the time of the meeting.</p>

		<p>In addition, it has submitted to EPCA a schedule of addition of 420 coaches for existing lines of Phase I and II, starting February 2016 through February 2018 and 486 coaches for Phase III, starting December 2016 through August 2018.</p> <p>EPCA is taking stock of the status of commission of additional coaches as per the schedule and will intimate the Hon'ble Court of the updated status.</p>
10.	<p>Advancing BS-VI fuel and vehicle technology</p> <p>Order dated 5.1.2016</p> <p><i>"Mr Salve prays for a direction to the Govt of India to examine whether the date already fixed viz. 1 April 2020 for making BS-VI grade auto fuel can be suitably advanced. We request Mr Ranjit Kumar to take instructions on this aspect also"</i></p>	<p>The MoRTH has finalized and notified BS-VI standards on September 16, 2016. The introduction of BS-VI will be critical for combatting air pollution.</p> <p>EPCA has held meetings with the MoPNG and the MoRTH, who have expressed readiness to move to BS-VI by 2020. The MoPNG has submitted to EPCA that all refineries are on track to get BS IV fuel across India by April 1, 2017, and BS VI fuel by April 1, 2020.</p> <p>EPCA has also had meetings with SIAM and representatives of automobile companies to understand their preparedness to move to BS IV nationwide in April 2017.</p> <p>The heavy duty truck and car manufacturers have type approval for their models and can move to BS IV by April 2017. EPCA has directed government to ensure that by April 1, 2017 only BS IV vehicles are registered in cities. It is critical to ensure that vehicle manufacturers do not increase their inventories in the next few months so that they delay the introduction of BS IV.</p> <p>The two-wheeler manufacturers also have to move to BS IV technology by April 2017. These manufacturers had been given a year to make the transition to BS IV. EPCA has made it clear to these companies that two-wheelers contribute substantially to air pollution because of their sheer numbers - roughly 18 million two-wheelers are sold in the country annually. Therefore, there should be no delay in ensuring transition to BS IV. If any older models are not able to move to BS IV, then companies must discontinue these and sell only BS IV by April 2017. It has directed state governments that only BS IV two-wheelers</p>

		<p>will be registered from April 1, 2017.</p> <p>EPCA will continue to direct progress and will keep the Hon'ble Supreme Court informed and seek directions if necessary in this matter.</p>
11.	<p>Phasing out of old diesel vehicles of Govt of India and other autonomous and statutory bodies</p> <p>Order dated 5.1.2016</p> <p><i>"Mr Ranjit Kumar shall take instructions by Tuesday January 20, 2016."</i></p>	<p>The Solicitor General was to respond to this matter, as per the order of the Hon'ble Court dated January 21, 2016.</p> <p>Currently government caps the registering of commercial vehicles based on age – 10 years for commercial diesel vehicles and 15 years for private diesel vehicles.</p> <p>However, even though these vehicles are not given registration to ply on Delhi's roads post the end of the age-limit, there has been no effort to actively de-register these vehicles and ensure that they are taken off the roads. This process is now being done by the Delhi government.</p>
12.	<p>On pollution through Construction Activities:</p> <p>Order dated 16.12.2015</p> <p><i>"It was submitted that Union of India and State Governments concerned must be directed to take steps to enforce the CPCB rules and norms against those engaged in such construction activities to prevent further rise of pollution levels. We see no reason to decline a direction to that effect. CPCB norms regarding prevention of pollution by putting curtains and other devices at construction sites must be strictly enforced by the enforcement agencies concerned. We direct accordingly."</i></p>	<p>The Delhi Pollution Control Committee (DPCC), under the Delhi government is responsible for ensuring that all construction projects meet the dust pollution norms as laid down by CPCB. However, EPCA is constrained to point out that enforcement has been lax and must be made stringent.</p> <p>EPCA has developed an accountability mechanism so that it can identify the agency and actions that have been taken to check pollution from construction activities. It has also developed a guidance note for inspection of such sites, which will assist inspections and improve enforcement.</p> <p>In the form of an accountability and public information dissemination system, EPCA, along with the municipal corporations and the concerned departments of the state governments of Delhi, Haryana and Uttar Pradesh has prepared a mobile app to improve transparency and follow-up on public complaints. The app is currently focussed on Pollution through construction activities, garbage burning and maintenance of roads, but has the scope to include other pollution inked violations.</p>

		The app has been made publicly available on the iOS and Android app markets, and is expected to be formally launched soon as part of the winter action against pollution.
13.	<p>On Road Dust:</p> <p>Order dated 16.12.2015</p> <p><i>"We accordingly direct the Government of NCT of Delhi to take immediate steps for repair of pavements and make pavements wherever the same are missing and also to take immediate steps for procurement of the requisite vacuum cleaning vehicles for use on Delhi roads expeditiously but not later than 1st April, 2016".</i></p>	<p>The Hon'ble Supreme Court has directed GNCTD to take urgent steps to check road dust, including procurement of vacuum machines as suggested by GNCTD. However, these steps have not been taken with the urgency required.</p> <p>The Hon'ble Supreme Court may direct GNCTD to take urgent steps to check road dust.</p>
14.	<p>On Waste Burning:</p> <p>Order dated 16.12.2015</p> <p><i>"We accordingly direct that the State Government and the local bodies concerned including M.C.D., N.D.M.C. and all other institutions that are generating solid waste shall take steps to ensure that no part of such waste is burnt and that proper arrangements are made for disposal of such waste in a scientific way without causing any hazard to environment".</i></p>	<p>This is a serious problem in the city as its garbage dumps have been mismanaged over the years and are prone to fires. Also leaf and garbage burning continue unabated across the city and this requires stringent enforcement of the Hon'ble Supreme Court directions.</p>
15.	<p>Upgradation of alternative bypass available and expeditious completion of Western and Eastern Peripheral Expressways and protection of concerned officials</p> <p>Order dated 31.3.2016</p> <p><i>"We therefore direct the Director General of Police of the States of Uttar Pradesh and Haryana to ensure that requisite protection required by the National Highway Authority Concessionaires, agents and contractors, is extended to them as and when the same is demanded. We however reserve liberty to the States of Uttar Pradesh and Haryana to seek modification of this order and/or clarification of this order</i></p>	<p>The Hon'ble Supreme Court's directions for the speedy commissioning of the two expressways – Eastern (EPE) and Western Expressways (WPE) to bypass Delhi – have been long pending.</p> <p>Based on Hon'ble Supreme Court's recent interventions and specific directions there has been progress made to complete these expressways.</p> <p>NHAI has informed EPCA that EPE is on schedule and will be completed by early 2018. This is critical for Delhi as currently there is no bypass for traffic on its eastern side.</p> <p>Haryana government has informed EPCA that the concessionaire is awaiting financial closure and that it is making all efforts to complete the</p>

	<p><i>should the demand for such protection and co-operation go beyond what is necessary for enabling the Highway Authority officials and contractors to carry out their duties in execution of the project in question.”</i></p>	<p>remaining portion of WPE.</p> <p>EPCA has conducted a study which highlighted the critically sub-standard conditions of certain key roads, needed to bypass Delhi.</p> <p><i>The Hon’ble Supreme Court may direct NHAI to ensure completion of all bypass roads and bridges expeditiously and under schedule.</i></p>
16.	<p>Installation of weigh-in-motion bridges at all entry points</p> <p>Order dated 5.1.2016:</p> <p><i>“The EPCA shall in consultation with the representatives of the Governments concerned examine whether such way-bridges have to be set up by the State Governments, the Union of India, the NHAI or the local bodies concerned. The modalities for setting up of the way-bridges can also be discussed by the EPCA suitably and a report in that regard submitted to this Court within three weeks from today”.</i></p>	<p>NHAI has informed EPCA on October 04, 2016 that they have installed all the scheduled 60 weigh-in-motion (WIM) bridges at the 6-toll plazas on entry roads to Delhi and all the bridges have been installed as per its schedule.</p> <p>According to NHAI, 35 of the 60 weigh-in-motion (WIM) bridges are already under operation and the remaining 25 will be operational by November 15, 2016 which are installed at NH-2 Badarpur Elevated Highway and NH-10 Delhi-Rohtak road.</p> <p><i>The Hon’ble Supreme Court may direct NHAI to enforce its provisions to levy penalty of 10 times of applicable rates and to ensure that the vehicle is not allowed to ply with the load.</i></p> <p><i>The state governments of Uttar Pradesh, Haryana and Rajasthan may be directed to provide police support to ensure compliance with this provision.</i></p>
17.	<p>Utilisation of ECC funds</p> <p>Order dated 9.10.2016:</p> <p><i>“To tackle this situation an “Environment Compensation Charge” (ECC) may be required to be imposed on all light and heavy duty commercial vehicles and the amount so collected ought to be exclusively used for augmenting public transport and improving roads, particularly for most vulnerable users, that is, cyclists and pedestrians in Delhi.”</i></p>	<p>As of October 28, 2016, over Rs440 crore has been collected under ECC.</p> <p>As per the order of the Hon’ble Supreme Court dated August 22, 2016 the Transport Department of Delhi government has already transferred Rs. 93 Lakhs to SDMC for payment of pre-incident cost to RITES.</p> <p>The SDMC via letter ADC/TT/HQ/2016/D-636 dated September 22, 2016 have issued the work order to RITES for Contractual and Technical review of the draft RFP and Concession Agreement for implementation and installation of RFID system at different entry points of Delhi for floating tender.</p> <p>The transport department is also in the process of sanctioning Rs. 120 crore to SDMC</p>

		<p>for RFID installation at the 13 entry points into Delhi.</p> <p>The Delhi government has not submitted any further plans for utilisation of ECC.</p>
18.	Closure/transition to alternative fuel by Badarpur Thermal Power Plant	<p>The Solicitor General was to respond to this matter, as per the order of the Hon'ble Court dated January 21, 2016.</p> <p>EPCA is of the firm view that coal based power plants must not be allowed in hot spot regions like NCR. The airshed of the region is one and this requires all use of coal and furnace oil to be stopped and to move to cleaner fuels like natural gas.</p> <p>The current closure of Badarpur by the Delhi government is the right step in the direction. But now the effort has to be to ensure that power is sourced from Bawana natural gas plant and this means working out the economic feasibility of operating Bawana based on pooled gas – cheaper APM gas with available LNG.</p> <p>This strategy must be followed across the NCR airshed and first older plants should be closed and moved to cleaner fuels.</p> <p><i>EPCA would like to request the Hon'ble Supreme Court for an urgent hearing on this matter. In the meantime, Badarpur Power Plant must remain closed so that it does not contribute to the already toxic pollution in winter months.</i></p>
19.	Prevention of Crop Residue Burning in states surrounding Delhi-NCR	<p>EPCA has held several meetings on the issue with the key stakeholders and administrators from Punjab, Haryana and Uttar Pradesh, the latest of which was held on June 24, 2016.</p> <p>EPCA has focussed on detection and prevention of crop residue burning (CRB) using remote sensing technology and spreading public awareness at the village level through the community. Along with the directives passed by NGT and the MoEFCC, EPCA has issued directions towards various measures to be taken by the state administration to prevent CRB, including highlighting alternatives usage for paddy straw and incentives/subsidy for machinery,</p>

		<p>which allows for paddy straw to be tilled back into the ground and not burnt.</p> <p><i>The Hon'ble Supreme Court may consider EPCA's recommendation to allow for the usage of diesel cess (ECC collected from diesel vehicles above 2000 cc) for subsidy to farmers for upcoming Kharif harvesting season based on discussions with state governments on what needs to be done to incentivise changes.</i></p>
20.	<p>Imposition of ECC on private diesel cars above 2000 cc</p>	<p>Member Secretary, CPCB has informed EPCA that ECC is being collected at the rate of 1% of the ex-showroom value of all new Diesel cars registered in NCR. As on November 01, 2016, the total collection of ECC stands at Rs. 8 crore.</p>