

**ENVIRONMENT POLLUTION (PREVENTION & CONTROL) AUTHORITY
for the National Capital Region**

Urgent directions regarding GRAP

**Dr. Bhure Lal
Chairman**

**EPCA-R/2018/L-100
November 12, 2018**

Dear Sir

EPCA has just received the recommendation from the CPCB Task Force (5.30 pm) on the emergency measures taken under GRAP.

The CPCB Task Force has recommended the following:

1. In view of poor dispersion, low temperatures and high humidity during night hours, construction activities and truck traffic (in Delhi) may be permitted only during daytime between 6:00 Hrs - 18:00 Hrs.
2. Enforcement agencies to keep strict vigil and ensure firm actions against the violators.

EPCA has discussed the matter with the Traffic Police to understand the viability of the directions to allow truck traffic only during daytime, between 6am to 6 pm and has found this unfeasible. Therefore, instead, we have directed for removal of ECC and Toll so that there is no congestion on the entry points and that the accumulated trucks can enter. This direction is attached with this mail.

However, EPCA is in agreement with the CPCB Task Force on the matter of allowing construction activity only during day time, between 6 am to 6 pm. This direction must be complied with.

EPCA has also reviewed the situation and discussed the matter with CPCB officials and scientists of SAFAR-IMD to understand the forecast for the coming days. Currently, the level of pollution is in the very poor-severe category and this is extremely hazardous for health. It is expected that winds will pick up in the coming day and there is also a possibility of light rain on 13-14th, which will bring down the pollution.

EPCA believes that in the scenario that weather remains adverse and that the current situation of air quality remains in the very poor or severe category or deteriorates there is no other option but to direct for a complete stop on the use of private and commercial vehicles, other than those plying on CNG so that pollution levels can be contained. The vehicle sticker scheme has still not been implemented and without this, it is not possible to distinguish between diesel and other fuelled vehicles. However, CNG vehicles have stickers and also it is understood that all public transport vehicles are fuelled by CNG. In this situation, these vehicles will be available for movement.

EPCA is asking the CPCB-Task Force to consider this measure and to recommend if it needs to be brought into NCR, if the next few days see continuation or deterioration of air quality. We will based on this discussion and review of the air quality situation inform you tomorrow of this or other measures that would need to be taken to contain pollution in the region.

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Central Pollution Control Board

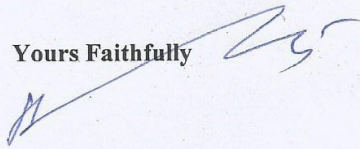
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We believe public health is of utmost priority and this emergency measure may be the only option we have. We would once again stress that GRAP is an emergency action plan and this year shows clearly that it cannot be a proxy or substitute for long-term pollution reduction measures, as detailed in the Comprehensive Action Plan, which has been now notified under the EP Act. The urgent implementation of the measures listed under this plan is critical to avoid such situations to occur in the future.

Yours Faithfully


(Dr. Bhure Lal)
Chairman, EPCA

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