

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on April 02, 2009 (Thursday) (03.00 PM)**

Agenda items: The existing parking infrastructure and future projections of parking needs and actions contemplated in Ghaziabad, Greater Noida, Noida, Faridabad and Gurgaon

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Mr. Rajeev Malhotra, Chief Regional Planner, NCR Planning Board (NCRPB)
3. Mr. Syed Aqeel Ahmad, Asstt. Director (T), NCRPB
4. Mr. R. Anand, IAS, Commissioner, Municipal Corporation Gurgaon
5. Mr. V.K. Gupta, Chief Engineer, Municipal Corporation Gurgaon
6. Mr. Vedprakash, ATP, o/o DTP Gurgaon
7. Mr. T. L. Sharma, o/o STP Gurgaon
8. Mr. S. C. Kush, STP, Municipal Corporation Faridabad
9. Mr. H. S. Sahai, Additional Commissioner, Municipal Corporation Ghaziabad
10. Mr. A. K. Singh, Ex. Engineer, Municipal Corporation Ghaziabad
11. Nazim uddin, Environmental Engineer, CPCB

Chairman, EPCA expressed displeasure over absence of representatives of Noida and Greater Noida.

The officers present gave the following information on existing and planned parking facilities in various cities:

- i) Commissioner, Municipal Corporation Gurgaon said that only old town or the rural Gurgaon comes under their jurisdiction and the larger area is under HUDA. He further informed that one parking site near bus stand has been selected. EPCA expressed that the idea of rural Gurgaon should be given up as the area has already been congested with high risers. Haryana officers also informed that HUDA has identified 32 parking sites for Gurgaon of which 2 have been approved.
- ii) Officer from Municipal Corporation Faridabad informed that 12 parking sites are planned of which 4 have been approved.
- iii) Additional Commissioner, Municipal Corporation Ghaziabad informed that two multilevel parking of 700 and 300 cars capacity are proposed near Metro stations in Kaushabi and Vaishali.

Chairman, EPCA expressed dissatisfaction at the status and directed that the concerned State authorities in Uttar Pradesh and Haryana should ensure the following for the major cities neighbouring Delhi namely Gurgaon, Faridabad, Ghaziabad, Noida, and Greater Noida:

- i) Devise parking policy for the city with the objectives of decongestion of roads and complementing public transport and using parking charges and enforcement of parking regulations as a tool to promote use of public transport.

- ii) Adopt and implement a strict policy of no commercialization without adequate parking facilities to prevent congestion on roads.
- iii) Provision of proper parking requirements in building bylaws and enforcement of the same while approving building plans, issuing licenses and permission for occupying. State Govts. to decide required ECS per unit area.
- iv) Earmark spaces for constructing parking facilities in the Master Plans based on projected number of vehicles.
- v) Acquire suitable vacant land for creating parking facilities at critical points in the already developed city and creating parking. Green areas and parks land should not be used to create parkings.
- vi) Creating special parking facilities for transit trucks and buses.
- vii) Demarcate authorized parkings and display their particulars.
- viii) Enforce penalty provisions under MV Act or local authority's rules to check parking violations / illegal parking.

Chairman, EPCA also directed the concerned State authorities in Uttar Pradesh and Haryana to submit for each city the exiting status on the above points and a time bound action plan to comply with the above within one month.

**(draft) Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on April 07, 2009 (Tuesday) (11.00 AM)**

Agenda items: CNG Safety and related issues – addressing causes of recent DTC bus burning incident

Attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member, EPCA
3. Prof. H. B. Mathur, Retd. Prof. IIT-D (CNG Expert)
4. Mr. M. K. Chaudhuri, Sr. Dy. Director, ARAI

5. Mr. Ajay Memoriya, PCO, Transport Department, Delhi
6. Mr. Subhash Chandra, PCO, Transport Department, Delhi
7. Mr. Jasbir Singh, Inspector, Transport Department, Delhi
8. Mr. Satinder Dabas, PLT, Transport Department, Delhi
9. Mr. V. K. Sehgal, CGM, DTC
10. Mr. V. K. Bhatia, CGM (Tech), DTC
11. Mr. J. S. Malhotra, Dy. CGM, DTC
12. Mr. R. B. Sharma, Dy. CGM, DTC
13. Mr. M. P. Singh, Sr. Manager (DR)
14. Mr. Virendra Kumar, Sr. Manager, DTC
15. Mr. S. P. Sethi, Sr. Manager DTC
16. Mr. K. G. Soti, Manager, DTC
17. Mr. S. K. Sharma, Manager, DTC
18. Mr. D. D. Dhal, DTC
19. Mr. Ved Pal Singh, DTC
20. Mr. G. S. Rawat, DTC
21. Mr. S. K. Patra, Director (Tech), ASRTU
22. Mr R. Chandrababu, Asstt. Director (Tech), ASRTU
23. Mr. Atul Ganguli, Director, SIAM
24. V. S. Tripathi, DMHNDI
25. Mr. R. S. Saini, VP, Notherson Sumi
26. Mr. Sukant Gupta, AVP, Notherson Sumi
27. Mr. V. S. Ravichandran, RM (North) Ashok Leyland Ltd
28. Mr. M. Surendranath, DGM (Technical), Ashok Leyland Ltd
29. Mr. N. K. Diwan, RAGM -Service, Ashok Leyland Ltd
30. Mr. Mahesh Gautam, AGM-Sales, Ashok Leyland Ltd
31. Mr. R. Thangararaj, AGM, Ashok Leyland Ltd
32. Mr. G. Viswanathan, Ashok Leyland Ltd
33. Mr. Tapan Sarda, Ashok Leyland Ltd
34. Mr. A. K. Jindal, Head Tech., Tata Motors Ltd.
35. Mr. S. Panigrahy, Tata Motors Ltd
36. Mr. Alvaro Lvis Vial, Tata Marcopolo
37. Mr. Mohinder Ratra, Sr. Manager Sales, Tata Motors Ltd., Delhi
38. Mr. C. S. Venkatraman, Tata Motors Ltd
39. Mr. A. K. Saxena, Tata Motors Ltd
40. Mr. N. Lockett, Tata Motors Ltd
41. Mr. Virat Mehta, Tata Motors Ltd
42. Mr. Lav Ahuja, Tata Motors Ltd
43. Mr. Sunil K Pande, Tata Motors Ltd
44. Mr. Arun Jalali, Tata Motors Ltd
45. Mr. Nitin Prakash, Tata Motors Ltd
46. Mr. Rajat Agrawal, TMML Lucknow
47. Mr. Prahlad, TMML Lucknow

(Minutes not prepared)

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on April 18, 2009 (Saturday) (11.00 AM)**

Agenda items: CNG Safety and related issues – addressing causes of recent DTC bus burning incident

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member, EPCA
3. Prof. H. B. Mathur, Retd. Prof. IIT-D (CNG Expert)
4. Mr. M. K. Chaudhuri, Sr. Dy. Director, ARAI

5. Mr. M. A. Usmani, DC (VIU), Transport Department, Delhi
6. Mr. Vikas Jain, PCO (HQ), Transport Department, Delhi
7. Mr. Ajay Memoriya, PCO, Transport Department, Delhi
8. Mr. Jasbir Singh, Inspector, Transport Department, Delhi
9. Mr. Satinder Dabas, Inspector, Transport Department, Delhi
10. Mr. Maharaj Singh, MVI, Transport Department, Delhi
11. Mr. V. K. Sehgal, CGM, DTC
12. Mr. V. K. Bhatia, CGM (Tech), DTC
13. Mr. M. P. Singh, Sr. Manager (DR)
14. Mr. Virendra Kumar, Sr. Manager
15. Mr. K. C. Seti, Manager (M), DTC
16. Mr. M. K. Sharma, DM, DTC
17. Mr. D. D. Dhar, DTC
18. Mr. Ved Pal Singh, DTC
19. Mr. S. P. Sethi, DTC
20. Mr. R. B. Sharma, DTC
21. Mr. S. K. Sharma, DTC
22. Mr. G. S. Rawat, DTC
23. Mr. Ramvir Singh, DTC
24. Mr. R. Chandrababu, Director (Tech), ASRTU
25. Mr. Dikshant Negi, AM, SIAM
26. Mr. A. K. Jindal, Head Tech., Tata Motors Ltd.
27. Mr. S. Panigrahy, Tata Motors Ltd
28. Mr. Alvaro Lvis Vial, Tata Marcopolo
29. Mr. Mohinder Ratra, Sr. Manager Sales, Tata Motors Ltd., Delhi
30. Mr. C. S. Venkatraman, Tata Motors Ltd
31. Mr. A. K. Saxena, Tata Motors Ltd
32. Mr. Virat Mehta, Tata Motors Ltd
33. Mr. Amul Verma, Tata Motors Ltd
34. Mr. G. K. Binani, Tata Motors Ltd
35. Mr. Prahlad, Tata Motors Ltd
36. Mr. Lav Ahuja, Tata Motors Ltd
37. Mr. Toao Magnabosco, Tata Motors Ltd
38. Mr. Sunil K Pande, Tata Motors Ltd
39. Mr. A. Samanta, Tata Motors Ltd
40. Mr. Abhik Gupta, Tata Motors Ltd
41. Mr. Siddharth Jain, Tata Motors Ltd
42. Mr. Arun Jalan, Tata Motors Ltd
43. Mr. R. R. Sachdeva, Tata Motors Ltd
44. Mr. V. S. Ravichandran, RM (North) Ashok Leyland Ltd
45. Mr. N. K. Diwan, RAGM -Service, Ashok Leyland Ltd
46. Mr. Mahesh Gautam, AGM-Sales, Ashok Leyland Ltd
47. Mr. B. Mukherjee, Div. Manager-Service, Ashok Leyland Ltd
48. Mr. G. Viswanathan, Ashok Leyland Ltd

49. Mr. D. Ghosh, Ashok Leyland Ltd
 50. Mr. Tapan Sarda, Ashok Leyland Ltd
 51. Mr. Sunil Shridhar, Sr. Manager, Swaraj Mazda Ltd.
 52. Mr. Ajay Gambhir, GM, Hindustan Motors
 53. Mr. Atul Kesaria, Manager-Service, Hindustan Motors
 54. Mr. H. N. Kale, VP-R&D, Havita Seating Systems
 55. Mr. S. Rengarajan, AGM-Mktg., Havita Seating Systems
 56. Mr. M. Gururajan, Sr. Manager, Havita Seating Systems
 57. Mr. Mukesh Sharma, Havita Seating Systems
 58. Mr. R. Malik, Havita Seating Systems
59. Nazim uddin, Environmental Engineer, CPCB

Chairman, EPCA stated that the step of introduction of CNG in public transport buses in Delhi to reduce air pollution was appreciated all over world. It has been successful because adequate measures have been simultaneously taken to ensure safety from fire accidents. The recent fire incident in a newly procured low-floor DTC bus supplied and maintained by Tata is a cause of great concern. We want to ensure no occurrence of such incidents in future. The incident has been investigated by several agencies including the Tata, an enquiry committee set up by DTC and the ARAI, Pune. EPCA wants that findings of these investigations be explained.

The Tata stated that they have considered four possible causes of fire including i) short-circuiting in fuse of side marker lamps, ii) short-circuiting in door electrical circuit, iii) short-circuiting in combi switch area and iv) short-circuiting in power splitter board, and based on these simulation studies carried out in laboratory, have come to the conclusion that the most possible cause of the fire incidents is short-circuiting in the side marker lamp/fuse. The Tata further stated this is possible because these lamps/fuses are frequently broken, as their records tell that 4000 lamps have been replaced in one year of maintenance contract period. EPCA expressed that it is not satisfied with the over-simplified explanation put forward by the Tata and it appears that the objective of this explanation is finding way to reduce maintenance cost.

EPCA asked DTC to explain why the enquiry committee has not commented in its report on whether materials were as per the tender document? Especially about wiring harness, fuses quality, which are most crucial from safety angle and about the non-inflammable nature of upholstery, inside lining of roof and sides as these were to be of non-inflammable material but have completely burnt. DTC accepted that some of the crucial components from safety angle were not as per tender documents such as wiring harness are of lesser thickness that means of lesser current load bearing capacity, fuses are probably not as per standards because fuses were found intact in spite of the short-circuiting and fire and test reports on specific quality parameters of fuses (should not blow if 110% current continues for 60 minutes and should blow within 60 seconds at 135% current) have not been provided.

EPCA enquired whether the test reports pertaining to initial type approval and quality assurance during supply were from laboratories approved for the particular tests. DTC replied that Tata had not yet submitted all tests reports as prescribed.

ARAI explained procedure adopted while investigating various safety aspects of interior and exterior of the Tata bus pertaining to its first report. ARAI also explained the findings on comparison of specifications of various materials in the tender and the quality of material supplied by Tata pertaining to its second report, which was submitted during the meeting.

EPCA expressed that it will examine the reports of different agencies namely ARAI, DTC appointed enquiry committee, and Tata and decide future course of action.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on April 18, 2009 (Saturday) (11.45 AM)**

Agenda items: Issues related to parking in Delhi

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

3. Mr. B. K. Jain, Addl. Commissioner, (Plg.), DDA
4. Mr. K. C. Surender, Dy. Director (LPC), DDA
5. Mr. P. C. Chaturvedi, Director (Enf.), NDMC
6. Mr. Anurag Goyal, Director (Proj.), NDMC
7. Mr. R. P. S. Bhatia, Dy. Secretary (UD), Govt. of NCT of Delhi
8. Mr. J. B. Bhatia, EE, MCD
9. Mr. R. K. Pandey, DCP, Delhi Traffic Police
10. Mr. Ravinder, Inspector –Traffic Engg., Delhi Traffic Police

11. Nazim uddin, Environmental Engineer, CPCB

Parking issues mentioned in Chairman, EPCA letter dated March 2, 2009 to MoUD, Govt. of India

This meeting was convened in continuation to the last EPCA meeting on Delhi parking issues held on 20.03.09 in which the parking issues related to MPD 2021 mentioned in Chairman, EPCA letter dated 02.03.09 to MoUD were also discussed. During that meeting representative of MoUD, GoI has stated that MoUD may take two weeks time to complete the consultation process with the stakeholder agencies. In this regard, EPCA noted a recent letter of MoUD stating inability to attend and respond in the EPCA meeting on 18.04.09. DDA, NDMC and MCD informed that they have sent their response on the issues mentioned in EPCA letter dated 02.03.09 to the MoUD, GoI. **EPCA requested Delhi Police to send their comments on the issues to MoUD, GoI. EPCA desired that MoUD, GoI may keep on hold clearance of Zonal Plans if adequate parking facilities have not been ensured in Zonal Plans.**

Joint inspection and demarcation of authorized Parking sites

During the EPCA meeting on parking issues held on 28.02.09 a week-wise schedule was agreed to complete the joint inspection and physical demarcation of all authorized parking sites by MCD, NDMC and Delhi Police in March 2009. Delhi Traffic Police informed that due to lack of adequate cooperation from MCD only one district could be completed. **EPCA desired that the work should resume from the coming Monday and finished within one month and Mr. Amiya Chandra, Addl. DC, MCD should see that MCD is actively involved in the exercise.**

Parking sites not cleared by Delhi Police

EPCA expressed that once the inspection and demarcation of cleared authorized parking sites is completed, Delhi Police may take up review of some parking sites of the list of sites not cleared, as requested by MCD.

Development of parking sites below parks

EPCA stated that it has learnt that in spite of the objection expressed by EPCA, MCD is in extra haste in going ahead with its plan to develop parking facilities below public parks. **EPCA desired that MoUD, Govt. of NCT of Delhi should immediately intervene in the matter.**

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on April 25, 2009 (Saturday) (11.00 AM)**

Agenda items: Progress of first BRT corridor

In attendance:

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

3. Mr. A. K. Srivastava, Director (P), Transport Department, Govt. of NCT of Delhi
4. Mr. S. Roy, Chief (Ops), DIMTS
5. Mr. Manoj Aggrawal, Sr. V.P. DIMTS
6. Mr. A. K. Sinha, GM, DIMTS
7. Mr. V. K. Mehrotra, Sr. Consultant, DIMTS
8. Mr. C. K. Goyal, DIMTS
9. Mr. Vijay Kishore, GM, RITES
10. Mr. B. S. Sehrawat, AGM, RITES
11. Mr. Harendra K Singh, ACP/Traffic (South)
12. Ms. Ruchi Varma, TRIPP, IIT-D

13. Nazim uddin, Environmental Engineer, CPCB

Operational segment

The issues related to operational segment (Ambedkarnagar to Moolchand) of the first BRT corridor (Ambedkarnagar to Delhi Gate) were discussed in brief. It was gathered that BRT operation has improved. The EPCA stated that, as has been stressed earlier, action is needed on the following points:

- Improvements in approach roads on both sides of Ambedkar Nagar T-junction
- Creating car parking facilities for BRT users
- Improvement in signaling
- Improvement in bus /schedule / operation

Under-construction segment

RITES informed that work on roads has nearly been completed but work on intersections is remaining. RITES further stated that to complete work on intersections, signaling work, which has not even started, needs to be taken up immediately, otherwise it will result in delay in completion of the entire project. Delhi Police informed that the work order is likely to be given in the coming week and it should not take much time to complete the signaling work as it mainly involves shifting of the existing infrastructure. EPCA asked Delhi Police to direct the contractor – CMS – to be present in the next week's EPCA meeting.

RITES further informed another work that may consume time is that of bus queue-shelters because of some change in design over the design given in the contract, which happened due to the decision of left bus lane in place of centre. Transport Department assured that the issue will be resolved shortly.

EPCA expressed that the previous deadline to complete the BRT work was March which was extended to April but still several works incomplete and will take time to complete. EPCA directed that Transport Department / RITES and Delhi Police should ensure that the project is completed well before 01.07.09 the now proposed date of trial operation of second segment.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on April 25, 2009 (Saturday) (11.45 AM)**

Agenda items: Action taken by DPCC on complaints of 'Vishwakarma Nagar Residents Welfare Association' regarding air and noise pollution problem due to factories in Friends Colony Industrial Area

In attendance:

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

3. Mr. M. I. Siddiqui, Asstt. Env. Engineer, DPCC

4. Nazim uddin, Environmental Engineer, CPCB

And the Complainants

This meeting was held in continuation to the last meetings held on 21.02.09 and 06.03.09

In the meeting held on 21.02.09 EPCA asked DPCC to carry out surprise inspections of the concerned units at appropriate time and investigate all aspects of pollution within 10 days.

In the meeting held on 06.03.09 DPCC informed about carrying out inspection of 3 industrial units on 05.03.09 while the fourth was not in operation during the inspection and that the units have installed wet scrubber on furnace and the results of the monitoring carried out during the inspection are awaited. It was also informed that the whole industrial area has been surveyed recently and report is being compiled. EPCA then had asked DPCC to keep EPCA informed about its findings and action taken.

Complainants stated during the present meeting that problem of pollution continues. EPCA expressed that no proper inspection / monitoring has been carried out and no effective action has been taken.

DPCC officers requested that a list of problematic industrial units be provided by the complainants. EPCA gave a list of industrial units received from the complainants to DPCC representative during the meeting however clarifying that the list may not be a complete list and DPCC is to take action against all industries responsible for pollution problem and report back within four weeks. EPCA also desired that the matter be brought to the notice of Chairman, DPCC.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on April 25, 2009 (Saturday) (12.15 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. Dr. Bipin Behari, Secretary, DJB
4. Mr. V. K. Jain, SE, DJB
5. Mr. A. K. Agarwal, EE (VI), DJB

6. Mr. S. M. Amrit, CE, NDZ II, CPWD
7. Mr. Rajebdra Singh, EE, CPWD

8. Mr. Subhash Chandra, Director (Hort.), NDMC
9. Mr. Anurag Goyal, Director (Proj.), NDMC
10. Mr. U. C. Gautam, NDMC
11. Mr. Kumar Vishal, Project Incharge, M/s J.M. Enviro Tech Pvt. Ltd.
12. Mr. Sanjay Kumar Jha, Project Manager, M/s J.M. Enviro Tech Pvt. Ltd
13. Mr. R. P. Mishra, M/s J.M. Enviro Tech Pvt. Ltd

14. Nazim uddin, Environmental Engineer, CPCB

EPCA stated that the issue of foul odour in treated wastewater reused for irrigation of parks had been taken up earlier and three years have passed since then but things have not improved. EPCA also enquired about the status of pipeline for which CPWD then had asked for 6 months time to complete. CPWD responded that the pipeline from Okhla upto Tilak Nagar has been laid.

DJB informed that treated wastewater from conventional STPs of 45 MLD or 30 MLD capacity at Okhla is supplied for reuse in irrigation of parks. DJB further stated that tertiary treatment is being adopted in some cities such as in Bangalore. EPCA expressed that it is not in favour of jumping to costliest technological solutions with giving chance to the cheaper treatment options.

CPCB representative informed that STPs of different sizes – 45 MLD, 30 MLD, 16 MLD and 12 MLD - are located at Okhla site and expressed that the smallest 12 MLD STP, which has only a single secondary clarifier attached to its aeration tank, is expected to provide better quality treated wastewater because the larger plants with multiple secondary clarifier attached to their aeration tanks have a peculiar design flaw - that a proportionate/equal sludge recirculation rate from each of the parallel secondary clarifiers can not be ensured - which is liable to affects their performance. CPCB representative further informed that CPCB has brought out a newsletter - Activated Sludge Process – with suggestions on operation of ‘activated sludge process’ based treatment plants and explaining the above design flaw.

NDMC informed that treated wastewater of Okhla STP is subjected to further treatment with an especially developed bacteria (supplied by a consultant) to control odour. It was agreed to collect a sample of wastewater being used in irrigation for its analysis by DJB / DPCC.

EPCA directed DJB and NDMC to ensure that only treated wastewater of adequate quality and after disinfection is reused in irrigation of parks.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on May 2, 2009 (Saturday) (11.00 AM)**

Agenda items: Progress of first BRT corridor

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member, EPCA
3. Mr. N. R. Raje, Member, EPCA

4. Col. Ashok Kumar Singh, DIMTS
5. Mr. V. K. Mehrotra, Sr. Consultand, DIMTS

6. Mr. B. S. Sehrawat, AGM, RITES

7. Mr. Sharat Sinha, ACP/Traffic, Delhi Traffic Police
8. Mr. Harendra Singh, Traffic Inspector, Delhi Traffic Police

9. Mr. Sandip Gandhi, SGA / TRIPP, IIT-D

10. Nazim uddin, Environmental Engineer, CPCB

This meeting was convened in continuation of the meeting held on 25th April 2009 mainly to discuss the progress of works of first BRT corridor, in particular the integration with Metro near Lajpatnagar and two important issues of the second segment—signaling work and bus queue-shelter work

Delhi Police informed that work order for signaling work has been issued to CMS on 01.05.09.

It was discussed that Chief Secretary, Delhi convened a meeting on 27.04.09 in which the matters of integration of BRT with Metro near Lajpatnagar station and the bus queue-shelter work in the second segment were discussed. These matter are being resolved soon and the bus queue-shelter work is likely to be started from the coming Monday.

The issue of unauthorized parking of buses of Delhi Public School, Mathura Road on BRT road was brought to the notice of EPCA. EPCA asked Transport Department and Delhi Police to write letter to the school on this issue.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on May 2, 2009 (Saturday) (11.45 AM)**

Agenda items: Progress of capacity expansion plans for auto CNG supply in Delhi and NCR

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member, EPCA
3. Mr. N. R. Raje, Member, EPCA

4. Mr. R. Vedvyas, MD, IGL
5. Mr. Manmohan Singh, Director (Comm), IGL
6. Mr. Manjit Singh, Chief GM (Engg. & Proj.), IGL
7. Mr. E. Pant, GM (Proj.), IGL
8. Mr. Ajay Tyagi, GM (Elec.), IGL

9. Mr. B. K. Jain, Additional Commissioner (Plg.), DDA
10. Ms. M. Z. Bawa, Director (Plg.) MPD, DDA
11. Mr. Yogi Raj Sharma, AD (I.L.), DDA
12. Mr. V. K. Bhatia, CGM (Tech), DTC

13. Mr. R. K. Sharma, C.E. (Elect.), MCD
14. Mr. Hemant Kumar Soni, AVPC (B), BRPL/BYPC (BSES)
15. Mr. Bhupendra Singh, DGM (MLCL), BRPL (BSES)
16. Mr. S. K. Sharma, AE (Elect.)
17. Mr. Anurag Shukla, AE, NDPL

18. Nazim uddin, Environmental Engineer, CPCB

Progress of auto CNG infrastructure improvement in Delhi and NCR

IGL presented the progress report dated 02.05.09 of its CNG infrastructure development plan for auto CNG supply in Delhi and NCR that included i) CNG stations position in NCR, ii) Enhancement of compression capacity iii) Enhancement of dispensing capacity, iv) Performance improvement after installation of motor-driven Delta 1200 SCMH compressors v) Future plans for in Delhi, vi) Future plans for NCR: Noida, Greater Noida, Ghaziabad and vii) Status of establishing CNG facilities in DTC depots.

DDA's permission for refueling facility for private buses at DTC bus depots:

EPCA stated that the issue has been unnecessarily dragged for more than a year and asked DDA's officers to inform the status. DDA officer from planning department stated the finance department of DDA might have some issues on this matter. EPCA stated that DTC is already in possession of depots land and the only condition that needs clearance is CNG refueling of private buses, which are part of public transport. EPCA directed that DDA representative should convey to the concerned department in DDA that the matter should be sorted out and the status be informed to EPCA before the proposed meeting of Chairman, EPCA with Chairman, DDA scheduled on 8th May 2009. EPCA also stated that till the matter is not cleared by DDA, DTC can issue passes to allow refueling of the private buses plying on DTC routes.

Status of establishing CNG facilities in DTC depots.

IGL presented status of establishing CNG facilities in DTC depots under its plan for the years 2008-09, 2009-10, and 2010-11. The status indicated that facility at 6 depots can be commissioned between May and September 2009. DTC requested IGL to take up for completion at least 8 depots during this period. EPCA asked IGL give commissioning date for the next six also and inform in the next meeting how they can expedite the whole plan. Regarding pipeline work related to Ambedkar Nagar depot, EPCA requested IGL to do minimum digging on BRT route and finish the work in shortest possible time. Regarding Nehru Place depot, EPCA expressed that establishing facility at this depot is very important due to its location therefore IGL should prepare the best-conceived plan. EPCA also asked IGL to strengthen its capacity at border depots.

Permission for electricity load enhancement for upgrading IGL stations

Representatives of the concerned agencies BRPL / BSES and NDPL stated that there is full support from their side in providing HT connections and LT cables but some clearance from PWD and MCD use to take long time which causes delays. EPCA asked IGL to write a letter listing all such cases that are being delayed due to want of permissions.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on May 9, 2009 (Saturday) (12.00 Noon)**

Agenda items: Issues related to CNG safety

In attendance:

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

4. Mr. Ajay K Bisht, Sr. Dy. Commissioner, Transport Department, Delhi
5. Mr. Vikas Jain, PCO (HQ), Transport Department, Delhi
6. Mr. Subhash Chandra, PCO, Transport Department, Delhi
7. Mr. Jasbir Singh, Inspector, Transport Department, Delhi
8. Mr. Satinder Dabas, PLT, Transport Department, Delhi
9. Mr. Maharaj Singh, MVI, Transport Department, Delhi

10. Mr. K. G. Soti, Manager, DTC
11. Mr. S. K. Sharma, Manager, DTC
12. Mr. D. D. Dhar, DTC
13. Mr. Ved Pal Singh, DTC

14. Mr. A. Batra CGM (Mkts.), IGL
15. Mr. Manjit Singh, CGM (Engg. & Proj.), IGL
16. Mr. Alok Sharma, DGM (F&S), IGL
17. Mr. Sudhir Singh, CM-BD, IGL

18. Mr. S. K. Patra, Director (Tech), ASRTU
19. Mr R. Chandrababu, Asstt. Director (Tech), ASRTU

20. Mr. Atanu Ganguli, Dy. Director, SIAM

21. Mr. Gurmit Singh, South Delhi Bus Association

22. Nazim uddin, Environmental Engineer, CPCB

Fire incident in a blue-line bus: It was informed that the recent incident of fire in a blue-line bus occurred probably because of some short-circuiting and the resulting fire was controlled immediately before it could spread.

Quarterly records of periodic testing conducted by authorized workshops: Delhi Transport Department presented a summary of the last quarterly record submitted to EPCA. In certain workshops' significant difference between number of buses attached to the workshop and tested during the quarter was observed. EPCA asked Transport Department to i) write to workshops to issue letters to bus owners whenever a bus skips the quarterly test and ii) analyse which buses have skipped two consecutive quarterly tests and after warning on the first such default, take severe action if the default is repeated. EPCA further requested Transport Department to come back with suggestions as how the system can be tightened to ensure that buses do not skip quarterly test.

Audit of authorized workshops: The salient shortcomings noticed in various workshops during the last third party audit of workshops conducted by Delhi Transport Department were discussed. EPCA suggested that the next audit could be conducted in July/August to check whether these shortcomings have been addressed or not.

Leakage testing of DTC buses at depots: DTC stated that presently leakage testing of DTC buses and converted private buses is conducted at six DTC workshops but to reduce dead mileage DTC wants to conduct quarterly leakage testing of DTC buses at its Depots also. EPCA expressed that to do this DTC will have to have all requisite equipment / facilities at the depots.

Issues put up by bus owners representative: Bus owners representative mentioned the problem being faced due to non-availability of the Aveto engine parts that was supplied by Ashok Leyland in its buses a few years back. EPCA informed that it has asked Ashok Leyland to address this issue and its response is awaited. EPCA expressed that it will take up the matter of shortage of skilled drivers with the concerned government agencies.

**(draft) Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on May 15, 2009 (Friday) (03.00 PM)**

Agenda items: Progress of works on 1st BRT Corridor in Delhi

In attendance:

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

3. Col. Ashok Kumar Singh, DIMTS
4. Mr. Sandip Gandhi, SGA / TRIPP, IIT-D

5. Nazim uddin, Environmental Engineer, CPCB

This meeting was convened in continuation of the meeting held on 2nd May 2009 to discuss the progress of works of first BRT corridor. The progress of work could not be reviewed, as representatives of RITES and Delhi Police were not present.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on May 15, 2009 (Friday) (03.30 PM)**

Agenda items: Status of 'Revised Ambient Air Quality Standards' and Status / report of 'Source Apportionment Study'

In attendance:

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

4. Dr. Prashant Gargava, Environmental Engineer, CPCB

5. Nazim uddin, Environmental Engineer, CPCB

The concerned CPCB officer informed the status of the two studies - 'Source Apportionment Study' and 'Revision of Ambient Air Quality Standards'.

Source Apportionment Study

It was informed that the Source Apportionment Study has been completed. Subsequently a meeting has been held in January 2009 in Mumbai and as decided the meeting after carrying out some more analysis the draft report has been prepared. The report is to be presented before a technical committee of the Board shortly and after its clearance the report shall be forwarded to the Ministry, likely within June 2009. He further mentioned the key finding of the study as – PM_{2.5} is the important parameter with regard to toxicants in air, road side dust is one of the significant factors contributing to PM₁₀, secondary particulates (sulphates, nitrates) are important factors contributing to particulate matter and point to vehicular and industrial sources warranting newer approach for controlling particulate.

Revision of Ambient Air Quality Standards

It was informed that the proposed revised standards were presented before the expert committee of the Ministry on 14.02.09 and consequent to the meeting some explanations were sought by the Ministry that have also been replied to by the CPCB.

EPCA expressed that as we are making efforts to reduce urban pollution such as implementation of Euro IV equivalent standards in critically polluted cities from 01.04.10, setting modified standards is also urgently needed. As regard development of the monitoring facilities, we should not compare our self with advanced countries because we are not doing dense monitoring the results of which are used for daily alerts rather we are generally doing representative monitoring for which monitoring facilities can be gradually developed and monitoring of special parameters could also be site-specific to start with i.e. monitoring of special parameters can be initially started in critically polluted cities.

EPCA desired that the finalization of the revised standards should be expedited.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on May 15, 2009 (Friday) (04.00 PM)**

Agenda items: (Oil companies') preparedness for implementation of Euro IV equivalent standards in 11 major cities from April 1, 2010

In attendance:

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

4. Mr. Anand Prakash, Director (RT), Ministry of Shipping, Road Transport & Highways

5. Mr. C. Shankar, GM (PS-PJ), Indian Oil Corporation Ltd.,
6. Mr. G. Roy, GM (T), Indian Oil Corporation Ltd.
7. Mr. Anup Kacker, GM (C &IP), Indian Oil Corporation Ltd., R&D Centre
8. Mr. Surendra Singh, Chief QC Manager, Indian Oil Corporation Ltd. Mkt. NR
9. Mr. P. D. Dusane, Sr. manager (QC), Indian Oil Corporation Ltd.

10. Mr. R. K. Mehra, ED (Planning), Bharat Petroleum Corporation Ltd.
11. Mr. D. K. Saini, Sr. Manager, Bharat Petroleum Corporation Ltd.

12. Mr. Y. K. Gawali, ED (O&D), Hindustan Petroleum Corporation Ltd.
13. Mr. K. Srinivasan, GM-T NR, Hindustan Petroleum Corporation Ltd.
14. Mr. A. Khurana, DGM- O&D NZ, Hindustan Petroleum Corporation Ltd.
15. Mr. Subhankar Biswas, DGM –Distbn., Hindustan Petroleum Corporation Ltd.
16. Mr. V. K. Yadav, Chief RM-HPCL, State Level Coordinator-Oil Industry, Delhi

17. Nazim uddin, Environmental Engineer, CPCB

EPCA stated that implementation of Euro IV equivalent standards in critically polluted cities from 01.04.10 is a big step to reduce urban pollution, a big step for India and a big step for environment. EPCA requested oil companies to inform status of preparedness to implement this.

BPCL informed that the necessary modification works are in progress in its refineries and are likely to be completed by December 2009. BPCL is fully prepared to supply Euro IV equivalent standards compliant diesel and MS in critically polluted cities as well as Euro III equivalent standards compliant diesel and MS in rest of the country from 01.04.2010.

HPCL informed that as far as its own refineries are concerned Euro III equivalent standards compliant diesel and MS will not be a problem but Euro IV equivalent standards compliant diesel will be produced only after December 2011. However some stand-alone refineries are in position to offer Euro IV equivalent standards compliant diesel. HPCL will ensure that only Euro IV equivalent standards compliant diesel and MS is supplied in critically polluted cities and Euro III equivalent standards compliant diesel and MS is supplied in entire country from 01.04.2010.

IOCL informed that the necessary modification works are in progress in its refineries and are likely to be completed by December 2009, plus-minus one month. However there are some problems in meeting the deadline in Barauni Refinery and a delay of few months may occur. IOCL is prepared to supply Euro IV equivalent standards compliant diesel and MS in critically polluted cities as well as

Euro III equivalent standards compliant diesel and MS in rest of the country from 01.04.2010 except for in North East, Bihar, Eastern U.P. and some part of West Bengal where supply of Euro IV equivalent standards compliant diesel and MS will be delayed by few months for which IOCL will seek slight extension.

MoSRT&H informed that revised standards applicable from 01.04.2010 have been notified in February 2009. Oil companies' representative expressed that they have made utmost efforts on their part to improve fuel quality and the burden on them is just short of the last straw whereas vehicle manufacturers have not made much efforts to improve technology. Oil companies' representative requested that it is the high time the focus should be shifted to improving engine technology. Dr. Mathur informed that vehicle manufacturers have so far mainly concentrated on after-treatment devices and have done little to improve engine technologies. EPCA decided to hold a meeting with vehicle manufacturers to review their preparedness for implementation of Euro IV equivalent standards in 11 major cities from April 1, 2010.

The problem of adulteration in auto fuels was also discussed. Oil companies representatives put forward the view that huge price disparity between auto fuels and kerosene distributed through PDS is the main factor promoting adulteration. EPCA expressed that the present system is not foolproof and adulteration is rampant and requested oil companies to review with the help of experts the existing procedures of checking adulteration and go for a policy revision.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on May 23, 2009 (Saturday) (11.00 AM)**

Agenda items: Progress of works on 1st BRT Corridor in Delhi

In attendance:

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

3. Col. Ashok Kumar Singh, DIMTS
4. Mr. V. K. Mehrotra, Sr. Consultand, DIMTS

5. Mr. B. S. Sehrawat, AGM, RITES

6. Mr Harendra K Singh, ACP/Traffic (South)

7. Ms. Ruchi Varma, TRIPP, IIT-D

8. Nazim uddin, Environmental Engineer, CPCB

This meeting was convened to discuss the progress of works of first BRT corridor, in particular the progress of the following works:

- i) Signaling work in the 2nd segment of BRT up to Delhi gate
- ii) Bus Q-shelters in the 2nd segment of BRT up to Delhi gate
- iii) Integration with Metro near Lajpatnagar station

Signaling work

EPCA was informed that the initial estimate/proposal of CMS about signal work was not complete as it mainly included work related to shifting of the existing signals and did not include work related to new signals for cyclist and pedestrians. This means that complete work has not been awarded to CMS. It was decided that RITES and Delhi Police would hold a meeting on Wednesday in Signal DCP Head Quarters and sort out the issue.

Bus Q-shelters

EPCA was informed that Jindals has already started the work. It was decided that RITES will write to Jindal with intimation to EPCA about priority location that needs to be taken up first and preferred time frame to complete the work. If needed EPCA would call Jindals to discuss the matter.

Integration with Metro near Lajpatnagar station

The progress could not be reviewed, as representatives of Delhi Transport Department were not present.

On enquiring about operation of BRT's operational segment, DIMTS informed that efficiency has been improved and the DTC is being further motivated to increase buses / improve schedule.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on May 23, 2009 (Saturday) (11.45 AM)**

Agenda items: Status of signing / implementation of 'Reciprocal Common Transport Agreements' in respect of NCR

In attendance:

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

3. Dr. Noor Muhammad, M.S., NCR Planning Board (NCRPB)
4. Mr. Rajeev Malhotra, CRP, NCR Planning Board
5. Mr. Syed Aqeel Ahmad, Asstt. Director (T), NCR Planning Board

6. Mr. Anand M. Sharan, State Transport Controller, Haryana
7. Mr. Vinod Shankar Singh, Dy. Transport Commissioner, UP
8. Mr. Subodh Kumar, PCO/ Asstt. STA, Delhi
9. Mr. B. L. Verma, Secretary RTA, Alwar

10. Nazim uddin, Environmental Engineer, CPCB

Implementation of 'Reciprocal Common Transport Agreements' for contract carriages

EPCA was informed that the only hurdle in implementation of Agreements for contract carriage is that Delhi is objecting to the implementation of common color code because of some misgivings about it. While other states are of the view that states are independent in implementing any color code within the state and therefore the common colour code can also be implemented by them individually, Delhi is raising the issue that common color code in NCR can be enforced only through introducing a provision in this respect in Motor vehicle Act. EPCA agreed with the views of other states and stated that Delhi's viewpoint is totally a non-issue. EPCA directed that Delhi will also follow the same line and desired that implementation of 'Reciprocal Common Transport Agreements' for contract carriages should be expedited.

Signing of 'Reciprocal Common Transport Agreement' for 'Stage and Goods Carriages'

EPCA was informed that U.P. and Rajasthan have already approved and are ready for signing. Haryana also informed it is ready. EPCA was informed that Delhi has some reservations in respect of Goods Carriages as it is enforcing CNG conversion of lighter goods vehicles (3.5 to 7.5 Ton) whereas CNG is not mandatory for Goods Carriages under the Agreements. EPCA expressed that our main emphasis has been on improving public transport and recalled that as objections were raised on auto-rickshaws, EPCA allowed their exclusion from Contract Carriages Agreements' implementation. EPCA directed to go ahead with signing and implementation of Stage Carriages Agreements expeditiously, leaving Goods Carriages, as objections are being raised on their inclusion. NCRPB agreed to drop the relevant clause from the Agreements and issue letters in this respect.

NCRPB requested state governments representatives to sent their consents at earliest so that date for signing of 'Reciprocal Common Transport Agreement' for 'Stage Carriages' could be fixed.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on May 30, 2009 (Saturday) (11.00 AM)**

Agenda items: Improvements in public (bus) transport in Delhi

In attendance:

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

3. Ms. Varsha Joshi, Additional Commissioner, Transport Department, Delhi
4. Mr. Suvajit Roy, Chief-Operations, DIMTS
5. Mr. Manoj Aggrawal, Sr. V.P. DIMTS
6. Mr. V. K. Mehrotra, Sr. Consultand, DIMTS
7. Mr. B. S. Chauhan, DM-SUD, DTC
8. Mr. A. K. Kakkar, Sr. Manager, DTC
9. Mr. S. P. Sethi, Sr. Manager, DTC
10. Mr. R. K. Jain, Manager (Traffic), DTC

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

12. Mr B S Sehrawat, AGM RITES

13. Nazim uddin, Environmental Engineer, CPCB

This meeting was convened in continuation to the meeting held on March 13, 2009 to check the status of the activities discussed in the EPCA meeting held on 27th December 2008 regarding improvement in public transport (bus services) in Delhi. The progress reported in the meeting is given below:

S. No.	Issues	Organization	Action / Time schedule decided in 27 th Dec Meeting of EPCA	Status Reported in the present meeting
1.	Delivery of buses against DTC placed orders	DTC	Tata 650 buses of 1 st order have been received. Tata has to supply 1625 buses and Ashok Leyland 875 buses against 2 nd order for which prototype is to be presented by March 2009 and supply completed between April 2009 to February 2010. DTC to write to both manufacturers to advance the schedule of prototype and delivery of buses. To keep EPCA informed for deliberations with bus companies. (In March 13, 2009 Meeting, DTC informed that Tata and Ashok Leyland have informed to supply prototype by March /April 2009)	DTC informed that now Tata and Ashok Leyland will present prototype by June 2009 and start supply from July 2009. EPCA directed that DTC will submit the proposed revised schedules of bus supply of Tata and Ashok Leyland.
2.	Placement of 2000 bus order by DTC, which is pending final decision about type	Transport Department	Transport Department to take a final decision so that this order can be expedited. (In January 31, 2009 Meeting, DIMTS informed that by 5 th February it would provide the details to Transport Department and after its approval by the Finance Department and the Cabinet, the order can be placed by 20 th Feb.)	EPCA desired that updated position will be given by Delhi Transport Department

3.	Induction of new bus drivers	DTC	600 new drivers have been inducted. All 4000 drivers to be inducted by March 2009. (In March 13, 2009 Meeting, DTC informed that 2667 drivers appointed, all 4,000 additional drivers will be inducted by April 2009	DTC informed that 2914 drivers have been inducted out of 5000-odd appointed, induction of the remaining will be synchronized with induction of new buses
4.	Proper orientation of new DTC drivers	DTC	(In March 13, 2009 Meeting, Delhi Police expressed that new drivers needs to be adequately oriented, as number of accidents have risen in recent months. DTC to take action.)	DTC informed that retraining and refreshing courses have been started
5.	Award of first bus cluster (231 buses)	DIMTS / Transport Department	RFP will be finalized by 16 th January 2009 and DIMTS will forward the matter to Transport department within a week from 16 th January. Letter of Intent to be issued by 1 st week of February 2009. (In Jan 31, 2009 Meeting, DIMTS informed EPCA that the first bus cluster (231 buses) will be awarded to the party by 20 th February)	Not yet awarded. It was indicated that delay is occurring due to problems in gap-funding and its bank guarantee. It was discussed that relaxing condition of Low-Floor buses could make the scheme more tenable but it might require retendering. EPCA desired that updated position will be given by Delhi Transport Department within two weeks.
6.	Award of Group-2 bus clusters (6 clusters; 1310 buses)	DIMTS / Transport Department	Will be taken up Group-2 bus clusters in February end, 6 to 8 weeks requires for seeking proposals (RFQ+RFP). DIMTS/Transport department to inform EPCA of final schedule (In January 31, 2009 Meeting, DIMTS informed EPCA that the award of Group-2 bus cluster will be completed by mid March and Cabinet clearance for entire group will also be obtained)	No schedule given
7.	Award of Group-3 bus clusters (remaining)	DIMTS / Transport Department	DIMTS/Transport department to inform EPCA of final schedule (In January 31, 2009 Meeting, EPCA asked DIMTS/Transport Department to inform final schedule for award of Group-3 clusters)	No schedule given
8.	GPRS for buses and back-end office to manage public transport system	Transport Department / DTC / DIMTS	As the agency finalized for this work has backed off, a new process has to be started. Also it has to be decided how the system will work for all buses – DTC and private buses. Transport department to inform EPCA of its decision and schedule.	It was informed that the proposal has gone to Finance Department of Govt. of NCT of Delhi. It was also informed that back-end office is tied up with GPS project.

			(In January 31, 2009 Meeting, DIMTS informed EPCA that final decision will be taken by the Transport Department by February. In March 13, 2009 Meeting, DIMTS informed that it has submitted its proposal for purchase of equipment and software development to the Transport Department and the Transport Department informed that they are processing the proposal and should be able to clear it within one month)	EPCA reminded Transport Department that about Rs. 30 crore penalty amount is deposited with courts and it may approach courts to allow use of this money for purposes such as GPS.
9.	Integrated ticketing	Transport Department / DIMTS / DTC		Transport Department informed that this being a complicated matter involving lots of issue it would take some time to decide on this.
10.	Review of plans of bus terminals	DTC Transport Department / DIMTS	To submit plans on increase of bus terminals by January 2009. (In Jan 31, 2009 Meeting, EPCA decided that Transport department and DIMTS will get the review done of the bus terminals with integration of multi model system in one month)	No progress informed. EPCA directed that DTC should immediately take up the matter with DDA as Zonal Plans are being finalized.
11.	Parking of private buses etc	Transport Department / DIMTS / DTC		DTC informed that its depots are already overloaded. Delhi Police expressed that as a temporary solution it can provide details of pieces of public land available in Delhi which are also used by it to park compounded vehicles. It was discussed that long-term solution is required on this matter. DIMTS expressed that revamping of DTC depots could be considered to allow parking on charge basis. EPCA decided that Transport Department and DIMTS will come back on the issue and Delhi Police will give feed back as above. EPCA expressed that the matter should also be immediately taken up with DDA as Zonal Plans are being finalized.
12.	Progress of 1 st BRT corridor	Transport Department / DIMTS / RITES / IIT / Delhi Police	In March 13, 2009 Meeting, RITES informed work of corridor will be completed by April 2009. In may 23, 2009 meeting the following progress on the three outstanding issues was observed:	<u>Signaling work</u> The scheduled meeting between RITES and Delhi Police convened and the issue sort out. Delhi Police requested RITES to check the revised proposal of CMC so

			<p><u>Signaling work</u> EPCA was informed that the initial estimate/proposal of CMS about signal work was not complete as it mainly included work related to shifting of the existing signals and did not include work related to new signals for cyclist and pedestrians. It was decided that RITES and Delhi Police would hold a meeting on Wednesday in Signal DCP Head Quarters and sort out the issue.</p> <p><u>Bus Q-shelters</u> EPCA was informed that Jindals has already started the work. It was decided that RITES would write to Jindals with intimation to EPCA about priority location that needs to be taken up first and preferred time frame to complete the work. If needed EPCA would call Jindals to discuss the matter.</p> <p><u>Integration with Metro near Lajpatnagar station</u> The progress could not be reviewed, as representatives of Delhi Transport Department were not present.</p>	<p>that final work order may be issued. RITES stated that time schedule is needed from CMS.</p> <p><u>Bus Q-shelters</u> RITES indicated that Jindals have already done 12 bus Q-shelters and might complete 2/3rd work by 15th July. EPCA stated the whole work needs to be completed by 15th July 2009, the scheduled completion dated for the project.</p> <p><u>Integration with Metro near Lajpatnagar station</u> Status not informed.</p>
13.	Improvement in evening bus schedule on BRTS	DTC / DIMTS	<p>Present 70% availability of buses in the evening shift out of total 102 buses on 1st BRT route will be improved to 100% by March 2009.</p> <p>(In March 13, 2009 Meeting, it was informed that bus schedule on BRT route improved to 91/90% in morning /evening)</p>	<p>DTC informed that average bus schedule on BRT route is 85-90%, at some routes it is >95% and situation will improve on operationalisation of Ambedkar Nagar depot.</p> <p>EPCA decided that DIMTS would inform DTC number of more buses to be introduced and schedule needed and that Ambedkar Nagar depot should be commissioned by 15th June 2009.</p>
14.	Status of next BRT corridor	Transport Department / DIMTS	<p>In March 13th 2009 Meeting, It was informed that DPR for 2nd and 3rd corridors have been submitted. EPCA asked Transport Department to inform when DPR preparation for 4th, 5th and 6th corridors will be taken up</p>	<p>No further progress reported</p>
15.	Operationalisation of the public transport fund	Transport Department	<p>Cabinet note to be prepared and matters sorted by January 2009</p> <p>(In January 31, 2009 Meeting, Delhi Government informed that cabinet approval is still awaited on the note on operationalisation of public transport fund)</p>	<p>No further progress reported</p>

EPCA decided to review progress after two weeks.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on May 30, 2009 (Saturday) (11.45 AM)**

Agenda items: (Auto manufacturers) Preparedness for implementation of Euro IV equivalent standards in 11 major cities and Euro III equivalent standards & BS-III standards (for two- and three-wheelers) in whole country from April 1, 2010

In attendance:

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

3. Ms. Varsha Joshi, Additional Commissioner, Transport Department, Delhi
4. Mr. Ajay Kumar Bisht, Senior Deputy Commissioner, Transport Department, Delhi
5. Mr. Vikas Jain, PCO (HQ), Transport Department, Delhi
6. Mr. Ajay Mamoriya, PCO, Transport Department, Delhi

7. Mr. K K Gandhi - Executive Director (Technical), SIAM

Heavy Vehicle Manufacturers

8. Mr. Anshuman Samanta, ASM, Tata Motors Ltd.
9. Mr. Abhik Gupta, Cust. Support Manager, Tata Motors Ltd.
10. Mr. Karthik Sharma, Manager, Volvo Buses India Pvt. Ltd
11. Mr. B. S. Devgun, ED-R&D, Swaraj Mazda
12. Mr. Sunil Shridhar, Sr. Engineer, Swaraj Mazda
13. Mr. Luv Khanna, Engineer-Service, Swaraj Mazda

Car Manufacturers

14. Mr. Ranjit Singh, Maruti Suzuki
15. Mr. N. Balasubramaniam, Dy. Head (Engg. Synthesis), Renault India
16. Mr. Ajit Joshi, DGM-R&D, Mahindra Car
17. Mr. Van Fliegel, DGM, Skoda Auto India
18. Mr. Nitin Kulkarni, Sr. Manager, Skoda Auto India

Two- & Three-wheeler Manufacturers

19. Mr. Haejeet Singh, AVP-R&D, Hero Honda Motors Ltd
20. Mr. Suraj Agrawl, AGM, Honda Motorcycles & Scooters
21. Mr. Milind Hedao, Dept. Head-QC, Suzuki Motorcycles
22. Mr. Yogesh Dinkar, Suzuki Motorcycles
23. Mr. Niraj Kumar, GM-Ser, TVS
24. Mr. B. K. Maitin, CM, Scooters India Ltd

EPCA informed that a meeting was convened last week to know oil companies preparedness for supplying Euro IV equivalent standards fuels in 11 major cities and Euro III equivalent standards fuels in whole country from April 1, 2010 and today's meeting has been called to know vehicle manufacturers' preparedness for supplying Euro IV equivalent standards vehicles in 11 major cities and Euro III equivalent standards vehicles and BS-III standards two- and three-wheelers in whole country from April 1, 2010.

Vehicle manufacturers in all categories - heavy vehicles, cars and two/three wheeler - gave the impression that they are geared up for complying both the standards applicable in critically polluted cities and entire country from April 1, 2010.

The car manufacturers indicated that only few modifications are needed if a change either from BS-II emission norms to Euro III equivalent emission norms or from Euro III equivalent emission norms to Euro IV equivalent emission norms is to be achieved. However, if BS-II emission compliant vehicle is to be upgraded to Euro IV equivalent norms compliant one then lot of changes including change in engine / platform could be required. It was informed that new series of engine coming up in the market (such as k-series) are already Euro IV ready.

On enquiring about technology being used to meet revised NOx norms, vehicle manufacturers informed that urea-injection based 'Selective Catalytic Reduction' (SCR) technology is being adopted because the devices based on the other technology - 'Exhaust Gas Recirculation' (EGR) technology - are susceptible to corrosion if high sulphur content fuel are used.

Two-wheelers manufacturers stated that they are already quite satisfied with the level of compliance in respect of (HC+NOx) emissions as well as fuel economy as compared to other countries and lot of changes have already been done in the engine technology. It was informed that they can meet the norms with the help of cat-converter and by 2010 no two wheelers would be without cat-converter. It was discussed that verifying deterioration factored norms would be difficult as there is no OBD system for two/three wheeler.

EPCA also discussed with vehicle manufacturers various points related to the OBD system of the revised norms and flagged some issues related to revised norms/OBD system that needs clarifications.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on May 30, 2009 (Saturday) (12.15 PM)**

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. O.P. Singhal, SE, DJB
4. Mr. V. K. Jain, SE, DJB
5. Mr. V. P. Gunjiyal, EE, DJB
6. Mr. P. C. Sharma, ACWA, DJB
7. Mr. Girish Kumar, Asstt. Chemist, DJB
8. Mr. S. K. Rai, JE, DJB

9. Mr. Subhash Chandra, Director (Hort.), NDMC
10. Mr. R. K. Batra, Ex. Engineer, NDMC

11. Nazim uddin, Environmental Engineer, CPCB

This meeting was convened in continuation to the EPCA meeting held on April 25, 2009 in which certain directions were issued to control odour in the treated wastewater reused for irrigation of parks.

Chairman, EPCA stated that the situation has not improved and the Lodhi Garden is still being irrigated with wastewater full of unbearable odour.

Chairman, EPCA directed DJB and NDMC to fix two days a week – Monday and Wednesday – to meet him at 05.00 PM at Gate No. 3 till the problem is resolved.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on June 13, 2009 (Saturday) (11.00 AM)**

Agenda items: Progress of works on 1st BRT Corridor in Delhi

In attendance:

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

3. Ms. Varsha Joshi, Additional Commissioner, Transport Department, Delhi
4. Col. Ashok Kumar Singh, GM-OPS, DIMTS
5. Mr. V. K. Mehrotra, Sr. Consultand, DIMTS
6. Mr. B. S. Sehrawat, AGM, RITES
7. Ms. Ruchi Varma, TRIPP, IIT-D

8. Mr Harendra K Singh, ACP/Traffic (South)

9. Nazim uddin, Environmental Engineer, CPCB

Signaling work : RITES and Delhi Police indicated that CMS is in control and the signaling work is expected to complete in time.

Bus Q-shelters: RITES informed that bus Q-shelter work is in progress at a satisfactory pace.

Integration with Metro near Lajpatnagar station: Delhi Transport Department was asked why the integration related work has not commenced in spite of decision taken in CS meeting held on 27th April 2009. Transport Department agreed to revert back on the matter in the mid of coming week. IIT-D was requested to make available to Transport Department by Monday a copy of DMRC letter dated 28.03.09, which indicates DMRC's approval for allowing connection from their foot-over-bridge to BRT bus stop, for ready reference.

Traffic survey to get benchmarks: EPCA stated that as the BRT has resulted in improvement in bus traffic movement and thereby in public transport this should be validated with proper traffic surveys. EPCA desired that DIMTS should carry out a detailed traffic survey to get benchmark data with focus on key crossings – Press Enclave, Chiragh Dilli, Bhairon Marg, Moolchand, Tilak Bridge (W point), ITO (A point) and Delhi Gate.

Traffic Management on BRT: EPCA stated that Delhi Transport Department should decide at the earliest which authority is responsible for traffic management on BRT and expressed that ideally it should be Delhi Traffic Police.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on June 13, 2009 (Saturday) (11.45 AM)**

Agenda items: Issues related to parking in Delhi, including the issues mentioned in Chairman EPCA letter dated March 2, 2009 addressed to Secretary, UD, Government of India

In attendance:

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

3. Dr. M. M. Kutty, Joint Secretary, MoUD, Govt. of India

4. Ms. Varsha Joshi, Additional Commissioner, Transport Department, Delhi

5. Mr. Ashok Kumar, Commissioner (Plg.), DDA
6. Mr. V. K. Aggrawal, CE (E. Zone), DDA
7. Mr. K. C. Surender, Dy. Director (LPC), DDA

8. Mr. Anurag Goyal, Director (Proj.), NDMC
9. Mr. R. S. Godbole, Director (Enf./Estate), NDMC
10. Mr. R. Raina, CE (C), NDMC
11. Mr. A. M. Athale, Dy Chief Architect, NDMC

12. Mr. R. K. Srivastava, Addl. Commissioner (Engg.), MCD
13. Mr. Amiya Chandra, ADC (RP Cell), MCD
14. Mr. V. K. Bugga, CCP, MCD
15. Mr. Pradeep Khandelwal, SE, MCD
16. Mr. J. B. Bhatia, EE, MCD
17. Mr. Harminder Singh, EE, MCD

18. Mr Prabhakar, DCP -Traffic, Delhi Traffic Police
19. Mr. Ravinder Suri –Delhi Traffic Police

20. Nazim uddin, Environmental Engineer, CPCB

1. Action taken on decisions in the last EPCA meeting on parking related issues in Delhi

During the EPCA meeting on parking issues held on 28.02.09 a week-wise schedule was agreed to complete the joint inspection and physical demarcation of all authorized parking sites by MCD, NDMC and Delhi Police in March 2009. On observing little progress in the review meeting dated April 18, 2009, EPCA had directed that the work should resume from the coming Monday and finished within one month.

MCD informed that work is still going on and 130 MCD parking sites have been completed. Delhi Police informed that the work is being delayed because of MCD's slow response. EPCA expressed displeasure over the slow progress. Mr. R. K. Srivastava, Addl. Commissioner (Engg.), MCD agreed to take review the progress on day-to-day basis till the work is finished. EPCA decided to review the progress in two weeks.

Issues mentioned in EPCA letter dated 02.03.09 addressed to Secretary, UD, Govt. of India

EPCA had written the letter dated March 2, 2009 to Secretary, UD, Government of India in which various points related to parking provisions in MPD 2021 that need to be amended were mentioned and request made to reconsider/review and revise these provisions.

2.1 Creation of underground parking below parks

MoUD, Govt. of India stated that the issues raised in the EPCA letter were communicated to the concerned stakeholders – DDA, MCD and NDMC – and their views/comments sought. NDMC was of the view that creation of underground parking below parks is technically possible and greenery of the parks can be restored. MCD was of the view that in underground parking areas, over 90% per cent of the park area can be re-created and the surface can be restored to the original flat condition and greenery (grass and small plants/shrubs) redeveloped. In the remaining 10% area, large trees can remain undisturbed and a small portion would be utilized for constructing the ramp. MoUD, Govt. of India enquired from the representatives of different agencies if the any relaxation in the setback provisions is sought. All stake holders replied in negative. It was also clarified that these MPD provisions are only for neighbourhood parks in residential areas and not for any other parks in the city. It was discussed that safeguards would have to be included in MPD 2021 with conditions of preservation of trees in setbacks, restoration to original greenery and flat surface to conform to children playing/ recreational needs, no change in original surface except for the minimal utilization for ramp etc. EPCA stressed that such guidelines should be done through a revision in MPD 2021 to ensure stopping its misuse.

Action Points: The following was agreed by all present:

- a. Parking under parks will only be allowed as a last resort option;**
- b. It will only be allowed if 90 per cent of the land use of the existing park area is restored as a green area, which is flat and so can serve as a playground and have permitted activities as detailed in table 9.4. This provision will need to be included in MPD to ensure compliance as safeguard to the green space of the city.**
- c. There is a need to clarify and standardize the different terminologies used in MPD 2021 with regards green spaces, so as not to create ambiguities in implementation.**

2.2 Notification of commercial streets (980) and mixed-use streets (2183) under MPD 2021 without ensuring required parking facilities

It was agreed by all concerned that the safeguards provided in MPD 2021 regarding parking provisions before notification of streets are commercial had not been implemented (MPD 2021 15.12.3) and that this was leading to enormous problems in the city and inconvenience to resident.

MCD representatives briefed that, as per discussions with EPCA, it has now commissioned a study to understand the provision of parking on the commercial notified streets. The status of the study is that out of 12 zones, survey reports for 2 zones – Karol Bagh and Civil Lines – has been submitted by the consultant that are being analysed.

Action Points:

- 1. MCD to revert to EPCA on the analysis of the study for the two zones and the provision of parking that can be provided. This will be done in the next meeting and future strategy will be decided. MCD will also expedite the study of remaining zones.**
- 2. It was also agreed that no other street would be declared as commercial till the provisions/safeguards of MPD 2021 are followed regarding parking.**
- 3. MPD 2021 provisions regarding mixed land use and parking**

The following issues were raised for clarification and amendment:

3.1 The parking provisions, which relate to mixed-use and mixed-use streets in MPD 2021:

- i. If the plot size is below 250 sq m, no parking provision is required;
- ii. Small shops (15.6.3) of maximum 20 sqm area/maximum of 4 allowed in all colonies: no parking provision is required;
- iii. Other activities (15.7.1) and Professional activities (15.8) the parking provisions are as per 15.4 (v). This is: "Parking@ 2 ECS per 100 sqm shall be provided within the premise. Where this is not possible, cost of development of parking shall be payable to the local body".
- iv. Retail shops (15.6) are only allowed on the ground-floor of streets, which have been declared mixed use. The parking provisions, application to these are as follows:

15.3.3: Notification of mixed-use streets in urban areas

- v. The field survey shall assess the extent of existing non-residential use of the street, the stretch of the street to be notified, the additional requirement of civic amenities and provision for traffic circulation and parking
- vi. The notification shall be issued by UD/GNCTD immediately after the field survey is completed.

15.4: General terms and conditions

- v. Parking@ 2 ECS per 100 sqm shall be provided within the premise. Where this is not possible, cost of development of parking shall be payable to the local body.
- vi. Common parking could be earmarked taking into account additional load on traffic. If no parking space is available land will be made available by traders association...Development of such parking facilities shall be done by traders association....

Action Points:

- 1. To review all the provisions and to bring clarity and coherence.**
- 2. To amend the provision regarding the payment for parking to local body as this is leading to status quo.**
- 3. To amend the provision regarding the notification of streets (15.3.3.iv) for coherence with the similar provision under commercial streets (15.12.3)**

These amendments must ensure that commercial/mixed land use activities are not allowed without the provision of parking and without creating inconvenience to residents.

4. Penalty provision in non-providing parking

The following issues were raised:

- a. MCD collects parking charges on all vehicle registration + misuse parking charges annually from commercial vehicles + payment for not providing parking in mixed-use and commercial streets.
- b. Does the penalty amount for not providing parking need to be revised, based on the cost of land and development of parking? Currently, it costs roughly Rs 7-9 lakh per ECS for building multilevel parking facility, without the commercial cost of land being paid. Is the penalty charged adequate to build this parking facility?

MCD representatives gave the following information:

- i. The charges for non-provision of parking:

Rs 2.20 lakh/ECS for A colony
Rs 1.50 lakh/ECS for B/C colony
Rs 66,500/ECS for rest

- ii. MCD collects between Rs 3000-5000 per car as one-time tax for parking

Action Points:

- 1. MCD to give data on the quantum of funds collected for parking and non-provision of parking and its utilization?**
- 2. Based on this and the data collected from the survey a view to be taken on the adequacy of parking charges and its utilization.**

Status of parking issues in Delhi being reviewed by EPCA

S. No.	Issues	Status as reported in EPCA meetings
1	Finalisation of authorised parking list and action regarding parkings sites not cleared by Delhi Police	<p>January 24, 2009 (Saturday) (01.00 PM)</p> <p>MCD, DDA and NDMC were directed to confirm in writing to Delhi Police, with intimation to EPCA that recommendations of Delhi Police have been accepted and the list of authorized parking approved by Delhi Police (MCD:154+4, NDMC:53, and DDA:57; Total:268) is final and they will also inform when the contract period of other parking is expiring which have not been cleared by Delhi Police. EPCA also directed the concerned agency to issue public notices declaring which parkings are the authorized parkings.</p> <p>EPCA asked MCD, DDA and NDMC to give information regarding approved authorized parkings on a format so that a consolidated list can be compiled.</p> <p>February 28, 2009 (Saturday) (12.30 PM)</p> <p>NDMC: NDMC has informed Delhi Police about acceptance of their recommendation on authorized parking and de-notification of the 3 parking sites and that the list of remaining recommended parking has been put on website along with maps.</p> <p>MCD: All DCs have been informed that the list of parking cleared by Delhi Police is the final list and the parking sites that have not been cleared by Delhi Police should not be allowed. MCD would send a letter to the Delhi Police in the first week of March 2009 regarding the list of authorized parking lots (as recommended by the Police) and the list of parking lots, not recommended, with dates on which the current contract will expire. The list would also be sent to EPCA for further action.</p> <p>EPCA asked MCD/NDMC/DDA to provide the list of un-authorized sites with details of date of expiry and other details of the current contacts.</p> <p>March 20, 2009 (Friday) (03.00 PM)</p> <p>NDMC informed that three sites not cleared by Delhi Police have been cancelled.</p> <p>April 18, 2009 (Saturday) (11.45 AM)</p> <p>EPCA expressed that once the inspection and demarcation of cleared authorized parking sites is completed, Delhi Police may take up review of some parking sites of the list of sites not cleared, as requested by MCD.</p>
2	Demarcation in authorized parking:	<p>February 28, 2009 (Saturday) (12.30 PM)</p> <p>It was agreed that MCD/NDMC officials and Delhi Police would carry out a joint inspection and physical demarcation of the 273 authorized parking sites in the following weeks according to the following schedule:</p> <p>March 1st week: Central District, East District and New Delhi District March 2nd week: North District and North East District March 3rd week: North West District and South District March 4th week: South West District and West District</p>

		<p>It was agreed to put pillars for demarcation and also to draw yellow lines in between them. At the inspection the area of the parking lot would be drawn on a map; measured and included in the final list of parking lots recommended by the Police.</p> <p>March 20, 2009 (Friday) (03.00 PM)</p> <p>Joint Commissioner, Delhi Traffic Police informed that orders were issued to Assistant Commissioner of the respective areas but MCD did not respond and therefore the joint exercise could not be carried out.</p> <p>Joint Commissioner, Delhi Traffic Police suggested that the task could be completed if senior level officers of MCD are asked to be involved in the exercise.</p> <p>April 18, 2009 (Saturday) (11.45 AM)</p> <p>Delhi Traffic Police informed that due to lack of adequate cooperation from MCD only one district could be completed. EPCA desired that the work should resume from the coming Monday and finished within one month.</p>
3	Fine/ Penalty for un-authorized parking:	<p>January 24, 2009 (Saturday) (01.00 PM)</p> <p>Delhi Police apprised that parking violations are penalized only under Section 177 of MV Rules and the fine is only Rs 100. EPCA suggested that Delhi Police should write to MoSRT&H on this issue. EPCA also asked MCD to check if MCD can also penalize for parking violations under existing laws as parking violation is a temporary encroachment.</p> <p>February 28, 2009 (Saturday) (12.30 PM)</p> <p>Delhi Police pointed out that the enforcement of removing un-authorized roadside parking is very difficult as the penalty for unauthorized parking, as prescribed in the act (Rs.100/-) is not a deterrent. EPCA agreed to call a meeting to discuss the penalty amount and further related issues to resolve this issue.</p> <p>March 20, 2009 (Friday) (03.00 PM)</p> <p>MoSRT&H, Govt. of India representative informed that proposal for amendments in of the Motor vehicle Act, 1988 has been finalized in which fine of Rs. 500 for the first offence (presently it is Rs. 100) and Rs. 1000 for second or subsequent offence, which can be extended upto Rs. 1500 (presently it is Rs. 500) under Section 177, has been proposed. It was further informed that draft Cabinet Note in this regard has been prepared and circulated to concerned Ministries/ Departments for their comments and after receipt of the comments of all the Ministries / Departments the Cabinet Note would be placed before the Union Cabinet for consideration / approval.</p>
4	Terms of Contracts for Contractors:	<p>February 28, 2009 (Saturday) (12.30 PM)</p> <p>NDMC/MCD/DDA will give a draft copy of the terms of parking contractors to EPCA for review and discussion.</p>
5	Parking under parks:	<p>February 28, 2009 (Saturday) (12.30 PM)</p> <p>In the context of MCD's decision to create underground parking in neighborhood parks and green areas, EPCA raised objections to the loss of green spaces in the city.</p>

		<p>April 18, 2009 (Saturday) (11.45 AM)</p> <p>EPCA stated that it has learnt that in spite of the objection expressed by EPCA, MCD is in extra haste in going ahead with its plan to develop parking facilities below public parks. EPCA desired that MoUD, Govt. of NCT of Delhi should immediately intervene in the matter.</p>
6	Declaration of street as commercial / mixed-use street	<p>January 24, 2009 (Saturday) (01.00 PM)</p> <p>EPCA called the meeting because of the reports that the Government was planning to declare streets as commercial/mixed-use streets without taking into account parking provisions. Delhi Govt. representative assured that MCD would not be able to do that, as it cannot declare any street as commercial/mixed-use street without their approval. EPCA directed that no commercial and mixed-use street should be declared without ensuring that provisions of MPD-2021 have been adhered to and without bringing it to the notice of EPCA.</p> <p>Delhi Traffic Police expressed that commercial streets should not be declared on main corridors. Delhi Traffic Police also put forward the idea of declaring some areas as no traffic zones. EPCA agreed with the view and expressed that clearly there is a need of review of parking provisions of MPD-2021 by DDA.</p> <p>April 18, 2009 (Saturday) (11.45 AM)</p> <p>Parking issues mentioned in Chairman, EPCA letter dated March 2, 2009 to MoUD, Govt. of India; DDA, NDMC and MCD informed that they have sent their response on the issues mentioned in EPCA letter dated 02.03.09 to the MoUD, GoI. EPCA requested Delhi Police to send their comments on the issues to MoUD, GoI. EPCA desired that MoUD, GoI may keep on hold clearance of Zonal Plans if adequate parking facilities have not been ensured in Zonal Plans.</p>
6	Feasibility study of MPD Streets:	<p>January 24, 2009 (Saturday) (01.00 PM)</p> <p>Delhi Govt. informed that MCD has started acting and is going to award work of identification of parking on commercial roads to a consultant. EPCA directed that the exercise should be expedited and Delhi Govt./MCD should give time schedule for completing the task.</p> <p>February 28, 2009 (Saturday) (12.30 PM)</p> <p>MCD informed that tenders for the feasibility study report for creating parking for streets declared commercial in the 6 MCD zones (Central Zone, South Zone, City Zone, Karol Bagh Zone, Narela Zone, Civil Zone) is to be cleared by the Standing Committee in first week of March 2009 and the study will be completed by June 2009. EPCA asked MCD to strictly abide with the deadline.</p> <p>EPCA stressed that no streets should further be notified without EPCA's clearance, given the provisions for parking and the past record of non-compliance.</p>
7	Multi level parking:	<p>February 28, 2009 (Saturday) (12.30 PM)</p> <p>MCD: MCD informed EPCA that the tenders for the 6 locations (Greater Kailash, Defence Colony, South Extension, Shastri Park, Lajpat Nagar, Rani Bagh) would be called by March 24th.</p>

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on June 20, 2009 (Saturday) (11.00 AM)**

Agenda items: Status of CNG gas supply in NCR region

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member, EPCA
3. Mr. N. R. Raje, Member, EPCA

4. Mr. Manu Srivastava, Director, MoPNG, Govt. of India

5. Mr. Rajesh Vedvyas, MD, IGL
6. Mr. Manjit Singh, CGM (Engg. & Proj.), IGL
7. Mr. Sudhir Singh, CM-BD, IGL

8. Mr. P. Tripathi, AVP, Adani Energy Limited (AEL)
9. Mr. Bhashit Dholakia, GM, AEL
10. Mr. N. K. Verma, DGM, AEL

11. Mr. M. S. Khattar, Sr. VP, Haryana City Gas Distribution Limited

12. Nazim uddin, Environmental Engineer, CPCB

EPCA stated that this meeting has been called to know the Status of CNG gas supply in NCR region and asked three companies to inform status.

Adani Energy Limited representatives informed that they got permission from State Govt. in 2005 for Faridabad, started work in 2006 and are operating since February 2009 two auto CNG stations in Faridabad one in Sec 24 and the other, a dedicated station, in Haryana Roadways, Ballabgarh and are in process of setting up four more stations.

Haryana City Gas Distribution Limited representative informed they got permission from State Govt. in 2005 for Gurgaon and are operating two auto CNG stations in Gurgaon – in Sectors 29 and 53 - and the third one in Sector 44 is ready and is likely to start in the next week.

IGL submitted information on its existing auto CNG infrastructure in Noida, Gr. Noida and Ghaziabad and future plans.

EPCA directed Adani Energy Limited and Haryana City Gas Distribution Limited to submit by the coming Monday information on their existing auto CNG infrastructure and future plans in Noida, Gr. Faridabad and Gurgaon, respectively.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on June 27, 2009 (Saturday) (11.00 AM)**

Agenda items: Progress of works on 1st BRT Corridor in Delhi and status of next BRT corridors

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Varsha Joshi, Additional Commissioner, Transport Department, Delhi
3. Mr. Manoj Aggrawal, Sr. V.P. DIMTS
4. Mr. Suvajit Roy, Chief-Operations, DIMTS
5. Col. Ashok Kumar Singh, GM-OPS, DIMTS
6. Mr. A. C. Srivastava, Pr. Transport Planner, DIMTS
7. Mr. V. K. Gaur, Manager (Civil), DIMTS
8. Mr. Rajvir Jain, JGM, RITES
9. Mr. B. S. Sehrawat, AGM, RITES
10. Ms. Ruchi Varma, TRIPP, IIT-D
11. Mr Harendra K Singh, ACP/Traffic (South)
12. Nazim uddin, Environmental Engineer, CPCB

Bus Q-shelters work in the under-construction segment: RITES informed that bus Q-shelter work is in progress at a satisfactory pace and could be completed by 15th July 2009.

Signaling working in the under-construction segment: Delhi Police informed that they are behind CMS and are closely monitoring the progress of signaling work.

Integration with Metro near Lajpat Nagar station: EPCA asked Delhi Transport Department to ensure the work is expeditiously done.

Cycle audit: DIMTS and IIT-Delhi informed that recently a cycle audit has been carried out for the under-construction segment. IT has been observed that at few places cycle lane is being disturbed by bus-Q shelters. IIT-Delhi stated that it will sit together with RITES to resolve the issues and indicated that in the exercise, at least one bus-Q shelter at Sunder Nagar might require shifting/abandoning.

Traffic survey to get benchmarks: DIMTS informed that as desired by EPCA in the last meeting, a proposal to carry out the traffic survey has been forwarded to Transport Department. DIMTS requested Transport Department to approve the proposal expeditiously.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on June 27, 2009 (Saturday) (11.45 AM)**

Agenda items: Issues related to CNG safety (including the recent fire accidents in a blue line bus), Bus maintenance and Bus supply

In attendance:

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

3. Ms. Varsha Joshi, Additional Commissioner, Transport Department, Delhi
4. Mr. Ajay K Bisht, Sr. Dy. Commissioner, Transport Department, Delhi
5. Mr. Vikas Jain, PCO (HQ), Transport Department, Delhi
6. Mr. Ajay Memoriya, PCO, Transport Department, Delhi
7. Mr. Jasbir Singh, Inspector, Transport Department, Delhi
8. Mr. Satinder Dabas, PLT, Transport Department, Delhi
9. Mr. Naresh Kumar, MD, DTC
10. Mr. V. K. Sehgal, CGM, DTC
11. Mr. V. K. Bhatia, CGM (Tech), DTC
12. Mr. J. S. Malhotra, Dy. CGM, DTC
13. Mr. M. P. Singh, Sr. Manager (DR), DTC
14. Mr. D. D. Dhar, DTC
15. Mr. Ved Pal Singh, DTC
16. Mr. G. S. Rawat, DTC
17. Mr. Rajiv Malhotra, DTC
18. Mr. Manmohan Singh, Director (Commercial), IGL
19. Mr. Alok Sharma, DGM (F&S), IGL
20. Mr. P. K. Pandey, GM (O), IGL

21. Mr. K K Gandhi - Executive Director (Technical), SIAM
22. Mr. S. Panigrahy, Tata Motors Ltd
23. Mr. K. C. Girotra, Tata Motors Ltd
24. Mr. T. C. Madan, Dy. CGM (IS)
25. Mr. Ajay Malhotra, AGM-Opn, Tata Motors Ltd
26. Mr. Mohinder Ratra, Sr. Manager Sales, Tata Motors Ltd, Delhi
27. Mr. Abhik Gupta, Customer Support Manager, Tata Motors Ltd
28. Mr. Sandeep Mehra, Dy. Manager, Tata Motors Ltd
29. Mr. Siddharth Jain, Manager, Tata Motors Ltd
30. Mr. Anshuman Samanta, ASM, Tata Motors Ltd
31. Mr. G. K. Singh, Asstt. Manager, Tata Motors Ltd
32. Mr. R. R. S. Sachdeva, Asstt. Manager, Tata Motors Ltd
33. Mr. N. K. Diwan, RAGM -Service, Ashok Leyland Ltd
34. Mr. Mahesh Gautam, AGM-Sales, Ashok Leyland Ltd
35. Mr. B. Mukherjee, Div. Manager-Service,
36. Mr. S. P. Joshi, Head Customer Support,
37. Mr. Tapan Sarada, Ashok Leyland Ltd

38. Nazim uddin, Environmental Engineer, CPCB

CNG safety

EPCA stated bus suppliers have to supply as per tender documents and any lapses will not be taken lightly. About the last fire accident in DTC's low-floor Tata bus, EPCA stated that it has taken a decision that the supplier will have to replace materials as indicated in EPCA's report and Transport Department will decide about the penalty amount. In future no incidents of burning will be tolerated as supply and maintenance both are with the suppliers.

Bus supply

DTC informed that as per the revised bus supply schedules of the manufacturers, Tata, who have to supply 1625 buses, will start supplying from July 2009 and complete supply of all buses by February 2010 and Ashok Leyland, who have to supply 875 buses, will start supplying from August 2009 and complete supply of all buses by January 2010. MD, DTC stated that the revised schedule will have to be complied with in any case because from April 2010 onwards new bus code for urban buses will be applicable. He cautioned bus manufacturers that his recent visit to their production plants indicates that they will need to immediately carry out lots of improvements in their facilities to comply with the committed schedule. EPCA directed bus manufacturers to gear up their production to meet the demand for replacement of blue-line buses also.

Recent fire incident in blue line bus no DI PP 2379

EPCA expressed when a system of mandatory quarterly testing, reporting of quarterly testing records by the authorized workshops and monitoring of these records by Transport Department has been put in place we want to ascertain why the system is not being addressed adequately and where things are going wrong. It is learnt that this Tata bus was initially reported to be attached to Tata's authorized workshop -M/s Kapur – but did not report for the mandatory quarterly gas & current leakage tests after June 2008 while it continued plying without any action being taken against it.

Transport Department admitted that after June 2008 the bus was not appearing in the quarterly reports of any workshop. EPCA stated that Transport Department should have noticed the skipping of the quarterly tests by the bus and taken action against the bus. EPCA further expressed that this incident proves that the present system of only compounding at the time of annual fitness for skipping quarterly test is not foolproof. EPCA desired that from now onwards Transport Department should initiate action within 15 days of noticing skipping of quarterly test and the action should be grounding of the concerned bus after issuing a notice in this regard.

Follow up action on audit report of workshops:

Dr. H. B. Mathur brought it to the notice of EPCA that consequent to the third party audit of the authorized workshops conducted on behest of EPCA, OEMs, which were expected to ensure corrective measures at the workshops, have submitted ATRs showing many of the deficiencies pointed out in the third party audit as still existing. EPCA directed OEMs to do their home task properly. OEMs agreed to analyze the audit reports properly and ensure corrective actions in their workshops. EPCA also asked Transport Department to take action in this regard separately. Transport Department agreed to take concrete corrective actions.

Bus maintenance

MD, DTC pointed out to Tata various improvements needed in their bus maintenance system which include inclusion of vacuum cleaning, washing with soft water, carrying out time and motion study to find out actual manpower required, reducing time taken to carry out even minor maintenance. Tata agreed to sit separately to discuss and resolve these issues however requested that soft water plant may be provided by DTC.

CNG dispensing facilities at DTC depots:

DTC raised the issue of slow progress by IGL on setting up CNG dispensing facilities at DTC depots. DTC informed that out of 35 depots, CNG dispensing facilities are planned at 24 depots but work is in progress at only 2 depots and even the Ambedkar Nagar station has not been commissioned so far. DTC further pointed out that in spite of decisions in EPCA meetings in this regard, IGL is not providing any time schedule for completing the work of setting up CNG dispensing facilities in DTC depots. EPCA asked IGL to submit depot wise programme with completion date. MD, DTC assured IGL that a letter will be issued to them next week in respect of creating refueling facilities for private buses at DTC depots.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on July 04, 2009 (Saturday) (11.00 AM)**

Agenda items: Progress of 2nd phase of BRT Corridor

In attendance:

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

3. Ms. Varsha Joshi, Additional Commissioner, Transport Department, Delhi
4. Mr. Ajay Chagti, Joint Commissioner and Secretary STA, Delhi
5. Mr. Manoj Aggrawal, Sr. V.P. DIMTS
6. Mr. Suvajit Roy, Chief-Operations, DIMTS
7. Mr. Nitin Jain, DIMTS, DIMTS
8. Mr. B. S. Sehrawat, AGM, RITES
9. Mr. Rajvir Jain, JGM, RITES
10. Mr. Sandeep Gandhi, SGA / TRIPP, IIT-D
11. Ms. Ruchi Varma, TRIPP, IIT-D
12. Mr Harendra K Singh, ACP/Traffic (South)

13. Mr. Manjit Singh, CGM (Engg. & Proj.), IGL
14. Mr. S Pant, GM, IGL

15. Nazim uddin, Environmental Engineer, CPCB

Operationalisation of the Ambedkar Nagar station: EPCA stressed for operationalisation of Ambedkar Nagar station at the earliest possible.

Traffic survey to get benchmarks: DIMTS requested Transport Department to approve the proposal and assured EPCA that once cleared it will take 2-3 days to do the survey.

Integration with Metro near Lajpat Nagar station: EPCA desired that the proposal be cleared by Delhi Transport Department by the coming Monday. EPCA further expressed that shifting of the bus stop should be carried out on urgent basis.

Signaling working in the under-construction segment: On being asked about the schedule of completion of the signaling work, Delhi Police informed that the work was awarded on 22.06.09 and the schedule of completion is within 45 days of award of work.

Cycle Track continuity: During the last EPCA meeting held on 27.06.09 it was first time brought to the notice of EPCA that at several spots cycle track is being disturbed by bus-Q shelters. EPCA was assured that IIT-Delhi and RITES will sit together to find solutions. The matter was discussed in detail in the present meeting and the possible solutions in the present circumstances for each spot where the proposed location of bus-Q shelter is affecting the cycle track were agreed upon by the concerned parties. Majority of the spots required minor modifications such as shifting cycle lane to the back of bus-Q shelter, providing connectivity to the cycle track, and segregation between cycle lane. EPCA expressed that too many bus shelters should not be removed and that to carry out the suggested changes, concretization should be avoided wherever it can be avoided. RITES highlighted the need of providing a bus-Q shelter near ITO Metro station and a bus stop at Supreme Court to which all agreed. RITES further stated that considering the nature of suggested changes, most of the works can go ahead without fresh drawings.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on July 04, 2009 (Saturday) (12.00 Noon)**

Agenda items: Signing and implementation of 'Reciprocal Common Transport Agreements' in NCR

In attendance:

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

3. Mr. Rajeev Malhotra, CRP, NCR Planning Board

4. Mr. Ajay Chagti, Joint Commissioner and Secretary STA, Delhi
5. Mr. Dhanpat Singh, State Transport Controller, Haryana
6. Mr. B. L. Verma, RTO, Alwar

7. Nazim uddin, Environmental Engineer, CPCB

Implementation of 'Reciprocal Common Transport Agreements' for contract carriages

EPCA was informed that the issue of implementation of common color code has been resolved but taxis are not coming forward to register under the scheme. It was discussed that lack of awareness and tax in the other state could be the possible reasons for this. It was decided that Rajasthan will send through email copy of its public notice and other states may bring out public notices to create awareness. EPCA requested NCRPB to take a meeting with taxi operators / associations to make them aware of the scheme. EPCA observed that there is a need to take up the matter of uniform taxation with the states.

Signing of 'Reciprocal Common Transport Agreement' for 'Stage and Goods Carriages'

EPCA was informed that some objections were raised in relation to clause 6 concerning reciprocity for which Delhi vide letter dated 03.07.09 has suggested inclusion of some provision in the clause as the solution and with this no issues is left. NCRPB stated that it will contact state governments to send their consents at earliest so that signing of 'Reciprocal Common Transport Agreement' for 'Stage Carriages' could be possible by mid July 2009.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on July 10, 2009 (Friday) (03.00 PM)**

Agenda items: Progress of 2nd phase of BRT Corridor

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Varsha Joshi, Additional Commissioner, Transport Department, Delhi

3. Mr. Naresh Kumar, MD, DTC
4. Mr. V. K. Sehgal, CGM, DTC
5. Mr. B. B. Jain, Dy. CGM, DTC
6. Mr. D. S. Sharma, Sr. Manager, DTC
7. Mr. B. S. Chauhan, Sr. Manager, DTC
8. Mr. Manmohan Singh, Director (Commercial), IGL
9. Mr. Manjit Singh, CGM (Engg. & Proj.), IGL
10. Mr. S. Pant, GM, IGL
11. Mr. Suvajit Roy, Chief-Operations, DIMTS
12. Mr. Ashok Kumar Singh, GM, DIMTS
13. Mr. V. K. Mahotra, DIMTS
14. Mr. Nitin Jain, DIMTS
15. Mr. Vijay Kishore, GM, RITES
16. Mr. B. S. Sehrawat, AGM, RITES
17. Mr. Rajvir Jain, JGM, RITES
18. Mr. Sandeep Gandhi, SGA / TRIPP, IIT-D
19. Ms. Ruchi Varma, TRIPP, IIT-D
20. Mr. S. K. Gupta, CPM/SE, DMRC
21. Mr Ramesh Kaushik, ACP/Traffic

22. Nazim uddin, Environmental Engineer, CPCB

Operationalisation of the Ambedkar Nagar station: IGL assured EPCA that the Ambedkarnagar station will be commissioned in the coming week.

During discussions DTC mentioned that problems of low pressure is being faced at all IGL stations in its depots. DTC also mentioned that sufficient manpower is not deployed at these stations that also adds to problems. EPCA directed IGL to address these problems expeditiously.

Cycle Track continuity: RITES informed that as discussed in the last meeting the work related to improvement in cycle track is in progress and 17 spots have been completed and the rest will be completed by 30th July.

Integration with Metro near Lajpat Nagar station: EPCA was informed that the design changes required for the integration at Lajpatnagar Metro station have been finalized. EPCA asked Transport Department to give time schedule to complete the work. Transport Department stated that providing the connection to Metro bridge will take some time but the shifting of the BRT bus stop from the present location will be immediately taken up.

Signaling working in 2nd segment: Delhi Police stated that we are trying to get it done by 15th August.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on July 10, 2009 (Friday) (03.30 PM)**

Agenda items: Issues related to parking in Delhi, including the issues mentioned in Chairman EPCA letter dated March 2, 2009 addressed to Secretary, UD, Government of India

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Dr. M. M. Kutty, Joint Secretary, MoUD, Govt. of India
3. Mr. Kuldeep Singh Gangar, Joint Secretary (UD), Govt. of NCT of Delhi
4. Mr. Parimal Rai, Chairman, NDMC
5. Mr P. C. Chaturvedi, Director (Enf.), NDMC
6. Mr. Amiya Chandra, ADC (RP Cell), MCD
7. Mr. Rajesh Wadhwa, SE, MCD
8. Mr. J. B. Bhatia, EE, MCD
9. Mr. S. N. Shrivastava, Jt. Commissioner of Police (Traffic)
10. Nazim uddin, Environmental Engineer, CPCB

Joint inspection and physical demarcation of authorized parking sites by MCD and Delhi Police

It was informed that the exercise has still not been completed. JCP (Traffic Police) and ADC (MCD) agreed to hold a meeting the next day (i.e. on Saturday) in the office JCP to finalise the programme to finish the exercise within the coming week. EPCA desired that the work should be finished before the next EPCA meeting on the coming Saturday.

MCD study to identify sites to create parking for declared commercial/mixed-use streets

MCD submitted a copy of the consultants report for the Karol Bagh zone

Issues mentioned in EPCA letter dated 02.03.09 addressed to Secretary, UD, Govt. of India

MoUD, GoI representative stated that Minutes of the last EPCA meeting held on June 13, 2009 have been received and examined. Ministry agrees in spirit with the EPCA views transcribed in the Minutes about the modification required in the MPD-2021. He further informed that in this regard the process will be initiated in the DDA and then the proposal will come to the Ministry.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on July 10, 2009 (Friday) (04.30 PM)**

Agenda items: Issues related to CNG safety (including the recent fire incident in a DTC bus)

In attendance:

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

3. Mr. Ajay K Bisht, Sr. Dy. Commissioner, Transport Department, Delhi
4. Mr. R. P. Gupta, Transport Department, Delhi
5. Mr. Ajay Memoriya, PCO, Transport Department, Delhi
6. Mr. Satinder Dabas, PLT, Transport Department, Delhi

7. Mr. T. C. Madan, Dy. CGM (IS), DTC
8. Mr. J. S. Malhotra, Dy. CGM, DTC
9. Mr. D. D. Dhar, DTC
10. Mr. G. S. Rawat, DTC

11. Mr. A. Batra CGM (Mkts.), IGL`
12. Mr. Alok Sharma, DGM (F&S), IGL

13. Mr. S. K. Patra, Director (Tech), ASRTU
14. Mr R. Chandrababu, Asstt. Director (Tech), ASRTU

15. Mr. S. Panigrahy, Tata Motors Ltd
16. Mr. Mohinder Ratra, Sr. Manager Sales, Tata Motors Ltd, Delhi
17. Mr. Anshuman Samanta, ASM, Tata Motors Ltd
18. Mr. Sunil,
19. Mr. S. C. Sharda, Manager
20. Mr. G. K. Singh, Asstt. Manager, Tata Motors Ltd

21. Mr. N. K. Diwan, RAGM -Service, Ashok Leyland Ltd
22. Mr. Mahesh Gautam, AGM-Sales, Ashok Leyland Ltd
23. Mr. Tapan Sarda, Ashok Leyland Ltd

24. Nazim uddin, Environmental Engineer, CPCB

Recent fire incident in a DTC bus

EPCA was informed that it was a small fire which was controlled by the driver and no gas leakage occurred. It was further explained that possibly some inflammable material fell on the silencer beneath the body of the bus which led to the fire. Dr Mathur confronted the assumption and expressed that the possible reason put forward is merely a conjecture as nothing can fall on the silencer which is beneath the body and that the most possible reason for the fire could be misfire which is caused by malfunctioning of the engine. Chairman EPCA also cautioned the concerned that they should go beyond what they see with their eyes and analyse the things objectively.

EPCA enquired whether the directions given during the last meeting regarding initiating action within 15 days of noticing skipping of quarterly test is being complied with. Transport Department replied that action according to the directions has been initiated. EPCA further asked Transport Department to issue public notice to make the bus owners aware of this.

Tata informed that about 30% buses are skipping the quarterly tests. It was discussed that about 25% of the buses are likely to skip the quarterly test as they go for annual fitness in one out of the four quarters and therefore records of annual fitness of each quarter should also be obtained and analysed.

Dr Mathur reminded that in spite of EPCA's insistence on rationalized distribution of buses with the workshops, the distribution is highly skewed in some cases. EPCA directed OEMs to rectify it at the earliest.

Folow up action on audit report of workshops: Tata informed that action is being taken and they have even terminated three workshops upto now. Ashok Leyland assured that whatever deficiencies were observed in its workshop will be rectified within this month. EPCA directed OEMs to submit the final ATR expeditiously.

Bus maintenance

DTC requested OEMs to ensure proper entries in the log book by their workshops about replacement of important parts in the retrofitted buses that come for quarterly testing in DTC workshops. OEMs appreciated the importance of this and assured to pay due attention to it.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on July 18, 2009 (Saturday) (11.00 AM)**

Agenda items: Progress of 2nd phase of BRT Corridor

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Mr. Ajay Chagti, Joint Commissioner, Transport Department, Delhi
3. Mr. Ajay Kumar Bisht, Sr. Deputy Commissioner, Transport Department, Delhi
4. Mr. A. K. Srivastava, Assitant Commissioner, Transport Department, Delhi

5. Mr. Suvajit Roy, Chief–Operations, DIMTS
6. Mr. V. K. Mahrotra, DIMTS
7. Mr. Nitin Jain, DIMTS
8. Mr. Vijay Kishore, GM, RITES
9. Mr. B. S. Sehrawat, AGM, RITES
10. Mr. Rajvir Jain, JGM, RITES
11. Mr.Sandeep Gandhi, SGA / TRIPP, IIT-D
12. Ms. Ruchi Varma, TRIPP, IIT-D
13. Mr Harendra K. Singh, ACP/Traffic

14. Nazim uddin, Environmental Engineer, CPCB

Early Operationalisation of the Ambedkar Nagar station: IGL informed that clearance of Fire, Police and Traffic are expected soon. EPCA desired that there should be no let up in the efforts.

Cycle Track continuity: RITES informed that work is in progress and there are some minor issues that are being sorted out.

Integration with Metro near Lajpat Nagar station: RITES informed that alternative locations for shifting the bus stop are being examined. EPCA stressed that the existing bus stop should be dismantled and shifted immediately.

Signaling working in 2nd segment: Delhi Police requested that funds for the work may be arranged by the Transport Department at the earliest.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on July 18, 2009 (Saturday) (11.30 AM)**

Agenda items: Issues related to parking in Delhi

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Mr. B. K. Jain, Addl. Commissioner (Plg.), DDA
3. Mr. K. C. Surender, Dy. Director (LPC), DDA
4. Mr. Anurag Goyal, Director (Proj.), NDMC
5. Mr. Amiya Chandra, ADC (RP Cell), MCD
6. Mr Prabhakar, DCP -Traffic, Delhi Traffic Police
7. Mr. Ravinder Suri, Insp./T.E., Delhi Traffic Police
8. Nazim uddin, Environmental Engineer, CPCB

Issues mentioned in EPCA letter dated 02.03.09 addressed to Secretary, UD, Govt. of India

DDA representatives were not aware about the decisions in the EPCA meeting held on June 13, 2009 and the discussions in the EPCA meetings held on July 10, 2009 in which MoUD expressed in-principle agreement with EPCA's views and informed that the process for bringing out changes in the MPD 2021 is to initiate in DDA. DDA representatives were therefore given for ready reference a copy each of the Minutes of June 13 meeting and the D.O. dated 14.07.09 written by Chairman, EPCA to V.C., DDA. DDA representatives assured that DDA will come back to EPCA soon.

Joint inspection and physical demarcation of authorized parking sites by MCD and Delhi Police

It was informed that as was decided in the last meeting, a meeting between MCD and Traffic Police was convened on Saturday and the survey has started again. Only 30 out of the 150 MCD parking sites have been completed but the rest will be completed very soon. EPCA desired that completion report should be ready by the next Saturday.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on July 18, 2009 (Saturday) (11.30 AM)**

Agenda items: Action taken by DPCC on complaints of 'Vishwakarma Nagar Residents Welfare Association' regarding air and noise pollution problem due to factories in Friends Colony Industrial Area

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Mr. M. I. Siddiqui, Asstt. Env. Engineer, DPCC
3. Nazim uddin, Environmental Engineer, CPCB

This meeting was held in continuation to the last meetings held on 21.02.09, 25.04.09

DPCC officer informed that inspections of the concerned industries have been carried out and action is proposed against few units which will be finalized on 22.07.09 in DPCC. He assured that thereafter a detailed ATR will be submitted within 10 days.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on July 25, 2009 (Saturday) (11.00 AM)**

Agenda items: Progress of 2nd phase of BRT Corridor

In attendance:

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

3. Mr. Suvajit Roy, Chief–Operations, DIMTS
4. Mr. Ashok Kumar Singh, GM, DIMTS

5. Mr. Vijay Kishore, GM, RITES
6. Mr. B. S. Sehrawat, AGM, RITES

7. Mr. Sandeep Gandhi, SGA / TRIPP, IIT-D
8. Ms. Ruchi Varma, TRIPP, IIT-D

9. Mr. S. N. Shrivastava, Jt. Commissioner of Police (Traffic)
10. Mr. Harendra K. Singh, ACP/Traffic

11. Mr. R. K. Kasana Dy. GM (C), DTC
12. Mr. D. S. Sharma, Sr. Manager, DTC
13. Mr. Manmohan Singh, Director (Commercial), IGL
14. Mr. Manjit Singh, CGM (Engg. & Proj.), IGL
15. Mr. Sudhanshu Pant, GM, IGL

16. Nazim uddin, Environmental Engineer, CPCB

Early Operationalisation of the Ambedkar Nagar station: IGL informed that the matter of clearance of Fire, Police and Traffic is being pursued. EPCA asked DTC to be ready with their plans to shift the buses/drivers and to come back with improved schedule/frequency of buses on BRT as a result of commissioning of Ambedkarnagar station. DTC informed that the shifting will be done within two days of the commissioning.

Cycle Track continuity: RITES informed that 50% work has been completed and the work will be finished in 20 days.

Integration with Metro near Lajpat Nagar station: RITES explained the alternate location being considered for shifting of the bus stop. EPCA observed no additional merits in the proposed alternate plan and insisted the concerned to go according to the original plan of shifting the bus stop.

Signaling working in 2nd segment: Delhi Police informed that they expect the work will be complete by August end. It was also informed that Transport Department is being requested to release the funds so that advance money can be released to the contractor.

Traffic survey to get benchmarks: DIMTS informed that the study has been sanctioned and will be taken up soon. During the discussions, Delhi Police informed that information on pedestrian movement at two junctions at near ITO (ITO and Tilak Bridge) will be ready by next week.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on July 25, 2009 (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. Ms. R. C. Meera, Joint Secretary, MoUD, Govt. of India
4. Mr. S. Chaturvedi, Dir (DD), MoUD, Govt. of India
5. Mr. Ashok Kumar, Commissioner (Plg.), DDA
6. Mr. B. K. Jain, Addl. Commissioner (Plg.), DDA

7. Mr. Anurag Goyal, Director (Proj.), NDMC
8. Mr. K. K. Syal, Dy. Secretary, Govt. of NCT of Delhi
9. Mr. Amiya Chandra, ADC (RP Cell), MCD
(and other DCs and ACs of MCD – list enclosed)
10. Mr. Rajesh Wadhwa, SE, MCD

11. Mr. S. N. Shrivastava, Jt. Commissioner of Police (Traffic)
12. Mr. Prabhakar, Dy. Commissioner of Police -Traffic, Delhi Traffic Police
13. Mr. Harendra K. Singh, ACP-Traffic, Delhi Traffic Police

14. Nazim uddin, Environmental Engineer, CPCB

Joint inspection and physical demarcation of authorized parking sites by MCD and Delhi Police

It was informed that the joint survey of 104 out of the 154 MCD parking sites has been completed and the rest will be completed in the next week. Delhi Police informed that some survey reports need refinement that will be taken up. Delhi Police further informed that demarcation exercise has not been completed in all sites surveyed. It was agreed that survey and demarcation of all sites in all respects would be completed in the next week.

Issues mentioned in EPCA letter dated 02.03.09 addressed to Secretary, UD, Govt. of India

Commissioner (Plg.), DDA said that a meeting with the stakeholder agencies (MCD/NDMC) will be convened shortly to discuss the matter of bringing out changes in the MPD 2021. EPCA desired to know the time frame to complete the whole exercise. It was agreed that DDA will complete the process and send the proposal to Central Government within one month.

MCD study to identify sites to create parking for declared commercial/mixed-use streets

MCD informed that study for six zones has been completed. EPCA asked MCD to submit reports along with analysis.

Chairman, EPCA also directed MCD to inform what action is proposed in respect of streets that have been declared as commercial even though they do not qualify even their own criteria.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on August 01, 2009 (Saturday) (11.00 AM)**

Agenda items: Progress of 2nd phase of BRT Corridor

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member EPCA
3. Col. Ashok Kumar Singh, GM, DIMTS
4. Mr. V. K. Gaur, manager (Civil), DIMTS
5. Mr. V. K. Mehrotra, DIMTS
6. Mr. Vijay Kishore, GM, RITES
7. Mr. Rajvir Jain, JGM, RITES
8. Mr. Sandeep Gandhi, SGA / TRIPP, IIT-Delhi
9. Ms. Ruchi Varma, TRIPP, IIT-Delhi
10. Ms. Sampada Khokle, TRIPP, IIT-Delhi
11. Mr Harendra K. Singh, ACP/Traffic
12. Mr. R. K. Kasana Dy. GM (C), DTC
13. Ms. Sunita Chauhan, Sr. Manager (Traffic), DTC
14. Mr. R. K. Jain, Manager (Traffic), DTC
15. Mr. Manmohan Singh, Director (Commercial), IGL
16. Nazim uddin, Environmental Engineer, CPCB

EPCA took stock of the progress of various works related to 2nd phase of the BRT. The concerned agencies agreed to abide by the following time schedule to complete the remaining works:

Work	Current progress	Weekly progress schedule for August 2009			
		1 st Week (3-8 Aug)	2 nd Week (10-15 Aug)	3 rd Week (17-22 Aug)	4 th Week (24-29 Aug)
Bus Q Shelters	15 out of 23 constructed	+2	+2	+4	
Signaling	Work in progress at 5 junctions (at full swing at 3) out of 12	5	+3	+3	+1
Works related to ensure cycle track continuity	More than 50% completed	90%	100%		
Shifting of bus stop near Lajpatnagar metro station	Forest clearance to cut trees at advance stage			To be made functional by fourth week	
Operationalisation of IGL's Ambedkar Nagar depot station	Two police clearances obtained, the third is expected soon	To be made functional by second week			
Improved schedule of buses on BRT after operationalisation of IGL's Ambedkar Nagar depot station	DTC is ready with the schedule, will implement as soon as IGL's station is operationalised	DIMTS to analyse the plan and come back			

EPCA asked the concerned agency to ensure that completion reports are submitted in time.

Traffic survey to get benchmarks: DIMTS informed that approval from Finance department is awaited.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on August 01, 2009 (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. K. K. Syal, Dy. Secretary, Govt. of NCT of Delhi
4. Mr. P. S. Verma, Asstt. Director /LPC, DDA
5. Mr. Anurag Goyal, Director (Proj.), NDMC
6. Mr. S. K. Gupta, Dy. Director (Enf.), NDMC
7. Mr. Amiya Chandra, ADC (RP Cell), MCD
(and other DCs and ACs of MCD– list enclosed)
8. Mr. Rajesh Wadhwa, SE, MCD
(and representatives of Chaitanya Projects Consultants s– list enclosed)
9. Mr Prabhakar, Dy. Commissioner of Police -Traffic, Delhi Traffic Police
10. Mr. Ravinder Suri, Insp./T.E., Delhi Traffic Police

11. Nazim uddin, Environmental Engineer, CPCB

Proposed parking in Shalimar Bagh

Residents of Shalimar Bagh had complained to EPCA about MCD's plan to destroy park land in Shalimar Bagh to create an underground/multi-level parking facility. These complainants were invited in today's meeting. The residents put up their case before EPCA and pleaded for saving the park from destruction. EPCA was convinced that such an old and well developed park should not be destroyed and assured the complainants to take up the case and issue directives in this regard. However, ADC (RP Cell), MCD informed in the meeting that MCD has already decided to shift the site of the proposed parking facility and the park will not be disturbed.

The residents of Shalimar Bagh present at the meeting were informed of this decision. MCD informed them that the decision taken would be communicated shortly.

Joint inspection and physical demarcation of authorized parking sites by MCD and Delhi Police

It was informed that joint survey of only 11 sites out of the 154 MCD parking sites is remaining. It was observed that some corrections are needed in the list in respect of deletion of repeated names, and change in Zone name etc. Some of these were discussed during the meeting and the Delhi Police survey list was provided to MCD. It was agreed that survey of all sites in all respect, including demarcation, boards and kerb stone would be completed and the final list prepared by the next week. EPCA allowed DCs of MCD to submit the information in the next meeting through ADC (RP Cell).

EPCA was informed that some sites have jurisdiction related issues between MCD/DDA and PWD which may also be sorted out to remove ambiguities.

EPCA expressed that once the list is finalized it should be placed at the website of concerned agency.

EPCA further expressed that the concerned authorities should put a system in place for consideration of new parking sites which should comprise of senior level officers.

**(draft) Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on August 07, 2009 (Friday) (03.00 PM)**

Agenda items: The issues related to improvements in public (bus) transport in Delhi discussed in May 30th meeting of the EPCA

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. S. Roy, Chief Ops., DIMTS
5. Mr. Ashok Kumar Singh, GM, DIMTS
6. Mr. V. K. Mehrotra, DIMTS
7. Mr. A. K. Sinha, AGM (RT), BO

8. Mr. V. K Sehgal, CGM, DTC
9. Mr. A. K. Goyal, Dy CGM (Tr.), DTC
10. Mr. B. S. Chauhan, DM, DTC

11. Mr. B. S. Sehrawat, ASGM, RITES
12. Mr. Sandeep Gandhi, SGA / TRIPP, IIT-Delhi
13. Ms. Ruchi Varma, TRIPP, IIT-Delhi
14. Ms. Sampada Khokle, TRIPP, IIT-Delhi
15. Mr Mukesh Chander, Addl. Commissioner of Police, Delhi Traffic Police

16. Mr. Manmohan Singh, Director (Commercial), IGL
17. Mr. Sudhanshu Pant, GM (Projects), IGL

(Minutes not prepared)

**(draft) Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on August 07, 2009 (Friday) (04.00 PM)**

Agenda items: The issues related to CNG safety and bus maintenance important to prevent fire accidents

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member, EPCA
3. Prof. H. B. Mathur, Retd. Prof. IIT-D (CNG Expert)
4. Mr. M. K. Chaudhuri, Sr. Dy. Director, ARAI

5. Mr. Ajay K Bisht, Sr. Dy. Commissioner, Transport Department, Delhi
6. Mr. Vikas jain, PCO (HQ), Transport Department, Delhi
7. Mr. Ajay Memoriya, PCO, Transport Department, Delhi
8. Mr. Jasbir Singh, Inspector, Transport Department, Delhi
9. Mr. Satender Dabas, PLT, Transport Department, Delhi
10. Mr. Maharj Singh, MVI, Transport Department, Delhi
11. Mr. Ravikant Satdedev, Programmer, Transport Department, Delhi
12. Mr. V. K. Sehgal, CGM, DTC
13. Mr. V. K. Bhatia, CGM (Tech), DTC
14. Mr. J. S. Malhotra, Dy. CGM, DTC
15. Mr. S. C. Sharda, Manager (Mech), DTC
16. Mr. D. D. Dhar, DTC
17. Mr. Ved Pal Singh, DTC
18. Mr. G. S. Rawat, DTC

19. Mr. Manmohan Singh, Director (Commercial), IGL
20. Mr. Sudhanshu Pant, GM (Projects), IGL
21. Mr. A. Batra CGM (Mkts.), IGL`
22. Mr. Alok Sharma, DGM (F&S), IGL
23. Mr. P. K. Pandey, G.M. (Ops.), IGL

24. Mr. Atul Ganguli, Director, SIAM

25. Mr. V. S. Ravichandran, RM (North) Ashok Leyland Ltd
26. Mr. B. Mukherjee, Ashok Leyland Ltd
27. Mr. Mahesh Gautam, AGM-Sales, Ashok Leyland Ltd
28. Mr. Tapan Sarda, Ashok Leyland Ltd
29. Mr. S. Panigrahy, Tata Motors Ltd
30. Mr. Mohinder Ratra, Sr. Manager Sales, Tata Motors Ltd., Delhi
31. Mr. Virat Mehta, Tata Motors Ltd
32. Mr. Abhik Gupta, Tata Motors Ltd
33. Mr. Amul Verma, Tata Motors Ltd
34. Mr. Sidharth Jain, Tata Motors Ltd
35. Mr. Rakesh Sinha, Tata Motors Ltd
36. Mr. Sunil K Pande, Tata Motors Ltd
37. Mr. Arun Jalali, Tata Motors Ltd

(Minutes not prepared)

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on August 13, 2009 (Thursday) (03.00 PM)**

Agenda items: Progress of 2nd phase of BRT Corridor

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member EPCA
3. Mr. Pradeep Anand, MCO project Transport Department, Govt. of NCT of Delhi
4. Mr. Alok Bhardwaj, VP-TP, DIMTS
5. Mr. Suvajit Roy, Chief-Operations, DIMTS
6. Col. Ashok Kumar Singh, GM-Ops, DIMTS
7. Mr. V. K. Mehrotra, DIMTS
8. Mr. B. S. Sehrawat, AGM, RITES
9. Mr. Rajvir Jain, JGM, RITES
10. Mr. Sandeep Gandhi, SGA / TRIPP, IIT-Delhi
11. Ms. Ruchi Varma, TRIPP, IIT-Delhi
12. Ms. Sampada Khokle, TRIPP, IIT-Delhi
13. Mr. Harendra K. Singh, ACP/Traffic
14. Mr. R. K. Jain, Manager (Traffic), DTC
15. Mr. Manjit Singh, CGM (Engg. & Proj.), IGL
16. Mr. Sudhanshu Pant, GM (Project), IGL
17. Nazim uddin, Environmental Engineer, CPCB

EPCA took stock of the progress of various works related to 2nd phase of the BRT.

Cycle track continuity: IIT-D stated that the solutions that were suggested to ensure continuity in cycle track at various spots were already of a bare minimum level under the present circumstances. EPCA was informed that work is in progress but with some deviations at few places and that at few places cycle track and footpaths have to be combined, although with proper signages. EPCA was further informed that Transport Department took a meeting recently in this regard and it was decided therein that let the work finish as such quickly and once this segment is operationalised an audit will be carried out and improvements, if found necessary, will be undertaken within 3-4 months. RITES informed that work at few places is held up because some MCD services are to be shifted. EPCA asked DIMTS to pursue the matter with MCD.

Bus Q Shelters: RITES informed that except for the two bus Q shelters near Appu Ghar and Supreme Court all other have either been completed or are near completion.

Signaling: Delhi Police informed that 7 junctions will be completed by 15th August.

Shifting of bus stop near Lajpatnagar metro station: DIMTS informed that this matter was also discussed in the recently held Transport Department meeting and the shifting of the bus stop is to be taken up shortly. It was agreed that RITES will complete the shifting within 30 days, positively.

Operationalisation of IGL's Ambedkar Nagar depot station: IGL informed that DCP's inspection for Police clearance is scheduled on Monday and station is likely to be operationalised by the end of the week.

Improved bus schedule on BRT after operationalisation of Ambedkar Nagar station: DIMTS stated that the improved schedule prepared by DTC is O.K. and it will result in 33% improvement.

Next BRT corridors: DIMTS agreed that the consultants will present salient points of the studies for the next two BRT corridors in the next EPCA meeting.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on August 21, 2009 (Friday) (02.30 PM)**

Agenda items: Progress of 2nd phase of BRT Corridor

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Mr. Krishan Kumar, GM, ISBT, Transport Department, Govt. of NCT of Delhi
3. Mr. Suvajit Roy, Chief-Operations, DIMTS
4. Mr. V. K. Mehrotra, DIMTS
5. Mr. B. S. Sehrawat, AGM, RITES
6. Mr. Rajvir Jain, JGM, RITES
7. Mr. Sandeep Gandhi, SGA / TRIPP, IIT-Delhi
8. Ms. Ruchi Varma, TRIPP, IIT-Delhi
9. Mr. Harendra K. Singh, ACP/Traffic
10. Mr. Manmohan Singh, Director (Commercial), IGL
11. Mr. Manjit Singh, CGM (Engg. & Proj.), IGL
12. Mr. Sudhanshu Pant, GM (Project), IGL

13. Nazim uddin, Environmental Engineer, CPCB

EPCA reviewed the progress of various works related to 2nd phase of the BRT.

Bus Q Shelters

RITES informed that 24 out of 25 bus Q shelters have been completed. The one is left because DTC has to shift the old shelter.

Signaling

Delhi Police informed that 4 junctions have been completed and another 4 are near completion. Delhi Police further informed that since the work is being delayed, Joint Commissioner called owners of CMS and they have assured to show significant progress in few days.

Cycle track continuity

RITES informed that work is in progress.

Shifting of bus stop near Lajpat Nagar metro station

RITES agreed to complete the shifting within one month period.

Operationalisation of IGL's Ambedkar Nagar depot station

IGL informed that Police Clearance has been received and commissioning is expected on Thursday.

Traffic survey to get benchmarks

DIMTS informed that Govt. approval is still awaited.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on August 21, 2009 (Friday) (03.15 PM)**

Agenda items: Status of signing / implementation of 'Reciprocal Common Transport Agreements' in respect of NCR

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Mr. Rajeev Malhotra, CRP, NCR Planning Board
3. Mr. Syed Aqeel Ahmad, Asstt. Director (T), NCR Planning Board

4. Mr. Ajay Chagti, Joint Transport Commissioner and Secretary STA, Delhi
5. Mr. Dhanpat Singh, State Transport Controller, Govt. of Haryana
6. Mr. Ashish Bahuguna, Pr. Secretary Transport, Govt. of Rajasthan
7. Mr. H. N Bairwa, Addl. Transport Commissioner, Govt. of Rajasthan
8. Mr. Pankaj Agrawala, Pr. Secretary Transport, Govt. of Uttar Pradesh
9. Mr. S. R. Tripahi, Secretary, STA, Govt. of Uttar Pradesh
10. Mr. Vinod Shankar Singh, Dy. Transport Commissioner, Govt. of Uttar Pradesh

11. Nazim uddin, Environmental Engineer, CPCB

Implementation of 'Reciprocal Common Transport Agreements' for contract carriages

Delhi informed that a meeting with taxi operators was convened in which they indicated that different taxes in states and cost of colouring to follow the colour code are the main reasons why the taxis are not coming forward for permits under the 'Reciprocal Agreements. UP informed that the countersigning procedure has been simplified. EPCA expressed that states need to move forward to formulate and implement a uniform tax regime in NCR as early as possible. On the matter of colour code, EPCA expressed that colour code is the prerogative of state governments and it has no objection if they decide to use only 'NCR Bus' / 'NCR School Bus' / 'NCR Taxi' / 'NCR Radio Taxi' / 'NCR Auto' logo on a plate above the wind screen (to be visible from front and rear both) and on both sides of the body as mentioned in the colour code scheme, instead of blue colour band as agreed earlier.

Signing of 'Reciprocal Common Transport Agreement' for 'Stage and Goods Carriages'

EPCA was informed that Delhi had suggested for insertion of a foot note in Annexure C to provide status continuity to Delhi buses plying at present but U.P. has shown concern that this will devoid it of reciprocity. EPCA suggested that the present setup may be allowed to continue till the Agreements are signed but thereafter all the buses, existing or future may be brought under the Agreements. UP and Delhi assured that they will sit together to discuss and resolve this issue within two days. EPCA desired that the Agreements may be signed within a week.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on August 29, 2009 (Saturday) (11.00 AM)**

Agenda items: Progress of 2nd phase of BRT Corridor

In attendance:

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

3. Mr. Krishan Kumar, GM, ISBT, Transport Department, Govt. of NCT of Delhi
4. Mr. R. Manojan, AGM, DIMTS
5. Mr. V. K. Mehrotra, DIMTS
6. Mr. B. S. Sehrawat, AGM, RITES
7. Ms. Sampada Khokle, TRIPP, IIT-Delhi
8. Mr Sanket Kaushik, TI/DFC, Delhi Traffic Police
9. Mr. Naveen Goel, DGM-Civil, IGL
10. Mr. K. S. Sidhu, IGL

11. Nazim uddin, Environmental Engineer, CPCB

EPCA reviewed the progress of various works related to 2nd phase of the BRT.

Bus Q Shelters

RITES informed that DTC has removed the old shelter and therefore this remaining (25th) bus Q shelter will also be completed now.

Signaling

It was brought to the notice of EPCA that work at only 5 junctions has been completed to an extent of 80% against the target for completion of all 12 junctions within August. EPCA expressed that commissioning of the 2nd segment of BRT is being delayed due to signaling work and desired that Delhi Police should get the work completed in shortest time.

Cycle track continuity

RITES informed that work is in finishing stage and is likely to complete in first week of September.

Shifting of bus stop near Lajpat Nagar metro station

RITES informed that work is in progress and will be completed within September.

Operationalisation of IGL's Ambedkar Nagar depot station

IGL informed that the station has been commissioned.

Induction of more buses on BRT as per the revised schedule

DTC had proposed a revised bus schedule on BRT, to achieve 33% improvement, to be implemented after operationalisation of IGL's Ambedkar Nagar depot station. EPCA contacted DTC senior officers on telephone during the meeting and asked to induct new buses from the existing fleet at the earliest for implementation of the revised schedule, instead of waiting for the new buses.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on August 29, 2009 (Saturday) (11.45 AM)**

Agenda items: Status of signing / implementation of 'Reciprocal Common Transport Agreements' in respect of NCR

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member EPCA
3. Mr. Rajeev Malhotra, CRP, NCR Planning Board

4. Mr. Ajay Chagti, Joint Transport Commissioner and Secretary STA, Delhi
5. Mr. Dhanpat Singh, State Transport Controller, Govt. of Haryana
6. Mr. Hans Kumar Sharma, Deputy Transport Commissioner, Govt. of Rajasthan
7. Mr. H. N Bairwa, Addl. Transport Commissioner, Govt. of Rajasthan
8. Mr. Pankaj Agrawala, Pr. Secretary Transport, Govt. of Uttar Pradesh
9. Mr. S. R. Tripahi, Secretary, STA, Govt. of Uttar Pradesh
10. Mr. P. K. Shrivastava, CGM (O), UPSRTC
11. Mr. Naveen Goel, DGM-Civil, IGL
12. Mr. Rohit Jain, Manager –Mktg., IGL
13. Mr. K. S. Sidhu, IGL

14. Nazim uddin, Environmental Engineer, CPCB

EPCA reviewed the progress of signing and implementation of 'Reciprocal Common Transport Agreements' in respect of NCR.

Implementation of 'Reciprocal Common Transport Agreements' for 'Contract Carriages'

The matter of color code was discussed and resolved in EPCA's 21st August 2009 meeting. The states reconfirmed the decision taken and requested for circulation of the minutes of the meeting. UP and Haryana informed that they will publish notification regarding tax within two weeks. EPCA expressed that a uniform tax regime in NCR is needed.

Signing of 'Reciprocal Common Transport Agreement' for 'Stage and Goods Carriages'

Principal Secretary, Transport, U.P. informed that after EPCA's 21st August 2009 meeting, U.P. officers stayed in Delhi for two days and discussed the matter with Delhi officers but the matter could not be resolved as Delhi is yet to agree on full 'reciprocity'. He further expressed that a meeting at higher level is necessary to resolve the matter and he has been and is ready for such a meeting. EPCA asked Delhi representative to resolve the matter at the earliest. During the meeting, Chairman, EPCA also talked to CEO&MD, DTC on telephone and requested him to ensure that the matter is resolved by the Delhi Govt. at the earliest. EPCA decided to review the matter after two weeks.

CNG availability in NCR

EPCA stated that implementation of the 'Reciprocal Common Transport Agreements' can not be held now as auto CNG is available in Delhi and major cities of U.P. and Haryana. Moreover, IGL is ready to provide auto CNG stations in any city if land availability is facilitated by the state government. NCRPB requested states to refer to NCR limits to identify new places where CNG is needed.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on August 29, 2009 (Saturday) (12.15 PM)**

Agenda items: Status of bus supply by Tata and Ashok Leyland against DTC order DTC

In attendance:

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

3. Mr. S. Panigrahy, Regional Manager -Customer Care,Tata Motors Ltd
4. Mr. Sandeep Kumar, Regional Manager –North CVBU, Tata Motors Ltd
5. Mr. V. G. Prasad

6. Mr. V. S. Ravichandran, Regional manager, Ashok Leyland Ltd
7. Mr. Mahesh Gautam, AGM-Sales, Ashok Leyland Ltd

8. Nazim uddin, Environmental Engineer, CPCB

EPCA reviewed the status of bus supply by Tata and Ashok Leyland against DTC order.

Tata stated that it is in the process of gearing up the production rate and committed that it will supply 20 more buses within August and 250 buses in September. Tata further stated that it will be in a position to supply 300 buses per months from October 2009 onwards.

Ashok Leyland committed that it will supply 72 by September end. Ashok Leyland further stated that it will be in a position to supply 90 buses per months from October 2009 onwards.

Ashok Leyland mentioned that ARAI has yet to develop testing methodology for 4 out of 12 items which is a cause of delay in supply. EPCA expressed that bus manufacturers can request ARAI to write to DTC to consider allowing submission of these tests reports afterwards with the condition that if failed the buses will be recalled and the parts will be replaced by the manufacturer.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on September 5, 2009 (Saturday) (11.00 AM)**

Agenda items: Progress of 2nd phase of BRT Corridor

In attendance:

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

3. Mr. Krishan Kumar, GM, ISBT, Transport Department, Govt. of NCTD
4. Mr. A. K. Srivastava, Asstt. Commissioner, Transport Department, Govt. of NCTD
5. Mr. D. S. Sharma, Sr. Manager, DTC

6. Mr. Suvajit Roy, Chief-Operations, DIMTS
7. Mr. Ashok K. Singh, GM-Ops, DIMTS
8. Mr. V. K. Mehrotra, DIMTS

9. Mr. B. S. Sehrawat, AGM, RITES

10. Mr. Sandeep Gandhi, SGA / TRIPP, IIT-Delhi
11. Ms. Sampada Khokle, TRIPP, IIT-Delhi

12. Mr Harendra K. Singh, ACP/Traffic

13. Nazim uddin, Environmental Engineer, CPCB

EPCA reviewed the progress of various works related to 2nd phase of the BRT.

Bus Q Shelters

RITES informed that the last (25th) bus Q shelter is going to complete.

Signaling

EPCA was informed that progress is very slow. It was observed that the matter needs to be taken up with Head of the Delhi Police.

Induction of more buses on BRT as per the revised schedule

DTC informed that all new buses being supplied by Tata are being inducted on BRT corridor and all 95 buses will be inducted by September 2009.

Next BRT corridors

DIMTS informed that a presentation before Chief Secretary, Delhi is scheduled on 14th Sep 2009 and presentation before EPCA can be made thereafter.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on September 5, 2009 (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. Ms. R. C. Meera, Joint Secretary, MoUD, Govt. of India

4. Mr. Ashok Kumar, Commissioner (Plg.), DDA
5. Mr. P. S. Verma, Asstt. Director /LPC, DDA

6. Mr. R. K. Srivastava, Addl. Commissioner (Engg.), MCD
(and other DCs and ACs of MCD– list enclosed)
7. Mr. Rajesh Wadhwa, SE, MCD

8. Mr. Anurag Goyal, Director (Proj.), NDMC
9. Mr P. C. Chaturvedi, Director (Enf.), NDMC

10. Mr. D. V. S. Kansal, PWD, Govt. of NCTD

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

13. Nazim uddin, Environmental Engineer, CPCB

Issues mentioned in EPCA letter dated 02.03.09 addressed to Secretary, UD, Govt. of India

DDA had stated in EPCA meeting convened on 25th July 2009 that DDA will complete the process of bringing out necessary changes in the MPD 2021 and send the proposal to Central Government within one month. In this meeting Commissioner (Plg.), DDA stated DDA that to bring out the changes DDA needs to discuss the matter in a small group to work out the wordings.

Joint inspection and physical demarcation of authorized parking sites

EPCA was informed that joint survey and demarcation by MCD and Delhi Traffic Police of the authorized and cleared MCD parking sites has been completed. Joint survey and demarcation of authorized and cleared NDMC parking sites had been completed earlier. EPCA desired that joint survey and demarcation of authorized and cleared DDA parking sites by DDA and Delhi Traffic Police should also be taken up and completed within two weeks.

Jurisdiction related issues between DDA and MCD

In the last meeting convened on 1st August, 2009 EPCA was informed that some sites have jurisdiction related issues between MCD and DDA. In this meeting five such cases were pointed out namely – DDA controlled parking on a commercial plot in Nehru Place, DDA controlled parking in Bhikaji Cama Palace, MCD operated parking on DDA land at Cross River Mall, MCD operated parking on DDA land in Laxmi Nagar, MCD operated parking on DDA land in Pandav Nagar park near Mother

Dairy. EPCA was also informed that in cases where land belongs to DDA and parking is operated by MCD, demarcation/putting kerbstones could not be completed. Mr. R. K. Srivastava, Addl. Commissioner (Engg.), MCD assured EPCA that a meeting will be convened between DDA and MCD to sort out such issues.

Delhi Police stated that surface parking at Bhikaji Cama Palace is leading to excessive congestion and therefore basement should be used for parking. EPCA also expressed that MCD can issue a directive that the basement will be used only for parking.

PWD's policy on Parking

EPCA asked PWD to decide a clear policy on parking on/along roads as its absence is leading to chaos.

MCD study to identify sites to create parking for declared commercial/mixed-use streets

EPCA stated that the first study report for Karol Bagh clearly indicates that land required to create parking for areas declared commercial is not available. EPCA expressed that in such situations denotification of the areas will be required. The concept of parking on one side road as presented in the study was also discussed. EPCA expressed that this is not an acceptable solution for, creating parking in areas declared commercial is being stressed to decongest roads and improve circulation whereas this will encroach the roads. Delhi Police also expressed objection to it. MCD informed that spade work for studies for 5 other areas has also been completed.

Important issues

EPCA flagged some important issues related to parking in Delhi to be taken up:

- **Resolving issues between DDA and MCD and completing demarcation exercise**
- **Completing the survey and demarcation of DDA's parking sites**
- **Placing particulars of authorized and cleared parking sites on websites**
- **Taking the matter of clear policy on parking on/along roads with PWD**
- **Formulating model parking contract conditions**
- **Formulating model parking rates structures**
- **Necessary changes in MPD-2021's parking related provisions**

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on September 12, 2009 (Saturday) (11.00 AM)**

Agenda items: Advancement of schedule of bus supply to DTC

Attendance:

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

3. Mr. M P. Singh, DTC

4. Mr. S. Panigrahy, Tata Motors Ltd
5. Mr. S. Mehra, Tata Motors Ltd
6. Mr. Vinay Godha, Tata Motors Ltd
7. Mr. Siddharth Jain, Tata Motors Ltd
8. Mr. Anshuman Samanta, Tata Motors Ltd
9. Mr. Abhik Gupta, Tata Motors Ltd
10. Mr. P. Agrawal

11. Mr. Mahesh Gautam, AGM-Sales, Ashok Leyland Ltd
12. Mr. N. K. Diwan, Ashok Leyland Ltd

EPCA reviewed the status of bus supply by Tata and Ashok Leyland against DTC order.

Ashok Leyland stated that clearance for material is awaited and that MD, DTC will visit their plant by 15th September 2009. Tata stated that they have lagged behind scheduled due to inspection procedures.

Ashok Leyland assured EPCA to supply buses to DTC as per the following schedule:

In September	: 50 buses
In October	: 100 buses
In November	: 125 buses
In December	: 150 buses
In January	: 200 buses
In February	: 248 buses
Total (by February)	: 875 buses

Tata assured EPCA to supply buses to DTC as per the following schedule:

In September	: 170 buses
In October	: 255 buses
November to Feb	: 300 buses per month
Total (by February)	: 1625 buses

**(draft) Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on September 12, 2009 (Saturday) (11.45 AM)**

Agenda items: Delhi PWD's policy on parking

No one from PWD came therefore the meeting could not be convened.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on September 19, 2009 (Saturday) (11.00 AM)**

Agenda items: Progress of work in second segment of 1st BRT Corridor

In attendance:

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

3. Mr. Krishan Kumar, GM, ISBT, Transport Department, Govt. of NCTD

4. Mr. Suvajit Roy, Chief–Operations, DIMTS
5. Mr. V. K. Mehrotra, DIMTS

6. Mr. B. S. Sehrawat, AGM, RITES

7. Ms. Sampada Khokle, TRIPP, IIT-Delhi

8. Mr T. R. Meena, ACP, Delhi Traffic Police
9. Mr. Ajay, Insp/TMC, Delhi Traffic Police

EPCA reviewed the progress of various works related to 2nd phase of the BRT.

Signaling

Delhi Police assured EPCA that signaling work will be complete within a week. EPCA asked Delhi Police to come in the next meeting with completion report.

Cycle track continuity

RITES informed that the work has been completed

Shifting of the bus stop near Lajpat Nagar Metro station

RITES informed that work has been delayed due to rains and will be completed in two weeks.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on September 19, 2009 (Saturday) (11.30 AM)**

Agenda items: Advancement of schedule of bus supply to DTC

In attendance:

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

3. Mr. Krishan Kumar, GM, ISBT, Transport Department, Govt. of NCTD
4. Mr. R. B. Sharma, Dy. CGM, DTC
5. Mr. S. P. Sethi, Sr. Manager, DTC

6. Mr. Sandeep Kumar, Regional Manager –North CVBU, Tata Motors Ltd
7. Mr. Sunil K Pande, Tata Motors Ltd
8. Mr. Vinay Godha, Tata Motors Ltd
9. Mr. Siddharth Jain, Tata Motors Ltd
10. Mr. Anshuman Samanta, Tata Motors Ltd
11. Mr. Lav Ahuja, Tata Motors Ltd
12. Mr. V. Malik

13. Mr. V. S. Ravichandran, Regional manager, Ashok Leyland Ltd
14. Mr. Mahesh Gautam, AGM-Sales, Ashok Leyland Ltd

15. Nazim uddin, Environmental Engineer, CPCB

Tata and Ashok Leyland assured that they will supply buses to DTC as per the schedule committed in the last EPCA's meeting held on 12.09.09.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on September 19, 2009 (Saturday) (12.00 Noon)**

Agenda items: Issues related to the cap on number of three wheelers (TSRs) in Delhi

In attendance:

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

3. Mr. Ajay Kumar Bisht, Sr. Dy. Commissioner, Transport Department, Govt. of NCTD
4. Mr. R. P. Gupta, Dy. Commissioner, Transport Department, Govt. of NCTD
5. Mr. Vikas Jain, PCO (HQ), Transport Department, Govt. of NCTD
6. Mr. Sanjay Ailwam, MLO (RR & Tax), Transport Department, Govt. of NCTD

7. Mr. Sobran Singh Rajpoot, General Secretary Delhi State, Bhartiya Tippiya Chalak Sangh
8. Mr. Munna Lal, Bhartiya Tippiya Chalak Sangh

9. Mr. S. P. Nayyar, President, Automotive 101 Society

10. Mr. Vijay Kumar Gupta, Delhi Pradesh Auto Taxi Utthan Sangathan
11. Mr. Om Prakash Tiwari, Delhi Pradesh Auto Taxi Utthan Sangathan
12. Mr. Yashpal Arora, Delhi Pradesh Auto Taxi Utthan Sangathan / President, Delhi Pradesh Adarsh Tipahya Chalak Sangh

13. Mr. Rakesh Agrawal, Secretary, Nyaya Bhoomi
14. Mr. Dharam Singh, Nyaya Bhoomi
15. Mr. R. K. Pandey, Nyaya Bhoomi
16. Mr. Rakesh Kumar, Nyaya Bhoomi
17. Mr. Jagir Singh, Nyaya Bhoomi

18. Mr. Somnath, President, Taxi Auto Richshaw Drivers Sangharsh Samiti
19. Mr. Balbir Singh, General Secretary, Taxi Auto Rickshaw Drivers Sangharsh Samiti

20. Mr. Ashok Kumar Tiwari, Pragatisheel Auto Rikshaw Union
21. Mr. Satish Bhatia, Pragatisheel Auto Rikshaw Union

22. Mr. Kishan Verma, President, Federation of All Delhi Auto Taxi Transporters - Akhil Yuva Tipahiya Chalak Kalyan Committee

23. Mr. H. D. Anand, President, Auto Driver Welfare Congress

24. Mr. Virendra Pal Gupta, President, Rashtravadi Janta Tipahiya Chalak Sangh

25. Nazim uddin, Environmental Engineer, CPCB

Chairman, EPCA informed representatives of Three-wheeler Scooter Rickshaw (TSR) Associations about the order dated 28.08.2009 of the Hon'ble Supreme Court of India in the matter of I.A. 316, W.P. 13029/1985 requiring EPCA to examine the needfulness for fresh permissions for TSRs in Delhi and requested them to present their views on this matter as well as on the associated problems.

Mr. Balbir Singh, General Secretary, 'Taxi Auto Rickshaw Drivers Sangharsh Samiti' stated that due to the ban on new permits for TSRs, financiers have a complete hold on transfer of TSR permits from one owner to the other and as a result a TSR costs only 1.25 lakh actually costs about 4.5 lakh with transfer of permit through the financiers and that this has led to a situation that hardly any TSRs in new (replacement category) series are owned by drivers and most of these are owned by investors and rented to drivers. He further stated that up to 80 TSRs are owned by one investor.

Representatives of various TSR Associations explained that the process generally involves -buying of permit and old TSR by financier from a TSR owner, getting it transferred in the name of a confidant, surrendering the documents and getting the P3 permission for getting it scrapped for replacement, getting it scrapped at the Transport Department approved Scrapping Unit in Surajmal Vihar, getting the P4 permission for buying a new TSR, selling the permit by the financier to a new aspirant TSR owner with black market overcharges and financing it at very high interest rate and difficult penalty conditions.

During the discussions it was also informed that a large number of goods carrier three-wheelers older than 15 years still ply in Delhi illegally.

Mr. Om Prakash Tiwari of 'Delhi Pradesh Auto Taxi Utthan Sangathan' stated that before lifting of the ban on new permits for TSRs, the system should be improved and freed from financier and mafias. He informed that there are about 15 main financiers but the total number of their touts could be about 250 and that financiers normally charge 18-20 % interest rate. He further stated that the problem of traffic congestion, for which increasing number of private cars are mainly responsible, should also be addressed as this is greatly affecting viability of TSRs for, the number of passenger trips have reduced to about 5-7 per day due to traffic congestion, as compared to 10-12 per day a few years back. He also expressed that waiting charges should also be introduced into the metering system.

Mr. Yashpal Arora of 'Delhi Pradesh Auto Taxi Utthan Sangathan' stated that new permits should be opened but with the condition that only actual driver having license and permanent address proof will own a TSR and the driver/owner will be issued the 'badge'. He informed that before 1997 only drivers were allowed to be the owner. He further stated that the replacement scheme is a fraud and a CBI case is already under trial concerning 3200 TSRs and that Transport Department is not providing a copy of the Replacement Policy and it is being told that the concerned file is missing. He also expressed that scrap of the TSR should be given back to the owner.

Mr. Vijay Kumar Gupta of the same Association expressed concern that if TSRs of neighbouring states are allowed into Delhi it will increase number. Representatives of other Associations also expressed concern that while Delhi has put a condition that only Middle pass will be allowed a 'badge', coming of uneducated drivers from other states may cause crime problems.

Mr. Munna Lal of 'Bhartiya Tippaya Chalak Sangh' stated that only actual drivers should be allowed to own a TSR. He complained that presently transfer of TSR in the name of driver is very difficult even after he repays loan to the financier due to influence of financiers in the Transport Department.

Mr. S. P. Nayyar, President, 'Automotive 101 Society' informed that 17065 old TSRs have not been allowed replacement by Transport Department earlier and in addition to the 55000 TSRs, Supreme Court allowed addition of 5000 TSRs but the Transport Department has not completed even those 5000. This indicates that Transport Department is not able to manage even the existing number of permitted TSRs. He stated that even the 1.25 lakh cost is not the real cost but an inflated cost for, earlier Bajaj had offered TSR for Rs. 92000 and a Rs.7000 subsidy for replacement under the Replacement Scheme 2007 which was approved by the NCTD Cabinet. He informed that the scrapping process is overseen by a special 'Scrap Committee' having representatives of Delhi

Transport Department, an Insurance Company and Bajaj Autos as its members and about 20000 TSRs have so far been scrapped/replaced. He further informed that the cost of the old TSRs paid by the scrapping units has reduced over the years from Rs 7000 to Rs. 5800 to Rs. 5000. He informed that Sales Tax Subsidy offered by Delhi Govt. on new TSR is released after 3 years but hardly any one approaches to get it as the ownership is normally transferred within short time due to black marketing. He stressed that management should be first improved and suggested that a condition be applied that no transfer will be allowed within 3 yrs.

Mr. Sobran Singh Rajpoot of 'Bhartiya Tippaya Chalak Sangh' stated that a limited number of TSRs should be allowed and suggested not allowing transfer of permit but allowing driving on contract basis as in Mumbai. He further stated that it will be better if a policy is adopted that only actual drivers will own TSRs.

Mr. Rakesh Agrawal, Secretary, Nyaya Bhoomi expressed his view on various aspects as below:

- Rule 7A of Delhi MV Act relating obtaining authority by owner form STA for use of TSRs by another person needs to be applied.
- Biometric technology can be introduced for TSRs drivers/owners.
- Improvement is needed in 'badge' system. Till 1999 only badge owner was allowed to own TSR.
- Improvement is needed in Transfer and Replacement procedures to reduce the influence of financiers / mafias. There are 7-8 big financiers and financiers have control on almost all –about 25000 – TSRs of the latest J, K and L- series TSRs.
- Permit conditions should be recorded on back of the permit.
- Replacement policy needs to be made transparent. The cost of scrapped TSR has reduced from 12000 to 6500.
- Improvement is needed in TSR registration data base management in STA as there are a lot of anomalies observed in the present system.

EPCA requested representative of Nyaya Bhoomi to give specific suggestion for improvement on above points in writing.

Another representative of 'Nyaya Bhoomi' stated the financiers / mafia must be checked before allowing new permits.

Mr. Ashok Kumar Tiwari and Mr. B. P. Gupta of 'Pragatisheel Auto Rikshaw Union' stated that theirs is the Applicant Association of the I.A. 316 in W.P. 13029/1985 and that earlier 83000 TSR were registered but then the registration was stopped all of a sudden and since then the system is totally controlled by financiers and mafias who have invested 600 crore into this business. They stated that the system should be improved and while allowing new permits passenger safety should also be considered and to ensure this credentials of drivers should be carefully verified. They further stated that permit condition should be revised involving TSR Associations. They complained that provisions of section 66/92A are wrongly applied on TSRs as these are meant for heavy vehicles.

'Automotive 101 Society' and 'Delhi Pradesh Auto Taxi Utthan Sangathan' submitted their written statement during the meeting, EPCA urged others to submit their view points in writing.

EPCA asked Transport Department to give detailed information on number of TSRs, replaced TSRs, replacement policy, permit conditions, and registration data base system and to respond to the suggestions for linking TSR owner and driver, restriction on transfer of permit till a specified time, improving the system to clean it from mafias and other views expressed by TSR Association within two weeks.

**(draft) Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on September 26, 2009 (Saturday) (11.00 AM)**

Agenda items: Representation / suggestions of 'Railways' on Advertisement Policy for Delhi

No one from 'Railways' came therefore the meeting could not be convened.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on September 26, 2009 (Saturday) (11.45 AM)**

Agenda items: Advancement of schedule of bus supply to DTC

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Mr. Ajay Kumar Bisht, Sr. Dy. Commissioner, Transport Department, Govt. of NCTD
3. Mr. R. P. Gupta, Dy. Commissioner, Transport Department, Govt. of NCTD
4. Mr. Sanjay Ailawadi, MLO (AR & TU), Transport Department, Govt. of NCTD
5. Mr. R. B. Sharma, Dy. CGM, DTC
6. Mr. Virendra Kumar, DTC
7. Mr. S. Panigrahy, Tata Motors Ltd
8. Mr. Vinay Godha, Tata Motors Ltd
9. Mr. Siddharth Jain, Tata Motors Ltd
10. Mr. Mahesh Gautam, AGM-Sales, Ashok Leyland Ltd
11. Mr. B. P. Sharma, Ashok Leyland Ltd
12. Nazim uddin, Environmental Engineer, CPCB

Both Tata and Ashok Leyland informed that they will abide by the committed supply of buses to DTC for the month of September 2009, as decided in the EPCA's meeting held on 12.09.09.

Tata mentioned about their buses being fully compliant to the speed limit but facing some problems in the testing. Ashok Leyland mentioned about some small parts which have no bearings on safety being not fitted in the buses at present but Ashok Leyland will commit to fit these afterwards.

Chairman, EPCA instructed representatives of Tata and Ashok Leyland to move along with Senior Deputy Commissioner, Transport to Vehicle Inspection Unit (VIU), Burari immediately after the meeting to sort out if there are any issues.

Tata mentioned that as was required by EPCA, Tata has been supplying catalytic converters at a reduced price of Rs. 27000 as against the actual price of Rs. 55000 but many buses are not replacing the catalytic converter timely leading to poor quality emissions. EPCA desired that STA should ensure at the time of annual fitness testing that catalytic converter and other important spare parts have been timely replaced and are engraved with registration number.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on September 26, 2009 (Saturday) (11.30 AM)**

Agenda items: Issues related to technologies in Three-wheelers Scooter Rickshaws (TSRs)

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Prof. H. B. Mathur, Retd. Prof. IIT-D (CNG Expert)
3. Mr. M. K. Chaudhuri, Sr. Dy. Director, ARAI

4. Mr. Ajay Kumar Bisht, Sr. Dy. Commissioner, Transport Department, Govt. of NCTD
5. Mr. R. P. Gupta, Dy. Commissioner, Transport Department, Govt. of NCTD
6. Mr. Sanjay Ailawadi, MLO (AR & TU), Transport Department, Govt. of NCTD
7. Mr. Vikas Jain, PCO (HQ), Transport Department, Govt. of NCTD

8. Mr. Atul Ganguli, Director, SIAM
9. Mr. T. M. Balaraman, GM-ES, Bajaj, Auto Ltd.
10. Mr. C. K. Rao, GM (Buss.Scot), Bajaj, Auto Ltd.
11. Mr. R. Narsimhan, DGM (R&D), Bajaj, Auto Ltd.
12. Mr. K. Srinivasan, GM-Servie, TVS N
13. Mr. Deepak Malik, Asstt. Manager, ScOOTERS india, Ltd

14. Nazim uddin, Environmental Engineer, CPCB

Piaggio, Mahindra & Mahindra, Atul Auto and Force Motor though invited, di not attend.

Chairman, EPCA stated that in accordance with the order dated 28.08.2009 of the Hon'ble Supreme Court of India in the matter of I.A. 316, W.P. 13029/1985, the cap on number of Three-wheeler Scooter Rickshaws (TSRs) in Delhi is under review. In this regard EPCA wants to ascertain the status of technology upgradation in TSRs in respect of the general deficiencies pointed out by EPCA earlier in its report and also in respect of meeting the BS-III emission norms applicable from April 01, 2010.

Dr. Mathur reminded that EPCA has earlier pointed out various general deficiencies as:

- Poor performance at full passenger load
(Possible reasons: lower power, overheating, inadequate cooling system etc.)
- Excessive lube oil consumption
- Early piston ring wear
- Frequent breakdown during rains
(Possible reasons: improper spark plug cable orientation, lack of protective cover, shorter plug cap)
- Use of spurious spares due to excessive cost of spare parts
- White smoke emission

Bajaj Auto representatives informed that improvements were made in their TSR in the past to remove the general deficiencies pointed out by EPCA. Bajaj Auto assured to send detailed specification of their TSR. **EPCA desired that all CNG TSR manufacturers should submit in writing within two weeks detailed specification of their products along with details of the measures taken to address deficiencies observed by EPCA and technological upgradation undertaken to meet the BS-III norms applicable from April 01, 2010. SIAM agreed to collect the information form TSR manufacturers for EPCA.**

Prof. H. B. Mathur further expressed that an inspection and maintenance system for periodic gas and current leakage testing needed to ensure CNG safety in TSRs. **EPCA requested Transport Department to suggest what enforcement measures to ensure CNG safety can be put in place.**

EPCA further suggested that Transport Department may issue instructions that if any TSR is found without the mandatory fire extinguisher, it will be grounded.

Bajaj Auto representatives suggested that to solve maintenance and CNG safety related problems it may be made mandatory for TSRs to go to authorized service stations and this needs to be verified at the time of annual fitness testing. Prof. Mathur expressed apprehension about the capacity of authorized workshops / service stations. Bajaj Auto representatives informed that it has three authorized workshops in Delhi and 40 authorised service centres and three more authorized workshops are starting soon. **EPCA asked Bajaj Auto to inform capacity of their workshops / service centres and desired that all workshops / service centres should have skilled / ITI-trained manpower.**

EPCA also requested Transport Department to carry out an exercise to work out what should be appropriate charges of periodic testing and what should the prices of important spare parts.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on October 03, 2009 (Saturday) (11.00 AM)**

Agenda items: The progress of second phase of 1st BRT Corridor

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Mr. B. S. Sehrawat, AGM, RITES
3. Mr. R. K. Jain, Manager, DTC
4. Mr. Rajeev Ranjan, ACP (N.D.), Delhi Traffic Police
5. Ms. Sampada Khokle, TRIPP, IIT-Delhi
6. Nazim uddin, Environmental Engineer, CPCB

EPCA reviewed the progress of various works related to 2nd phase of the BRT.

Delhi Police informed that signals at four junctions in the second segment of BRT corridor are yet to be completed. Delhi Police assured EPCA to complete this within a week and come with completion report in the next week meeting. Chairman, EPCA desired that if not completed then Delhi Police should bring the contractor in the next meeting.

RITES informed that the dismantling of Bus Q Shelter near Lajpat Nagar Metro station has been completed and the work to erect it at the new spot is in progress.

EPCA asked DTC to inform implementation status of the revised bus schedule on BRT corridor in the next meeting.

**(draft) Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on October 03, 2009 (Saturday) (11.30 AM)**

Agenda items: The representation/suggestions of 'Railways' on Advertisement Policy for Delhi

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Chandralikha Mukherjee, ED (PM), Railway Board
3. Mr. V. K. Sharma, DTC/G, Railway Board
4. Mr. Vinod Nayar, Railway Board
5. Mr. M. S. Chalia, CCM/S&FM, Northern Railways
6. Mr. Alok Sharma, Dy CCM/S, Northern Railways
7. Mr. Arvind Kumar, Sr. DCM, Northern Railways
8. Ms. K. K. Laxmi, CM I, Delhi Division, Northern Railways
9. Mr. A. B. Singh, OS-II, Northern Railways
10. Mr. Abhijai, Advocate (Railways)
11. Ms. Gitanjali Mohan, Advocate (Railways)
12. Mr. Amiya Chandra, ADC (RP Cell), MCD
13. Mr P. C. Chaturvedi, Director (Enf.), NDMC

14. Nazim uddin, Environmental Engineer, CPCB

Chairman, EPCA stated this meeting has been called with reference to Hon'ble Supreme Court's order dated 28.08.2009 in the matter of I.A. No. 275-277 in W.P.13029/85, to listen to Railways' views on the '*Delhi Outdoor Advertisement Policy 2008*' and requested Railways to present their case.

Railways' representative stated their submissions are detailed in the written statement dated 17.09.2009 submitted to EPCA on 19.09.2009 and that in this meeting they will verbally highlight important issues. Thereafter, Railways mentioned the following issues:

- Railways is to be given a huge amount of about Rs. 14000 crore annual subsidy to meet its revenue deficit therefore enhancing revenue is very important to Railways. Revenue from advertisement is therefore important to Railways and it is about 365 crore per annum for the whole country.
- Railways is also a public body doing public work for the whole country what MCD/NDMC are doing for the city and therefore no preference should be given to MCD/NDMC. The condition of 25% revenue sharing is contradictory to Railways Act's provisions and discriminatory towards Railways.
- An arbitrary differentiation between Cat I and Cat II/III devices has been created in the Policy which affects Railways. MCD/NDMC can deliberately put a Cat II device just to prevent Railways from putting a Cat I devices within 75 m. The distance restriction being only on Cat I devices is discriminatory and it should be applied to other Category devices also and the restriction on Cat I device should be confined only to another Cat I device set up on Railways land itself.

- MCD/NDMC are misinterpreting Policy's provisions on building wraps and are allowing very big size wraps. It should be clarified that longitudinal distance restriction shall apply to building wraps as well.
- Railways' unipoles/ bridge panels / protection screens in NDMC area which are very few in numbers as compared to NDMC's own devices of similar size should be allowed.
- Arterial roads have not been defined. Railways devices should also be allowed as large number of other Cat II & III devices of similar size are also being allowed.
- Bridge panels / protection screens of larger sizes should be allowed.
- The conditions of seeking prior permission and submitting structural design should be waived.
- No technical justification is given in the Policy for 75 m distance restriction.
- EPCA's decision in this matter may have far reaching implications as it will influence policies in other cities also.

Railways requested that it may be allowed to submit a supplementary written submission by Monday to which EPCA agreed.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on October 03, 2009 (Saturday) (12.15 PM)**

Agenda items: The issues related to parking in Delhi

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA

1. Mr. Ashok Kumar, Commissioner (Plg.), DDA
2. Mr. Amiya Chandra, ADC (RP Cell), MCD
(and other DCs and ACs of MCD– list enclosed)
3. Mr. J. B. Bhatia, EE, MCD
4. Mr P. C. Chaturvedi, Director (Enf.), NDMC
5. Mr Muktesh Chnader Addl. Commissioner of Police -Traffic, Delhi Traffic Police
6. Mr. Ravinder Suri, Insp./T.E., Delhi Traffic Police

7. Nazim uddin, Environmental Engineer, CPCB

Issues mentioned in EPCA letter dated 02.03.09 addressed to Secretary, UD, Govt. of India

DDA informed that the draft for bringing out necessary changes in the MPD 2021 has been prepared. Chairman, EPCA requested DDA to send the proposal to Govt. of India at the earliest and stated that the progress will be reviewed after two weeks.

Joint inspection and physical demarcation of authorized parking sites

In the last meeting held on 05.09.2009, EPCA was informed that joint survey and demarcation of the authorized and cleared MCD and NDMC parking sites by MCD/NDMC and Delhi Traffic Police has been completed but the joint survey and demarcation of DDA parking sites is remaining. EPCA had desired that DDA and Delhi Traffic Police should complete joint survey and demarcation of DDA parking sites within two weeks. Chairman, EPCA was surprised to note that the exercise has not been taken up and requested Commissioner (Plg.), DDA to take up the matter with the concerned officer in DDA and ensure that they cooperate with Delhi Police and complete the exercise within two weeks.

Jurisdiction related issues between DDA and MCD

In the last meeting held on 05.09.2009, EPCA was informed that some sites have jurisdiction related issues between MCD and DDA and therefore the demarcation/putting kerbstones could not be completed. Mr. R. K. Srivastava, Addl. Commissioner (Engg.), MCD had assured EPCA to convene a meeting between DDA and MCD to sort out all such cases. During this meeting no progress on this matter was informed.

PWD's policy on Parking

In the meeting held on 05.09.2009 in which PWD participated, EPCA had asked PWD to decide a clear policy on parking on/along roads as its absence is leading to chaos. Subsequently, PWD was invited to attend a meeting on 12.09.2009 to discuss this matter but no one from PWD came. Today's meeting was also not attended by PWD. Chairman, EPCA talked to Principal Secretary, PWD on telephone who informed that the matter is being decided by the Govt. and PWD will soon come back.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on October 03, 2009 (Saturday) (12.45 PM)**

Agenda items: Issues related to meters in Three-wheeler Scooter Rickshaws (TSRs) in Delhi

In attendance:

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

3. Mr. Ajay Kumar Bisht, Sr. Dy. Commissioner, Transport Department, Govt. of NCTD
4. Mr. R. P. Gupta, Dy. Commissioner, Transport Department, Govt. of NCTD
5. Mr. Sanjay Ailawadi, MLO (AR & Taxi, Transport Department, Govt. of NCTD
6. Mr. Subodh Rawat, ZO (TMU), Weights & Measures Department, Govt. of NCTD
7. Mr. Sudershan Khosla, JMA/Inspector, Weights & Measures Department, Govt. of NCTD
8. Mr. Tarun Kohli, M/s Naurang Meter
9. Mr. Rajnish Aggarwal, Precision Electronics
10. Mr. Nafees Kazmi, Hovel Scale & Systems

11. Nazim uddin, Environmental Engineer, CPCB

Chairman, EPCA stated this meeting has been called with reference to Hon'ble Supreme Court's order dated 28.08.2009 in the matter of I.A. No. 316 in W.P.13029/85. Since the cap on number of TSRs in Delhi is under review, EPCA wants to know what improvements are possible in the meters of TSRs and how these can be made temper-proof. **EPCA requested the Weight & Measures Department to explain the certification system and the manufacturers to suggest ways to improve the meters.**

Representatives of the Weight & Measures Department, Govt. of NCTD explained that only those meters are allowed which obtain model-approval certificate from the labs which are authorized by Directorate of Legal Metrology, Department of Consumer Affairs, Govt. of India for this purpose and that there are 11 such authorized labs in the country. They further informed that their Department has made mandatory in Delhi an additional model-approval test related to electronics which is carried out at ERTL -Electronics Regional Test Laboratory (North), Okhla Ind. Area Phase II, and the sale permission is given only after ensuring model approval certification as well as ERTL certification and that currently five manufacturers, 17 dealers and 19 repairers are on the approved list of the Govt.

Representatives of the Weight & Measures Department, Govt. of NCTD further explained that they have a system of testing and sealing meters before their use in TSRs, which involves bench testing, sealing, road drive testing, second sealing and that this testing/sealing is to be renewed by every year.

Dr. H. B. Mathur requested manufacturers to suggest the ways to check tempering of meters and the preventive measures to check their frequent breakdown.

Manufacturers informed that there are detailed guidelines for testing and also for repairing which help check tempering but still there are ways which some people use to temper meters. It was explained that one easy way of doing it could be putting an extra magnet which gives extra pulses. It was also told that if meters meant for 2-stroke TSRs are fixed in 4-stroke TSRs that will also give extra pulses but this is difficult in Delhi now as old TSRs and their meters have been phased out.

Manufacturers further informed that maintenance of meters in working condition is solely dependent on drivers. Protecting it from water and maintaining battery in good condition are the most important factors to keep meters in working condition.

During the course of discussions it was also informed that Govt. of NCTD has already introduced notification for including weighting charges in the metering which is to be implemented.

EPCA asked Weight & Measures Department, Govt. of NCTD to submit the following information:

- **List of laboratories authorized by Directorate of Legal Metrology, Department of Consumer Affairs, Govt. of India for model approval certification of meters**
- **Govt. of NCTD's procedure for authorizing manufacturers and dealers in Delhi**
- **Guidelines for testing and repairing.**
- **Govt. of NCTD's procedure for testing, sealing and renewing the sealing of meters**

EPCA asked manufacturers to submit in writing their suggestions about the improvements possible in the meters and the ways to make the meters temper-proof.

Chairman, EPCA desired that these submissions should reach EPCA by October 10.10.2009.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on October 10, 2009 (Saturday) (11.00 AM)**

Agenda items: The progress of second phase of 1st BRT Corridor

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Mr. Manpreet Singh, GM, ISBT, Transport Department, Govt. of NCTD
3. Mr. Suvajit Roy, Chief-Operations, DIMTS
4. Mr. Ashok K. Singh, GM-Ops, DIMTS
5. Mr. V. K. Mehrotra, DIMTS
6. Mr. B. S. Sehrawat, AGM, RITES
7. Mr. Sandeep Gandhi, SGA / TRIPP, IIT-Delhi
8. Ms. Sampada Khokle, TRIPP, IIT-Delhi

9. Mr. Rajeev Ranjan, ACP (N.D.), Delhi Traffic Police
10. Mr. Bhupendra Sharma, Project Engineer, CMS
11. Mr. Sangram Behera, Project Engineer, CMS

12. Ms. Sunita Chauhan, Sr. Manager, DTC
13. Mr. R. K. Jain, Manager, DTC

14. Nazim uddin, Environmental Engineer, CPCB

EPCA reviewed the progress of various works related to 2nd phase of the BRT.

Delhi Police informed that signals at three junctions are yet to be completed. CMS representatives also attended the meeting because Chairman, EPCA had directed in the last meeting that CMS, the contractor for the signaling work, should be present in the next meeting to explain the delay if the work is not complete by then. CMS explained that after the accidental bursting of DJB's water pipe due to their work they have to carry out the work very carefully and therefore the work has slowed down. RITES pointed out that CMS is not repairing the roads after completing signaling work. CMS stated that they can carry out repair work with cement concrete but they do not have infrastructure of their own for bitumen road construction for restoration of road to its original shape. Chairman, EPCA stated that the project has already over delayed due to signaling work and directed CMS to finish this, along with road repairing work, within a week and come with the completion report in the next EPCA meeting at the same venue on 20.10.2009 at 3.00 PM. EPCA further desired that concerned agencies should check by Monday who has to carry out the work of restoration of road to its original shape according to the scope of work and should ensure that it is also done simultaneously.

RITES informed that foundation of Bus Q Shelter has been casted at the new spot for shifting the Bus stop near Lajpat Nagar Metro station and the shifting work will be completed by 20.10.2009.

DTC informed that all 95 additional buses have been inducted on BRT routes as per the revised schedule. DTC further informed that these buses are presently being operated from other depots but after 13th October they will be operated from the Ambedkar Nagar depot.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on October 10, 2009 (Saturday) (11.30 AM)**

Agenda items: Issues related to financing of new Three-wheeler Scooter Rickshaws (TSRs) in Delhi.

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Mr. Ajay Kumar Bisht, Sr. Dy. Commissioner, Transport Department, Govt. of NCTD
3. Mr. R. P. Gupta, Dy. Commissioner, Transport Department, Govt. of NCTD
4. Mr. R. Dhall, Dy. Commissioner, Transport Department, Govt. of NCTD
5. Mr. Sanjay Ailawadi, MLO (AR & Taxi, Transport Department, Govt. of NCTD
6. Mr. S. K. Dureja, Dy. General Manager, Delhi Finance Corporation (DFC)
7. Mr. L. S. Rawat, Dy. Manager, Delhi Finance Corporation
8. Nazim uddin, Environmental Engineer, CPCB

and representatives of some private financiers (list enclosed)

Chairman, EPCA stated that as required by the order dated 28.08.2009 of the Hon'ble Supreme Court of India in the matter of I.A. 316, W.P. 13029/1985, the cap on number of Three-wheeler Scooter Rickshaws (TSRs) in Delhi is under review and that a meeting was convened by EPCA on 19.09.2009 to discuss this matter with TSR associations in which a picture emerged that private financiers are mainly responsible for black market of TSR permits. Chairman, EPCA requested representatives of DFC and private financiers to present their views on this matter.

DFC representative stated that people do not come to DFS for TSR financing because they know that DFC can only finance actual cost of a TSR and not the black market permit cost. It was informed that in 1998 about 8000 TSRs were financed by DFC in Delhi because at that time a Delhi Government subsidy was routed only through DFC. They further informed that recently DFC is entering into an MoU with Chandigarh Administration under which 5000 TSRs to be replaced in Chandigarh will be financed by DFC.

Representatives of various private financiers put up their views which are listed below:

- Private Financiers are neither in sale nor in purchase. One TSR owner sales it with premium for the permit and gets benefitted and another TSR owner purchases it and suffers. The premium for the permit may not be called 'black' because beneficiary and looser both are operators and premium on permit is common in other countries also.
- Private Financiers come in picture later to provide finance and have no role in controlling the premium for permit. The TSR costs about Rs. 4 Lakh to a new owner because about Rs. 1.5 Lakh is the actual cost of TSR and Rs. 2.5 lakh is the premium for the permit. With interest it costs about Rs. 6.0 Lakh. With such a high cost the viability is affected, financing is risky and recovery is difficult. The premium for permit is affecting private financiers also.

- When 5000 new permits were allowed, financing was allowed only through NBFC but later this condition was changed and diluted.
- There are no TSRs in the name of private financiers. Private financiers only finance or facilitate paper/transfer formalities.
- Transport Department is insisting on personal appearance of seller and buyer at the time of transfer and as result number of TSR transfer cases have extraordinarily reduced during the last 6 months. This condition is also posing risk to private financiers. This has also resulted in increase in premium and the TSR which was costing Rs. 3.5 Laky 6 month back is costing Rs. 4.5 Laky now. If other vehicles can be transferred on relaxed conditions why not TSRs.
- Transfer of TSRs should be made easy. This will result in new TSRs on road from the permitted numbers as out of 55000 permitted TSRs, 35000 are yet to be scrapped. The Policy of Transport Department LoI is creating an artificial scarcity.
- Permit for new TSRs should be opened. It will result in abolishment of premium on permit. The number of new permits should be linked with rising population.

EPCA requested Transport Department, DFC and private financiers to submit their view points and suggestion to improve the system in writing within two weeks.

During the course of discussions it was also mentioned that why not allow CNG taxi in place of TSRs as it is less polluting than a TSR and will cost less as compared to the present cost of a TSR which include premium for its permit.

A private financier mentioned that some old petrol TSR are still illegally running on periphery of Delhi. EPCA asked Transport Department to give a report on this.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on October 20, 2009 (Tuesday) (02.30 PM)**

Agenda items: Status of signing / implementation of 'Reciprocal Common Transport Agreements' in respect of NCR

In attendance:

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

3. Mr. Rajeev Malhotra, CRP, NCR Planning Board
4. Mr. Syed Aqeel Ahmad, Astd. Director, NCRPB
5. Mr. Pankaj Agrawala, Pr. Secretary Transport, Govt. of U.P.
6. Ms. Archana Agrawal, Transport Commissioner, U.P.
7. Mr. S. R. Tripahi, Secretary, STA, Govt. of U.P.
8. Mr. H. N. Agrawal, G.M., UPSRTC
9. Mr. P. R. Belwariar, R.M. (Noida), UPSRTC
10. Mr. Ajay Chagti, Joint Transport Commissioner and Secretary STA, Delhi
11. Mr. Dhanpat Singh, State Transport Controller, Govt. of Haryana
12. Mr. Hans Kumar Sharma, Deputy Transport Commissioner, Govt. of Rajasthan

13. Nazim uddin, Environmental Engineer, CPCB

EPCA reviewed the progress in the matter of signing / implementation of 'Reciprocal Common Transport Agreements' in respect of NCR

Implementation of Contract Carriage Agreement

EPCA observed that due to lack of awareness about tax exemption, implementation on ground is minimal. It was decided that NCR Planning Board will publish an advertisement in newspapers to publicize the information of tax exemption for vehicles registered the 'Reciprocal Common Transport Agreements' for NCR. EPCA also decided to hold a meeting with taxi operators of NCR in this regard.

Signing of Stage Carriage Agreement

The representative of GNCT-Delhi informed that necessary clearance has been taken for resolving the issue of finalization of Annexure C-II and C-III and that the routes of private operators would be finalized by the representatives of GNCT-Delhi and Govt. of UP on 21.10.09. With this the matter between Delhi and UP Governments will be finalized.

It was decided that the signing ceremony for the Stage Carriage Agreement will be convened on November 10, 2009.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on October 20, 2009 (Tuesday) (03.00 PM)**

Agenda items: The progress of second phase of 1st BRT Corridor and implementation of revised bus schedule on BRT corridor

In attendance:

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

3. Mr. Manpreet Singh, GM, ISBT, Transport Department, Govt. of NCTD
4. Mr. A. K. Srivastav, Assitt. Director, Transport Department, Govt. of NCTD
5. Ms. Sunita Chauhan, Sr. Manager, DTC
6. Col. Ashok K. Singh, GM-Ops, DIMTS
7. Mr. V. K. Mehrotra, DIMTS
8. Mr. B. S. Sehrawat, AGM, RITES
9. Mr Prabhakar, Dy. Commissioner of Police -Traffic, Delhi Traffic Police
10. Mr. Rajeev Ranjan, ACP (N.D.), Delhi Traffic Police
11. Mr. Ravinder Suri, Insp./T.E., Delhi Traffic Police
12. Mr. Bhupendar Sharma, Project Engineer, CMS
13. Mr. Sangram Behera, Project Engineer, CMS

14. Nazim uddin, Environmental Engineer, CPCB

EPCA reviewed the progress of various works related to 2nd phase of the BRT

CMS informed that signal work at one junction is remaining. EPCA had given one week time to finish all signaling work in the 10th October meeting. CMS requested for extension of the time given by one week to which EPCA agreed.

The concerned authorities could not arrive at a final decision during the meeting on the issue of carrying out the road repairing after signaling work even though this issue was also discussed in last EPCA meeting. EPCA left it to DIMTS to sort out the matter and ensure completion of the repair work within next three days.

EPCA was informed that the Delhi Govt. has decided to change the design of the second segment of 1st BRT Corridor with bus lanes in the middle of road (i.e. same as in first segment) instead of on the sides. EPCA desired to know whether the Govt. has also sanctioned the budget to carry out this change because in absence of the sanction the work will be delayed.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on October 20, 2009 (Tuesday) (03.30 PM)**

Agenda items: The 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. M. P. Gupta, SE, MCD
5. Mr. J. B. Bhatia, EE, MCD

6. Mr P. C. Chaturvedi, Director (Enf.), NDMC

7. Mr. K. Srirangan, DD (Plg.), DDA
8. Mr. K. C. Surender, DD/CE, DDA
9. Mr. Fateh Singh, AD/CE, DDA
10. Mr. Q. Quraishi, AE, DDA

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

13. Nazim uddin, Environmental Engineer, CPCB

Issues mentioned in EPCA letter dated 02.03.09 addressed to Secretary, UD, Govt. of India

DDA representative informed that the note bringing out necessary changes in the MPD 2021 has been prepared and put up to V.C., DDA for approval.

Joint inspection and physical demarcation of authorized parking sites

It was informed that joint survey and demarcation of the authorized and cleared DDA sites is almost complete and only $\frac{3}{4}$ sites are remaining.

PWD's policy on Parking

Observing that PWD's response is still not received, EPCA desired that PWD should immediately apprise EPCA about its stand on the issue. EPCA was informed that 4 parking sites have been cleared by Delhi Police in PWD's list and a few more PWD parking sites are shown in MCD's list.

Restriction on used car purchase/sale dealers from using public parking sites

Delhi Police Deputy Commissioner mentioned that at many places large space of public parking is occupied by used-car purchase/sale dealers for parking their cars that are for sale, which is not desirable. EPCA agreed with Delhi Police view and expected the concerned authorities to issue directives to stop this.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on October 24, 2009 (Saturday) (11.00 AM)**

Agenda items: The progress of second phase of 1st BRT Corridor

In attendance:

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

3. Mr. S. M. Ali, Sr. DC, Transport Department, Govt. of NCTD
4. Mr. V. K. Mehrotra, DIMTS
5. Ms. Sampada Khokle, TRIPP, IIT-Delhi

6. Ms. Sunita Chauhan, Sr. Manager, DTC
7. Mr. B. S. Chauhan, Sr. Manager, DTC

EPCA reviewed the progress of various works related to 2nd phase of the BRT.

EPCA was informed that work of shifting of bus Q-shelter near Lajpatnagar Metro station will be complete by 31st October. CMS did not attend the meeting. EPCA desired that signaling work with all associated repair work should also be completed by 31st October.

It was decided that Transport Department and DIMTS will make a presentation before EPCA at the earliest on engineering and cost aspects of implementing the design changes to make bus lane in the middle and status of budget sanction for the same.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on October 24, 2009 (Saturday) (11.30 AM)**

Agenda items: Status of bus supply against the DTC order of 1625 and 875 buses to Tata and Ashok Leyland

In attendance:

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

3. Mr. R. B. Sharma, Dy. CGM, DTC
4. Ms. Sunita Chauhan, Sr. Manager, DTC
5. Mr. B. S. Chauhan, Sr. Manager, DTC

6. Mr. S. Panigrahy, RM, Tata Motors Ltd
7. Mr. Sandeep Kumar, RM North, Tata Motors Ltd
8. Mr. Tanmay Chakravorty, Regional Sales Manager, Tata Motors Ltd
9. Mr. Vinay Godha, Div. Manager, Tata Motors Ltd
10. Mr. Arun Jalan, AGM, Tata Motors Ltd
11. Mr. Siddharth Jain, Manager, Tata Motors Ltd
12. Mr. Lav Ahuja, Tata Motors Ltd
13. Mr. S. K. Sehgal, Dy GM -Operations

Tata and Ashok Leyland had committed revised time schedules of bus supply to DTC against the order of 1625 and 875 buses and accordingly informed about this to EPCA in meeting dated September 12, 2009, which were as under:

Ashok Leyland		Tata Motors	
In September	: 50 buses	In September	: 170 buses
In October	: 100 buses	In October	: 255 buses
In November	: 125 buses	November to Feb	: 300 buses per month
In December	: 150 buses	Total	: 1625 buses
In January	: 200 buses	(by February 2010)	
In February	: 248 buses		
Total	: 875 buses		
(by February 2010)			

It was mentioned before EPCA in one of its meetings on October 20, 2009 that Ashok Leyland has not supplied any bus till that dated, hence this meeting was called. It was informed in today's meeting that that Ashok Leyland will supply 30 buses in the next week.

Tata informed it has received an additional order for 407 buses that are to be supplied by 31.03.09.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on October 31, 2009 (Saturday) (11.00 AM)**

Agenda items: The progress of second phase of 1st BRT Corridor

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Mr. S. M. Ali, Sr. DC, Transport Department, Govt. of NCTD
3. Mr. Suvajit Roy, Chief-Operations, DIMTS
4. Mr. V. K. Mehrotra, DIMTS
5. Mr. B. S. Sehrawat, AGM, RITES
6. Ms. Sampada Khokle, TRIPP, IIT-Delhi
7. Mr. R. K. Kasana, Dy. CGM, DTC
8. Mr. Rajeev, Sr. Manager, DTC
9. Nazim uddin, Environmental Engineer, CPCB

EPCA reviewed the progress of various works related to 2nd phase of the BRT.

Delhi Police / CMS did not attend the meeting. DIMTS however informed that CMS is yet to complete signaling work at Delhi Gate junction and the work is in progress.

RITES informed that the work of shifting of bus stop near Lajpat Nagar Metro station is almost complete.

Transport Department informed that Delhi Govt. will take final decision by Tuesday on the matter of shifting of bus lane back to the middle in the second segment of BRT corridor.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on October 31, 2009 (Saturday) (11.30 AM)**

Agenda items: The status of and issues related to auto CNG supply in NCR

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Mr. Rajeev Malhotra, CRP, NCR Planning Board
3. Mr. Manu Srivastava, Director, MoPNG, GoI
4. Mr. Manmohan Singh, Director (Comm), IGL
5. Mr. Manjeet Singh, CGM (Engg. & Proj), IGL
6. Mr. Sudhanshu Pant GM (Projects), IGL
7. Mr. Vinod Shankar Singh, Dy. Transport Commissioner, Govt. of U.P.
8. Mr. Lalji Chaudhury, R.T.O., Ghaziabad, Govt. of U.P.
9. Mr. V. K. Singh, R.T.O., Meerut, Govt. of U.P.
10. Nazim uddin, Environmental Engineer, CPCB

The status of CNG projects in NCR was reviewed IGL informed progress as under:

A. Progress at completion of Phase-I of CGD project in Noida:

- 15 Km steel pipeline laid;
- Three mother-stations at Sector 53, UPSRTC depot Sector 35 and DTC depot Sector 16;
- One online-station at HPCL Sector 62 and two daughter-booster-stations at IOCL-Padam Petroleum Sector 63 and HPCL-Bhagwati SS Sector 12
- Compression capacity - 0.75 Lac Kg per day

B. Further plans for expanding the CNG infrastructure in Noida:

- 16 Km steel pipeline;
- One online-station and one daughter-booster-stations at HPCL-Kundan Lal Sector 71 and HPCL-Bakhshi SS Sector 35
- Additional compression capacity -0.20 Lac Kg per day
- Application submitted for 7 new land allotments in Noida

C. Progress at completion of Phase-I of CGD project in Greater Noida:

- 26 Km steel pipeline laid;
- Two mother-stations opposite Honda and Daewoo factories;
- One daughter-booster-stations at IOCL-Tyagi Brothers
- Compression capacity - 0.50 Lac Kg per day

D. Further plans for expanding the CNG infrastructure in Greater Noida:

- 8 Km steel pipeline;
- Four online-stations - one at Beta-II (expected to commission in March 2010) and three at KP-III, Tech Zone and KP-V (expected to commission in Sep 2010)
- Additional compression capacity -0.33 Lac Kg per day by March 2010 and 1.00 Lac Kg per day more by Sep 2010
- Application submitted for 10 new land allotments in Greater Noida

E. Progress and plans for expanding the CNG infrastructure in Ghaziabad:

-Two daughter-booster-stations commissioned at BPCL-Mohan Nagar SS and BPCL-Sharma FS in August 2009.

-Work in progress for 28 km steel pipeline (for Ghaziabad / East Delhi) and 30 Km MDPE pipeline; expected completion January 2010 (a pipeline planned from Murad Nagar to SV1 Sahibabad that would first cater to East Delhi requirement and later to Ghaziabad)

-80% work completed at GDA allotted lands at two places -at Sanjay Nagar (near ALT centre) and opposite Galaxy Mall (Vaishali). Work started to construct two daughter-booster-stations at these two places and these are likely to commission by March 2010 and will be converted to online-stations after achieving pipeline connectivity which is expected by May 2010.

-Compression capacity after pipeline connectivity - 0.75 Lac Kg per day

-Work started in thirteen ROs (5 HPCL and 8 BPCL) for CNG (DB initially and online subsequently). Commissioning as DB expected by December 2009 / January 2010 and online by March 2010.

-Application submitted for 22 new land allotments in Ghaziabad to GDA/UPSIDC etc. Land allotment expected by Dec 2009 / January 2010; commissioning as DB expected by March 2009 and as online station by June 2010 at least at 10 stations.

F. Progress and plans for expanding the CNG infrastructure in Faridabad and Gurgaon:

-CNG supply started by AEL and HCG in Faridabad and Gurgaon respectively. IGL is supplying gas to these entities as per court orders.

-IGL has carried out joint surveys with BPCL and UPCL and has identified 8 ROs in Faridabad (BPCL-3, HPCL-5) and 8 ROs in Gurgaon (BPCL-4,HPCL-4) to set up daughter-booster-stations. All these are expected to commission by March 2010.

-Application submitted in September 2009 for 12 land allotments in Faridabad and 10 land allotments in Gurgaon.

EPCA asked IGL to expedite the work in order to ensure early supply of CNG in Ghaziabad and other NCR towns as this is important for ensuring seamless movement of CNG vehicles in NCR. EPCA desired that IGL should regularly pursue concerned government agencies of U.P. and Haryana for speedy progress in their expansion programme in Ghaziabad/Noida/Greater Noida and Faridabad/Gurgaon. EPCA also requested NCRPB to write to Ghaziabad Authorities for helping IGL for early implementation of Ghaziabad CNG supply project.

IGL informed that it expects the demand to go up to 2.5 mmscmd in two years time and since it had only 2 mmscmd allocation from APM gas, it has signed an MoU with the Reliance for additional gas from the KGB and has already arranged 0.3 mmscmd from the Reliance. IGL also indicated that as the proportion of KGB will rise gas prices will also rise. MoPNG representative stated that APM gas is already fully allocated and its quantity is gradually decreasing there is no alternative but to use KGB, which is costlier than APM gas but cheaper than other sources.

EPCA expressed concern that price rise might derail public transport promotion programme and desired that IGL should reduce its expanses and desist from increasing CNG prices as far as possible and that IGL should give information to EPCA in two weeks on existing requirement and projected demand of CNG and IGL's future plans about CNG procurement and pricing.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on October 31, 2009 (Saturday) (12.15 AM)**

Agenda items: The matter related to implementation of Euro IV (four-wheelers) and BS III (two- and three-wheelers) emission norms from April 2010.

In attendance:

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

4. Mr. S. M. Ali, Senior Deputy Commissioner, Transport Department, Govt. of NCTD
5. Mr. Vikas Jain, PCO(HQ), Transport Department, Govt. of NCTD
6. Mr. Harvinder Singh, Transport Department, Govt. of NCTD
7. Mr. K. Srinivas, ARAI, Pune
8. Mr. Atanu Gangulai, SIAM
9. Mr. Feroz Khan, SIAM

10. Nazim uddin, Environmental Engineer, CPCB

EPCA discussed with the enforcement agencies the issues related to implementation of the new mass emission standards for vehicles applicable from April 10, 2010.

Delhi Transport Department stated that at present there is no change required in testing of in-use vehicles emission testing at PUC centres in the new system as compared to the old system.

Revision of the current in-use vehicle emission norms and testing system

The Experts stated that a large part of the car fleet is already either BS II or BS III mass emissions standards compliant and BS IV mass emissions standards will be implemented for new vehicles from April 2010 and that the PUC test data shows that the current in-use vehicles emission standards are too lenient. The Experts expressed that this is the time to look for a review of current in-use vehicles emission standards. The Experts elaborated:

Petrol cars: The current hydrocarbon (HC) norms are 1500 ppm for pre- BS II compliant cars and 750 ppm for cars meeting BS II norms. But the test data shows that barely any car exceeds 200 ppm. From a technical point of view, passenger cars equipped with catalytic converters are not expected to should not be allowed to emit more than 100 ppm HC at idle. Similarly, Carbon monoxide emissions must also be assessed from this perspective.

Diesel vehicles: The smoke density limit of 65 Hartridge smoke units (HSUs) which were introduced in 1991 have not been tightened since then are too lax for the new diesel engines. The smoke density of the modern diesel engines cannot have such high HSU levels. This is evident from the randomly selected PUC test data. Other leading Asian countries, Countries like Hong Kong, Thailand, Malaysia, Singapore and Indonesia have already tightened the limit to 50 HSU. Hong Kong has gone one step ahead to adopt more advanced test procedures for diesel vehicles – loaded lug down test on a chassis dynamometer.

Two- wheeler & Three wheelers: Two- wheeler and Three-wheeler norms have also been found to be very lenient and require revision.

The Experts also expressed that PUC testing of petrol cars should be further improved by introducing two-speed idle test in which the emissions is tested at two different low-idle and high-idle speeds instead of only one low-idle speed. This will bring greater rigour and accuracy in the test procedures. It was also expressed that 'dilution correction factor' needs to be introduced in the current emission test / software to help minimize the false passes with air intrusion, or leakages in the exhaust.

The Experts further expressed that though particulate matter and nitrogen oxides from diesel vehicles are the key pollutants of concern, their direct measurement from the in-use diesel vehicles has not matured enough for regular checks for wide commercial application. The current smoke test, which can check major engine malfunction in very old vehicles, is not sufficient in new engines that normally have low smoke levels.

EPCA agreed with the above views of the Experts and desired that the Ministry of Shipping, Road Transport and Highways, Govt. of India should consider taking up review the current in-use vehicle emission norms on priority to address the following.

- 1. Tighten CO and HC norms for petrol vehicles**
- 2. Introduce two-speed idle tests for emissions test**
- 3. Introduce 'dilution correction factor' in emission test**
- 4. Tighten smoke density norms for diesel vehicle**
- 5. Deliberate upon improving the current in-use diesel vehicle inspection system to introduce checking of special emission parameters (PM and NOx) after specified periods at some centralized inspection centres.**

EPCA also desired that the Ministry may inform a time schedule by 30.11.2009 for immediate revision of the in-use vehicles emission standards and improving the emission testing system for petrol and diesel vehicles.

Implementation of Lambda measurement in Delhi

Delhi Transport Department informed that PUC centres in Delhi have already been upgraded to enable 'four gases' and 'Lambda' measurement in cars fitted with three way catalytic converters. PUC centres now conduct these tests for the purpose of data generation.

The Experts stated that the Ministry of Shipping, Road Transport and Highways, Govt. of India in its Notification GSR 111 (E) February 10, 2004 has provided for Lambda tests. But its implementation has been left to the discretion of the state governments. Delhi has already taken the initiative to build and expand facilities for Lambda tests and has carried out adequate number of tests over the last two years. PUC centres have gathered experience and expertise. This backed by the legal provision allows Delhi to implement Lambda tests for enforcement in the city.

Lambda cut point: With regard to the lambda cut point it was discussed that the internationally recommended lambda value of 1 ± 0.03 for cars equipped with closed loop lambda control and three way catalytic converter needs to be adopted as the norm. The assessment of the Lambda value generated in Delhi so far shows that around 81 per cent of cars are already in compliance with this internationally accepted default lambda cut point of 1 ± 0.03 .

It was recalled that SIAM in its submission of May 11, 2006 to the EPCA had given specific lambda values of eleven manufacturers. According to this submission vehicle models of six manufacturers (Ford, Honda, Hyundai, Mercedes Benz, Skoda, Toyota) confirmed to the internationally accepted range of 1 ± 0.03 . Remaining manufacturers including Maruti Udyog Ltd, Tata Motors, General

Motors, Fiat and Mahindra & Mahindra proposed their own specifications. Among the manufacturers who had asked for lax limits, Maruti had sought relaxation asymmetrically on the lean side, while Tata Motors, and Mahindra and Mahindra, had asked for a wider margin on both lean and rich side.

It was agreed that inputs from manufactures may be collected afresh. Manufacturers' specifications if different from 1 ± 0.03 must be submitted with proper technical justification. SIAM agreed to coordinate with the manufacturers and provide the information by the second week of December. SIAM was requested to strictly adhere to this deadline.

Audit of Burari vehicle inspection centre

The emissions and fitness tests for commercial vehicles are carried out in Delhi Transport Department's Vehicle Inspection Unit, Burari. It was discussed that facilities at Vehicle Inspection Unit, Burari needs to be evaluated in respect of implementation of the new vehicle inspection system. This will help identify areas that need further improvement. **It was decided that the team constituted by Delhi Transport Department for auditing of authorized workshops for periodic CNG/current leakage of buses will also carry out the auditing of Vehicle Inspection Unit, Burari and give its report within a month.**

Application of OBD for inspection

The BS IV compliant cars will come fitted with onboard diagnostic systems in April 2010. Under the current notification the OBD will be used for enforcement only in 2013. It was decided that immediate steps should be taken to develop an action plan in Delhi for integration of OBD with the I/M regime. This will help Transport Department to prepare for its enforcement and accordingly build skills and capacity for OBD enforcement. **EPCA desired that ARAI may suggest an action plan in this regard by the third week of December 2009.**

**(draft) Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on November 14, 2009 (Saturday) (02.30 PM)**

Agenda items: The progress of second phase of 1st BRT Corridor

In attendance:

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

3. Mr. S. M. Ali, Sr. DC, Transport Department, Govt. of NCTD
4. Mr. Suvajit Roy, Chief-Operations, DIMTS
5. Mr. V. K. Gaur, Manager (Civil), DIMTS
6. Mr. B. S. Sehwat, AGM, RITES
7. Mr. Suvashish Chauddry, DCP Traffic
10. Mr. R. K. Kasana, Dy. CGM, DTC

(Minutes not prepared)

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on November 14, 2009 (Saturday) (03.00 PM)**

Agenda items: Status of bus supply by Tata and Ashok Leyland against the DTC order

In attendance:

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

3. Mr. Virender Kumar, Sr. Manager, DTC
4. Mr. Sanjay Gupta, Asstt. Foreman, DTC
5. Mr. V. S. Panigrahy, RM (North), Tata Motors Ltd
6. Mr. Sandeep Kumar, RM (North), Tata Motors Ltd
7. Mr. Vinay Godha, Div. Manager, Tata Motors Ltd
8. Mr. Arun Srivastava, Manager, Tata Motors Ltd
9. Mr. Siddharth Jain, Manager, Tata Motors Ltd
10. Mr. Lav Ahuja, Manager, Tata Motors Ltd
11. Mr. Mahesh Gautam, AGM-Sales, Ashok Leyland

11. Nazim uddin, Environmental Engineer

It was observed that Tata and Ashok Leyland have not followed the bus supply schedule submitted to DTC and committed in EPCA meeting dated September 12, 2009 in respect of the DTC order for supply of 1625 and 875 buses, respectively.

Tata and Ashok Leyland explained that testing of bus components in laboratories is taking time which is the main cause of delay in supply. Tata and Ashok Leyland informed that components of their 800 and 400 buses after sealing by DTC have been sent to various labs for testing and tests are awaited. They assured that once the process of receiving tested components starts they will be able to supply at a fast pace. Both bus manufacturers stated that in the present circumstances they are compelled to revise the earlier committed supply schedule and agreed to submit the revised schedules shortly.

EPCA informed bus manufacturers that Delhi Govt. is deciding to ask for prior test reports for seven critical components whereas test reports for other components can be submitted later. EPCA expressed that this decision would help expediting the bus supply.

It was also discussed that it would be better for Delhi Govt. to place additional order for 25% more buses and if delay occurs then penalize the bus manufacturers.

When asked about their capacity to meet the additional demand likely to arise from private sector for buses to be operated under 'cluster scheme', bus manufacturers informed that there will not be any problem of supply because the process will not be cumbersome as in case of supply to government.

EPCA asked bus manufacturers to carry out the exercise how the prices of buses can be lowered without compromising with the safety.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on November 24, 2009 (Tuesday) (03.00 PM)**

Agenda item: Steps taken to control air pollution during winter

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. S. M. Ali, Sr. DC, Transport Department, Govt. of NCTD
5. Mr. Ajay Kumar Bisht, Sr. DC, Transport Department, Govt. of NCTD
6. Mr. Vikas Jain, PCO(HQ), Transport Department, Govt. of NCTD

7. Dr. M. P. George, Sr. Scientist, DPCC
8. Ms. Ajeeta Agrawal, EE, DPCC

9. Mr. Ravi Mathur, Director (P), PWD, Govt. of NCTD
10. Mr. S. Dodrai, SE (SLF), MCD
11. Dr. Ramesh, CMO, NDMC

12. Mr. S. A. Verma, Dy.CE (Env), DMRC
13. Mr. N. V. Shetty, AVP, DIAL
14. Mr. A. Srinivasa Reddy, HSEM, DIAL

15. Nazim uddin, Environmental Engineer, CPCB

Chairman, EPCA stated that the purpose of this meeting is to know what special enforcement steps are being taken to control air pollution during winter by various agencies as the winter has already set.

Stopping leaf burning and promoting composting (MCD/NDMC/DPCC)

DPCC representative informed that to stop leaf burning every month inspections are being carried out since November 2007 by joint team of DPCC, PWD, MCD and NDMC officials for six days. Incidents of leaf burning found during the joint inspections are informed to the land owning agencies for action. DPCC also issues notices under Sec 31 (A) of the Air Act, 1981. DO letters are also written by Chairman, DPCC to the head of concerned organization.

EPCA asked DPCC to not hesitate in issuing directions, to file few cases under section 133 of CrPC for causing public nuisance, to make general public aware about this drive and to give phone numbers of contact person for reporting incidents of leaf burning. EPCA also asked DPCC to keep EPCA informed about the actions being taken.

Special drive for checking visibly polluting vehicles on road (Transport Department)

Delhi Transport Department informed that 30 teams have been formed for this purpose which work in three shifts and at any point of time there are about 10 teams at work. **EPCA asked Transport Department to make general public aware about special drive.**

Special drive for diesel vehicles (Transport Department)

Delhi Transport Department informed that light diesel goods vehicles (LMVs) have been directed to inform about conversion to CNG latest by 31.03.2009. It was discussed that in Delhi PUC has to be renewed after every 3 months whereas in neighboring cities the validity is six months. **EPCA suggested that they should write to neighboring state to enforce three months validity in NCR and check vehicles entering Delhi in view of the role of vehicles entering Delhi from outside in increasing air pollution in Delhi.**

Audit of PUC stations to ensure compliance (Transport Department)

Delhi Transport Department informed it is being considered to link PUC data with registration records. The network is ready and they need to only integrate the two. **EPCA desired that Transport Department should develop a system so that the vehicles skipping the PUC are automatically identified.** EPCA suggested that after 15 days Rs. 1000 fine may be imposed.

Not allowing entry of non-destined vehicles in Delhi

The concerned officer of MCD did not attend the meeting therefore the status could not be reviewed. Chairman, EPCA stated it has been observed in the past that enforcement of this was very poor, there were no proper arrangements for returning the violating vehicles before they reach the toll plaza and there were no adequate conditions in the contracts to hold the contractors also responsible. **EPCA desired that MCD should inform the status.**

Control of construction related dust emission (DMRC/PWD/DIAL)

EPCA asked DPCC whether any notices have been issued to agencies carrying out major construction activities in Delhi such as DMRC/PWD/DIAL. DPCC informed that conditions to control dust emission during construction are included in the consent-to-establish. **EPCA desired that DPCC should initiate enforcement measures to check pollution due to construction activities.**

Checks on generator set related pollution (DPCC)

DPCC informed that normally about 8 to 10% D.G. Set violate the norms. EPCA suggested that DPCC may examine the option of replacement of D.G. Sets with gas based generators.

Checks on industrial air pollution (DPCC)

DPCC informed that thermal power plants are being monitored on regular basis. Badarpur and Rajghat plants have been meeting norms but during recent monitoring they were exceeding the norms and therefore DPCC is issuing directions. EPCA desired to know from DPCC about how many industries have been closed down on account of violating air pollution norms.

Mechanism to monitor air quality and disseminate public information (DPCC)

DPCC informed that the ambient air quality monitoring that was being conducted at 41 stations once in a month has been discontinued after EPCA meeting held on March 13, 2009. **EPCA Chairman expressed displeasure at DPCC for not complying EPCA direction to set up monitoring network at par with NAMP protocol and decided to call Chairman DPCC in the next EPCA meeting to discuss this matter.**

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on November 24, 2009 (Tuesday) (04.00 PM)**

Agenda item: Issues related to the cap on number of three wheelers (TSRs) in Delhi

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. Ajay Kumar Bisht, Sr. DC, Transport Department, Govt. of NCTD
5. Mr. Sanjay Ailawadi, MLO, Transport Department, Govt. of NCTD
6. Mr. K. S. Chauhan, Transport Department, Govt. of NCTD

7. Mr. Rajinder Kumar, Asstt. Gen. Manager, Delhi Finance Corporation (DFC)
8. Mr. L. S. Rawat, Dy. Manager, Delhi Finance Corporation

9. Mr. Satish S. Sane, Sr. VP (Engg. & RD), Piaggio Vehicles Pvt. Ltd
10. Mr. Naveen Verma, Manager-Sales, Piaggio Vehicles Pvt. Ltd

11. Mr. C. K. Rao, GM, Bajaj Auto Ltd.
12. Mr. C. V. Deshpande, GM, Bajaj Auto Ltd.
13. Mr. A. D. Samant, Manager, Bajaj Auto Ltd.

14. Mr. V. J. Dhinagar, VP (AEL), TVS Motor Co.
15. Mr. M. N. Muralikrishna, Tech. Advisor, TVS Motor Co.
16. Mr. K. Srinivasan, GM-Servie, TVS Motor Co.

17. Mr. Z. A. Mujawar, Mahindra & Mahindra
18. Dr. Mathew Abraham, Mahindra & Mahindra
19. Mr. H. A. Khan, Mahindra & Mahindra

20. Mr. J. Daw, MD, Mentor Graphics
21. Mr. Arun Khorana, VP, Authentix India

22. Nazim uddin, Environmental Engineer, CPCB

Financing

Delhi Finance Corporation (DFC) stated that in 1999 they financed most of the TSRs and they are ready to finance provided their norms – guarantee of two government employee earning 10000 per month or more for a loan up to 2 lakh or submitting an FDR of 30% of the loan amount - are fulfilled. It was further stated that their experience is that if the conditions are laxer then people normally do not remain serious about repayment. When asked about any other way out, DFC representative stated that financing is also possible if there is an MoU between Transport Department and DFC in this regard.

The TSR manufacturer representatives informed that manufacturer companies normally have some tie-up with financing agencies and the financing is done after proper documentation but in Delhi bankers are generally not interested in financing TSRs.

Management

Delhi Transport Department informed that there are 56000 registered TSRs in Delhi and that they are going to introduce a policy in which only owner can be the permit holder and a specified number of authorized drivers will be allowed who will be issued badges. It was also informed that the badges are also being improved and the new badges will be on smart card with biometric information and the schedule for introducing new badges in the existing TSRs is February 2010 end.

Meter tempering

Mr. Jotirmay Daw of 'Mentor Graphics' who had offered to suggest a temper proof meter technology stated that meters based on GPS can be introduced which will be totally temper proof. Mr. Arun Khorana of 'Authentix India' who had also offered to suggest measures to prevent tempering of meters informed that they have developed a special seal with nano particles inside it which cannot be tempered

Engine Technology

Manufacturers informed that they are ready to introduce products complying with the new norms applicable from 01.04.2010. It was also informed that catalytic convertor is a must to meet the new norms and normally its life is about 30000 km. EPCA expressed some apprehensions about replacement of cat-convertor after 30000 km run which in Delhi is completed within a year. EPCA was told that replacement would not be a problem as the cat-converters for 3-wheelers are easily available at comparatively less price. Bajaj informed that it has introduced two port holes before and after catalytic convertor to make possible testing of performance of catalytic convertor. Other manufacturers also agreed to introduce this feature. **EPCA observed that the new mass emission norms for 3-wheelers and 2-wheelers appear to be not stringent enough.**

EPCA observed that more manufacturers are coming forward with CNG 3-wheelers meeting Bharat III norms which will create a competitive market. M&M informed that their product was available earlier but could not hit the Delhi market due to certain conditions imposed in Delhi. EPCA also observed that manufacturers have products in a wide engine capacity range. EPCA liked to know how 3-wheeler auto rickshaw was specified by STA. Transport Department informed that it allows 3-wheelers to carry only three passengers.

During discussions it came up that fire extinguishers originally provided by the manufacturer were dismantled by the operators after their expiry date and that most 3-wheeler in Delhi do not have fire extinguishers on-board now. **Chairman EPCA directed STA to enforce fitment of fire extinguishers on auto rickshaws as it is a safety item.**

Mahindra & Mahindra offered to suggest some emission test system for TSRs. It was agreed that Transport Department will give information on facilities available at Vehicle Testing Unit, Burari to Mahindra & Mahindra in a week a time in this regard.

EPCA requested that all required information be submitted by the concerned within a week.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on November 30, 2009 (Monday) (03.00 PM)**

Agenda item: Issues related to CNG safety – recent fire accidents in DTC buses

In attendance:

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

3. Mr. Vikas Jain, PCO (HQ), Transport Department, Delhi
4. Mr. Jasbir Singh, Inspector, Transport Department, Delhi
5. Mr. Satender Dabas, PLT, Transport Department, Delhi
6. Mr. J. S. Malhotra, Dy. CGM, DTC
7. Mr. R. B. Sharma, Dy. CGM, DTC
8. Mr. S. C. Chaudhry, Dy. CGM, DTC
9. Mr. P. K. Roy, Depot Manager, DTC
10. Mr. S. K. Sharma, Manager, DTC
11. Mr. Ved Pal Singh, DTC

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

13. Mr. N. K. Diwan, Ashok Leyland Ltd
14. Mr. Mahesh Gautam, AGM-Sales, Ashok Leyland Ltd
15. Mr. V. K. Sharma, Ashok Leyland Ltd
16. Mr. Amit Jain, Ashok Leyland Ltd
17. Mr. S. Panigrahy, Tata Motors Ltd
18. Mr. Abhik Gupta, Tata Motors Ltd
19. Mr. Sidharth Jain, Tata Motors Ltd
20. Mr. Nitin Verma, Tata Motors Ltd
21. Mr. A. Bandyopadhyay, Reg. Service Manager, Eicher Motors
22. Mr. Amit Kumar, Eicher Motors
23. Mr. Sunil Shridhar, Sr. Engineer, Mazda Ltd

24. Nazim uddin, Environmental Engineer, CPCB

DTC bus number DL 1 PB 3157 (Ashok Leyland make)

Ashok Leyland and DTC representatives informed that the bus caught fire on 26-11-09 at around 8.00 am when it was near Dharamshila Hospital, ferrying around 45 school children. The driver and the conductor managed to evacuate all the children safely from the burning bus and in the process got burn injuries needing hospitalization of the driver. The entire bus got burnt very badly including the seats, floor, roof, all wirings and aluminum components melted. The fire started near the RH CNG cylinders causing maximum damage in that area. According to them the cause of the accident was bolder hitting the gas cylinder guard plate which in turn broke the cylinder safety valve causing gas leakage emptying all the cylinders completely. Simultaneously spark generated by the impact triggered the fire.

Mr. S. K. Patra, Director (Tech), Association of State Road Transport Undertakings (ASRTU) stated that it does not seem correct that the cylinder valve ruptured and then the fire took place. Instead, it is most likely that first the fire broke which later caused rupturing of cylinder safety valve. Mr. Patra

pointed out that as per standards the clearance of cylinder/valve should be minimum 200 mm but probably in some lots of Ashok Leyland buses the condition was relaxed to 90 mm by ARAI on Ashok Leyland's plea that the design is so good that it provides sufficient safety to cylinder/valve. DTC representative informed that they have checked more than 600 buses on their own and have found that in many cases the clearance from valve has got reduced due to distortion of the guard plate.

EPCA directed that all DTC buses should be jointly checked by DTC and manufacturers for condition of cylinder guard plates and clearance of cylinders/valves urgently within one week.

Mr. Patra also pointed out that requirement of pressure burst disc is from the beginning but requirement of fuseable disc (or thermal disc) was introduced later. All new vehicles come fitted with fuseable disc / thermal disc. The old vehicles were required to replace pressure safety valves with thermal safety valves. DTC mentioned that there is problem of supply of important components. DTC has asked Ashok Leyland to supply about 250 three/two way valves but the same have not been supplied till now.

EPCA directed there should not be any compromise on safety. It was noted that the bus driver had reported gas leakage from the cylinder valve two days earlier and the bus did not ply for 2 days. There is nothing on record to show that the reported leak was rectified. It was also reported that the safety relay in the self starter circuit was missing and there was direct connection from the battery which is highly hazardous. Moreover the bus batteries were not fully charged and it was sent out of the depot on the fateful day using the mobile battery bank. EPCA directed that the mandatory daily maintenance check must be strictly followed and no bus be allowed to leave the depots without these checks and without ensuring its road worthiness. EPCA further directed manufacturers to ensure that their engineers are deployed at each DTC depots as per contractual agreement pointed out by DTC.

The manufacturer stated that it was an old bus which has already covered more than 470000 kms and more than 8.5 years of service (the date of putting on the road is 25-01-2007 according to DTC).

EPCA directed DTC to withdraw buses that have outlived their life, km-wise or roadworthiness-wise.

DTC bus number DL 1 PB 2707 (Tata make)

Tata and DTC representatives informed that the fire accident occurred on 22-11-2009 when it was in Sardar Colony, Sector 16 Rohini in the morning when visibility was poor because of fog. The driver drove the bus to extreme side on boulders. This resulted in breaking of gas pipe and the impact also caused spark. Tata further explained that some villagers were present there at the time of the accidents and they have told that fire did not start immediately after the accident but it started when the driver tried to re-start the bus again to take it out of the boulders and used the self for this purpose. Dr. Mathur stated that he would like to have the driver's statement.

DTC bus number DL 1 PC 0404 (Tata make)

Tata and DTC representatives informed that this was not a case of CNG fire. The steering oil leakage took place in the low floor bus. This created smoke. It was immediately attended. The engine and the CNG circuit were unaffected. The bus was driven on.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on December 05, 2009 (Saturday) (12.00 Noon)**

Agenda item: Review of the current in-use vehicle emission norms by MoSRT&H in view of implementation of Euro IV (four-wheelers) and BS III (two- and three-wheelers) emission norms from April 2010.

In attendance:

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

3. Mr. K. Srinivas, Sr. AD, ARAI, Pune
4. Mr. R. P. Gupta, Dy. Commissioner, Transport Department, Govt. of NCTD
5. Mr. Vikas Jain, PCO (HQ), Transport Department, Delhi
6. Mr. Sanjay Ailawadi, MLO, Transport Department, Govt. of NCTD
7. Mr. Ajay Samal, MLO Transport Department, Govt. of NCTD
8. Mr. Maharaj Singh, MLO Transport Department, Govt. of NCTD
9. Mr. Harvinder Singh, PLTI, Transport Department, Govt. of NCTD
10. Mr. Atanu Ganguli, Dy. Director, SIAM
11. Mr. Harjeet Singh, SIAM

12. Nazim uddin, Environmental Engineer, CPCB

The present meeting was convened to know the status of action taken/being taken on decisions taken in the EPCA meeting held on 31st October 2009, which were as follows:

- i) The Ministry of Shipping, Road Transport and Highways to take up review of the current in-use vehicle emission norms on priority and inform a time schedule by 30.11.2009.
- ii) SIAM to coordinate with the manufacturers and collected inputs afresh on manufacturers' specifications for Lambda by the second week of December 2009.
- iii) The team constituted by Delhi Transport Department for auditing of authorized workshops for periodic CNG/current leakage of buses will also carry out evaluation of the Vehicle Inspection Unit, Burari in respect of implementation of the new vehicle inspection system and give its report within a month.
- iv) ARAI to suggest an action plan for integration of new OBD with the I/M regime by the third week of December 2009.

No one from the Ministry of Shipping, Road Transport and Highways attended the present meeting. Chairman, EPCA expressed displeasure as no one from Ministry attended the 31st Oct meeting also.

SIAM informed that the information on Lambda is being collected, 80% data has been received so far.

It was informed that the inspection of the Vehicle Inspection Unit, Burari is to be carried out.

ARAI informed that the action plan assigned to it in the last meeting is being formulated and would be submitted to EPCA by third week of Dec 2009.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on December 05, 2009 (Saturday) (12.30 PM)**

Agenda item: Review of air quality monitoring carried out by DPCC to bring it at par with NAMP protocol

In attendance:

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

3. Mr. Dharmendra, Chairman, DPCC
4. Mr. A. K. Ambasht, Member Secretary, DPCC
5. Dr. M. P. George, Sr. Scientist, DPCC

6. Dr. D. Saha, Sr. Scientist, CPCB
7. Dr. Sanjeev Agrawal, Scientist C, CPCB
8. Nazim uddin, Environmental Engineer, CPCB

CPCB informed the status of its monitoring network in Delhi as comprising of nine manual stations under NAMP and seven automatic continuous monitoring stations. It was also informed that the monitoring stations will be upgraded soon in view of new air quality standards.

DPCC informed that in accordance to the views of EPCA expressed in March 2009 meeting DPCC is going to carry out ambient air quality monitoring as per NAMP protocol. For this purpose tenders were invited twice for continuous monitoring stations but the response was not satisfactory mainly because noise monitoring was also included. It is therefore decided that fresh tenders without noise monitoring requirement will be invited. DPCC further informed that initially six stations are proposed and more stations may be added in future.

On being asked to give time schedule DPCC informed that the proposed six stations are likely to be set up by July 2010. EPCA desired that the location of the proposed station should be decided keeping in view the objective of expanding and supplement the existing monitoring network and monitoring station be also established at the Common Wealth Games site.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on December 05, 2009 (Saturday) (12.45 PM)**

Agenda item: Issues related to CNG safety –fire accidents in DTC low-floor buses

In attendance:

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

3. Mr. S. M. Ali, Sr. DC, Transport Department, Govt. of NCTD
4. Mr. R. P. Gupta, Dy. Commissioner, Transport Department, Govt. of NCTD
5. Mr. Vikas Jain, PCO (HQ), Transport Department, Delhi
6. Mr. Sanjay Ailawadi, MLO, Transport Department, Govt. of NCTD
7. Mr. Ajay Samal, MLO Transport Department, Govt. of NCTD
8. Mr. Maharaj Singh, MVI Transport Department, Govt. of NCTD
9. Mr. Harvinder Singh, PLTI, Transport Department, Govt. of NCTD
10. Mr. V. K. Bhatia, CGM (Tech), DTC
11. Mr. J. S. Malhotra, Dy. CGM, DTC
12. Mr. R. B. Sharma, Dy. CGM, DTC
13. Mr. S. S. Mishra, Sr. Manager cum Depot Manager, DTC
14. Mr. Y. P. Khurana, Sr. Manager cum Depot Manager, DTC
15. Mr. P. K. Roy, Depot Manager, DTC
16. Mr. S. C. Sharda, Manager (Mech), DTC
17. Mr. G. S. Rawat, DTC
18. Mr. D. D. Dhar, DTC
19. Mr. N. K. Gautam, DTC
20. Mr. Ved Pal Singh, DTC

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

22. Mr. N. K. Diwan, AGM-Service, Ashok Leyland Ltd
23. Mr. Mahesh Gautam, AGM-Sales, Ashok Leyland Ltd
24. Mr. R. K. Zutshi, AGM, Ashok Leyland Ltd
25. Mr. Amit Jain, Sr. Manager, Ashok Leyland Ltd
26. Mr. S. Panigrahy, Tata Motors Ltd
27. Mr. Arun Jalali, AGM-Customer Service, Tata Motors Ltd
28. Mr. Virat Mehta, Manager, Tata Motors Ltd

29. Nazim uddin, Environmental Engineer, CPCB

DTC bus number DL 1P C 0241 (Tata make)

Tata Motors informed that one of rear inner tyres burst and the fire started. The fire brigade was called but it could not operate. CNG cylinders are intact. Short circuit is also ruled out because electric wiring is not damaged the driver informed he cut off the battery connection immediately after the accident. The tyre was replaced on 23rd November 2009. There could be two possible reasons of fire – i) heat generated from brake lining and ii) tyre burst.

Dr. H. B. Mathur stated that tyre burst theory was also put forward by Tata Motors to account for the bus burning incident that occurred in first week of August 2009 and asked Tata to explain how tyre

burst can cause fire. Dr. Mathur further stated that rear wheel tyre burning is not a freak incident but is a consequence of a combination of factors relating to design deficiency poor maintenance and improper driving of the vehicle.

DTC officers informed that 5-7% low floor buses are daily reporting brake jam and in most cases only oil & grease is changed. It was also informed that break lining is not replaced after the normally recommended 18000 km as this has not been made mandatory in the contract conditions. **Chairman directed that important parts must be replaced after recommended life, time-wise or km-wise.**

EPCA expressed that it appears that main reasons behind fire accidents are that proper attention is not being paid to maintenance, break lining are not checked and replaced timely, tyre pressure is not checked routinely. EPCA further expressed that sub-standard quality of material or design deficiency can also not be ruled out.

It was mentioned by Tata Motors that other aspects such as overloading of the bus and frequently applying of brakes could also be the causes. Chairman, EPCA stated that these are peripheral issues. Standards buses are also overloaded and driven in similar conditions. Attention should not be diverted from the main issues of maintenance, material quality or design deficiency.

Tata Motors informed that after the buses are checked by joint team, DTC officials do not sign fitness form. **Chairman desired that senior DTC officer should ensure that DTC representative are there when buses are checked and share responsibility.** He further stated that buses are DTC's property therefore DTC officials should perform their duty with full responsibility.

DTC mentioned that their depots are facing problems as more and more converted private buses are coming for quarterly leakage test. Chairman stated that when the system was started DTC even opposed transfer of converted private buses to private workshops. Chairman declined to consider any change in the system at the moment and requested DTC to continue testing of private buses.

Mr. S. K. Patra stated that it is quite possible to examine the actual cause of accidents because the burnt material residue can establish that the accident occurred due to break lining failure or not. He stressed that best quality break lining (such as TVS) should be used. **EPCA desired that Tata Motors and DTC should give their report on findings of detailed investigation of the accident by Monday 7th December 2009.**

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on December 11, 2009 (Friday) (03.00 PM)**

Agenda items: Decision on side/middle bus lane in 2nd segment of 1st BRT corridor? Progress of second BRT corridor, and Status / plans for other BRT corridors

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Dr. Shailesh Kumar Agrawal, ED, MoHUPA
(Representing Ms. Kiran Dhingra, Member, EPCA)
3. Mr. Alok Bhardwaj, VP(TP), DIMTS
4. Mr. V. K. Malhotra, DIMTS
5. Mr. M. C. Wankhede, DC (Plg.), Transport Department, Govt. of NCTD
6. Mr. A. K. Goel, SO (Plg.), Transport Department, Govt. of NCTD
7. Nazim uddin, Environmental Engineer, CPCB

Decision on side/middle bus lanes in 2nd half segment of 1st BRT corridor?

Delhi Transport Department and DIMTS informed that no final decision has been taken on whether the bus lanes in the 2nd half segment of 1st BRT corridor will be kept on sides or shifted to the middle as it in the 1st half segment. Chairman, EPCA stated that officers should come prepared to give the requisite information while coming to EPCA meetings. **Chairman, EPCA desired that Transport Department should decide the matter expeditiously.**

Progress of second BRT corridor

DIMTS informed that it is being considered to add Bhajanpura-to-Mori Gate and Karawal Nagar-to-Gandhi Nagar legs to the 2nd Corridor (Karawal Nagar-Shastri Park corridor). DIMTS further informed that DPR for the project will be ready by December 2009 end, tendering will be completed by Feb 2010 and work will take 18 months.

Status / plans for other BRT corridors

DIMTS informed that DPR for two other corridors are being prepared. DIMTS further informed that new corridors will be designed based on changed methodology in view of the Origin-Destination study carried out by RITES.

EPCA asked DIMTS to submit a time bound programme for 2nd and other corridors in 2 weeks.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on December 11, 2009 (Friday) (03.30 PM)**

Agenda item: The issues related to parking in Delhi

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Dr. Shailesh Kumar Agrawal, ED, MoHUPA
(Representing Ms. Kiran Dhingra, Member, EPCA)
3. Mr. M. Bawa, Director (Plg.), DDA
4. Mr. Amiya Chandra, OSD (RP Cell), MCD
5. Mr. Ram Prakash, CE, MCD
6. Mr. Sandeep Sharma, AE, MCD
7. Mr. P. C. Chaturvedi, Director (Enf.), NDMC
8. Mr. V. P. Singh, Dy. Director , PWD
9. Mr Prabhakar, Dy. Commissioner of Police -Traffic, Delhi Traffic Police
10. Mr. Ravinder Suri, Insp./T.E., Delhi Traffic Police

11. Nazim uddin, Environmental Engineer, CPCB

Joint inspection and physical demarcation of authorized parking sites

EPCA was informed that joint survey and demarcation of the authorized and cleared DDA sites has also been completed. The demarcation of the authorized and cleared MCD and NDMC sites had been completed earlier.

PWD's policy on Parking

PWD informed that it has communicated its decision to MCD permitting it to operate parking sites on PWD roads on certain terms and conditions. Two main conditions attached to the permission are – i Traffic Police should have no objection and MCD to ensure that no parking is carried on service roads, footpaths, and non-motorised vehicle lanes. **EPCA desired that joint survey and demarcation of parking sites on PWD roads should be completed within 3 weeks.**

Delhi Traffic Police' opinion on setbacks in residential buildings

Chairman, EPCA expressed that the required ECS per 100 m plot is not sufficient to fulfill parking needs in residential areas as the number of cars owned by people who live in the building on a 100 m plot are more. He further expressed that the provision of leaving setbacks is important to provide extra space for parking but it is not being enforced. Chairman, EPCA asked Delhi Traffic Police to examine this and send their opinion to the concerned authorities with intimation to EPCA.

Progress of multilevel parkings

MCD informed the EC has been granted for the Kamla Nagar parking and the construction work will start in January 2010.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on December 19, 2009 (Saturday) (11.00 AM)**

Agenda item: The steps taken to control air pollution in winter in main cities neighbouring Delhi (Ghaziabad, Greater Noida, Noida, Faridabad and Gurgaon)

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Dr. Shailesh Kumar Agrawal, ED, MoHUPA
(Representing Ms. Kiran Dhingra, Member, EPCA)
3. Mr. S. M. Ali, Sr. DC, Transport Department, Govt. of NCTD
(Representing Pr. Secretary cum Commissioner Transport, GNCTD, Member, EPCA)

4. Mr. N. K. Katara, Chief Engineer, Municipal Corporation Faridabad
5. Dr. Mukesh Kasanwal, Municipal Corporation Faridabad
6. Mr. Arun Sharma, Joint Commissioner, Municipal Corporation Gurgaon
7. Mr. Rajesh Bansal, EE, Municipal Corporation Gurgaon
8. Mr. Narinder Singh Yadav, Secretary RTA, Gurgaon

9. Mr. S. P. Misra, Spl. Secretary, Urban Development, Govt. of U.P.
10. Mr. Vinod Shankar Singh, Dy. Transport Commissioner (Meerut), Govt. of U.P.
11. Mr. Anil Raj Kumar, Dy. CEO, NOIDA
12. Mr. S. Chandra, Sr. Proj. Engineer, NOIDA
13. Mr. S. C. Arora, Proj. Engineer, NOIDA
14. Mr. R. K. Singh, OSD (P), Gr.NOIDA
15. Mr. R. K. Ojha, Scientist, Gr.NOIDA
16. Mr. Gaurav Bansal, Manager (Health), Gr.NOIDA
17. Mr. H. S. Saharia, ANA, Municipal Corporation Ghaziabad
18. Mr. A. K. Singh, EE, Municipal Corporation Ghaziabad

19. Mr. A. S. Chahal, Chairman, Haryana State Pollution Control Board
20. Mr. S. K. Monga, Member Secretary, Haryana State Pollution Control Board
21. Mr. Bhagwan Singh, RO (Faridabad), Haryana State Pollution Control Board
22. Mr. Chand Saini, RO (Gurgaon), Haryana State Pollution Control Board

23. Mr. T. U. Khan, RO (Ghaziabad), U.P. Pollution Control Board
24. Mr. Paras Nath, RO (G.B. Nagar), U.P. Pollution Control Board

25. Nazim uddin, Environmental Engineer, CPCB

EPCA convened this meeting to take stock of the steps being taken to control air pollution during winter in main cities neighbouring Delhi.

Checks on leaf and garbage burning

Faridabad Municipal Corporation officers informed that it has been made mandatory for the concerned officials to submit a written certificate with signature that he will ensure that no garbage or leaf burning takes place in the area under his jurisdiction and in case non compliance to this is observed action of dismissal from service can be taken against him. Chairman, EPCA while appreciating the action stated that the pledge might not be enough. Noida officers informed that even though leaf or garbage burning is not practiced in Noida they will also introduce the system of taking written certificate from officials. Chairman stated that leaf burning is practiced everywhere unless checked.

The Chairman directed all concerned to consider leaf and garbage burning as public nuisance and take firm action against the violators and also to publicise this drive.

The Chairman directed to inform within two weeks the action taken in this regard.

Checks on generator sets related pollution

Chairman, EPCA expressed that diesel emission is very harmful to human health and use of diesel generator is the main cause of high NO_x levels in air in these cities. **The Chairman stressed that in view of this concerned authorities should consider replacement of diesel generators with gas based generators wherever gas availability is there.** The Chairman further pointed out that most of small petrol generators are run on kerosene and therefore it should be ensured that these generators run on right fuel.

Further, the Chairman directed that installation of acoustic enclosure to make generators noiseless should be strictly enforced.

The Chairman directed the concerned to inform within two weeks the action taken in regard to the above directions.

Checks on industrial air pollution

Haryana State Pollution Control Board (HSPCB) informed that Municipal Corporations have allowed polluting industries in residential areas. **Chairman, EPCA expressed that industries should not be permitted by local bodies and State Boards in residential areas. The Chairman further expressed that even if an industry has been permitted by local body, State Boards can still take action under their Acts and Rules.**

The Chairman directed State Boards to ensure installation of adequate emission control devices in air polluting industries and their satisfactory operation. He pointed out that after Badarpur border lot of textile units on road side in Faridabad can be seen emitting black smoke. HSCB informed that use of rice husk as fuel has been banned in industries in Haryana cities.

The Chairman directed the concerned to inform within a week the action taken in regard to the above directions.

Checking polluting vehicles, especially those entering Delhi

Chairman, EPCA directed State Transport Departments to conduct special drives for extensive checking of in-use vehicles including challaning on the basis of visible pollution, improve and strengthen PUC centres, and carry out periodic audit of PUC centres. The Chairman directed to inform within two weeks the action taken in this regard. The Chairman advised to take help of iCAT Manesar / ARAI North Centre, Manesar to improve and audit PUC centres. Delhi Transport Department informed U.P. and Haryana that it has been decided and communicated that for vehicles entering Delhi the PUC certificates issued in these States will be considered valid for 3 months only.

Arrangements to check and return non-destined before Delhi Border

Chairman, EPCA directed that U.P. and Haryana should make infrastructural and enforcement arrangements to check and divert vehicles not destined for Delhi at suitable points before Delhi border. The Chairman directed to inform within two weeks the action taken in this regard.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on December 19, 2009 (Saturday) (12.00 Noon)**

Agenda item: The existing parking infrastructure and future projections of parking needs and the actions contemplated in main cities neighbouring Delhi
(Ghaziabad, Greater Noida, Noida, Faridabad and Gurgaon)

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Dr. Shailesh Kumar Agrawal, ED, MoHUPA
(Representing Ms. Kiran Dhingra, Member, EPCA)
3. Mr. S. M. Ali, Sr. DC, Transport Department, Govt. of NCTD
(Representing Pr. Secretary cum Commissioner Transport, GNCTD, Member, EPCA)

4. Ms. Deepti Umashankar, Administrator, HUDA, Gurgaon
5. Dr. Abhe Singh Yadav, Administrator, HUDA, Faridabad
6. Mr. K. K. Yadav, Chief Town Planner, Urban Local Bodies, Govt. of Haryana
7. Mr. N. Mehtani, Senior Town Planner, HUDA, Panchkula

8. Mr. N. K. Katara, Chief Engineer, Municipal Corporation Faridabad
9. Dr. Mukesh Kasanwal, Municipal Corporation Faridabad
10. Mr. Arun Sharma, Joint Commissioner, Municipal Corporation Gurgaon
11. Mr. Vedprakash, ATP o/o DTP, Gurgaon
12. Mr. Rajesh Bansal, EE, Municipal Corporation Gurgaon
13. Mr. Narinder Singh Yadav, Secretary RTA, Gurgaon

14. Mr. S. P. Misra, Spl. Secretary, Urban Development, Govt. of U.P.

15. Mr. Anil Raj Kumar, Dy. CEO, NOIDA
16. Mr. S. Chandra, Sr. Proj. Engineer, NOIDA
17. Mr. Shyodan Singh, Proj. Engineer, NOIDA
18. Mr. S. C. Arora, Proj. Engineer, NOIDA
19. Mr. R. K. Singh, OSD (P), Gr.NOIDA
20. Mr. R. K. Ojha, Scientist, Gr.NOIDA
21. Mr. Gaurav Bansal, Manager (Health), Gr.NOIDA
22. Mr. G. S. Goyal, Chief Town Planner, Ghaziabad Development Authority
23. Mr. H. S. Saharia, ANA, Municipal Corporation Ghaziabad
24. Mr. A. K. Singh, EE, Municipal Corporation Ghaziabad

25. Nazim uddin, Environmental Engineer, CPCB

EPCA had convened a meeting on 2nd April 2009 to discuss issues related to parking in main cities neighbouring Delhi. This meeting was conveyed to take stock of the progress made on the decisions taken in that meeting.

Chairman, EPCA read the directions issued in the 2nd April 2009 meeting as below and asked U.P. and Haryana officers to inform the progress made:

1. Devise parking policy for the city with the objectives of decongestion of roads and complementing public transport and using parking charges and enforcement of parking regulations as a tool to promote use of public transport.

2. Adopt and implement a strict policy of 'no commercialization without adequate parking facilities' to prevent congestion on roads.
3. Make provision of proper parking requirements in building bylaws and enforcement of the same while approving building plans, issuing licenses and permission for occupying. State Govts. to decide required ECS per unit area.
4. Earmark spaces for constructing parking facilities in the Master Plans based on projected number of vehicles.
5. Acquire suitable vacant land for creating parking facilities at critical points in the already developed city and creating parking. Green areas and parks land should not be used to create parkings.
6. Create special parking facilities for transit trucks and buses.
7. Demarcate authorized parkings and display their particulars.
8. Enforce penalty provisions under MV Act or local authority's rules to check parking violations / illegal parking.

HUDA, Ghaziabad Development Authority, and Municipal Corporation Ghaziabad submitted notes describing actions taken/proposed on parking related matters (Annexed) and explained the same to EPCA. **Chairman, EPCA desired that other cities should also submit within two weeks the details of action taken / proposed.**

Noida officers informed EPCA the actions being taken on parking related matters. It was informed that minimum width of roads has been prescribed as 12 m instead of earlier provision of 9 m, a traffic park for parking of heavy vehicles is being developed in Sector 63, parking space in basement is compulsory for all commercial plots of more than 50 sq m, a multi-level parking is being developed for the main commercial area of Sector 18, seven underground parking facilities are proposed below parks in industrial areas out of which one in Sec 27 is being developed. Noida officers clarified that no commercial activity will be allowed in the parking below the Sec 27 park and the park will be restored to its original shape. **Chairman, EPCA clarified that EPCA is not in favour use of green areas/park lands and land reserved for educational institutes for development of parking facilities.**

Chairman, EPCA stated that presently mobility situation in these cities is very bad and it is worst in Ghaziabad and expressed that if mobility is not ensured the cities will decay. The Chairman pointed out that lot of commercialization has been allowed on Delhi - Mohan Nagar link road without adequate parking facilities and in Ghaziabad city commercial establishments, hotels, banquet halls have been allowed upto road edges which have made even walking very difficult. **The Chairman directed that in all these cities the local authorities should ensure that all commercial establishments either provide the required parking space or these must be closed. The Chairman, EPCA further directed that all these cities should adopt strict policy of 'no commercialization without adequate parking facilities' and stressed to expedite actions.**

Chairman, EPCA desired that the directions issued in the 2nd April 2009 EPCA meeting should be followed in letter and spirit and effective parking policy should be formulated by U.P. and Haryana and implemented in these cities expeditiously. The Chairman directed that quarterly progress reports should be submitted by concerned local authorities in this regard.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on January 02, 2010 (Saturday) (11.00 AM)**

Agenda items: Decision on side/middle bus lane in 2nd segment of 1st BRT corridor? Progress of second BRT corridor, and Status / plans for other 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. Col. Ashok Kumar Singh, GM-Ops, DIMTS
5. Mr. V. K. Mehrotra, DIMTS

6. Nazim uddin, Environmental Engineer, CPCB

Decision on side/middle bus lanes in 2nd half segment of 1st BRT corridor?

DIMTS informed that after 11th December 2009 EPCA meeting the matter has been put up before Commissioner of Transport and a meeting is expected shortly to decide this matter. **EPCA directed Transport Department and DIMTS to immediately inform what is their plan/schedule to operationalise the second segment.**

EPCA also directed DIMTS to provide data of bus frequency / passenger occupancy in the operational segment and the time taken by bus in different segments of the Ambedkar Nagar-Delhi Gate corridor

Status / plans for other BRT corridors

Transport Department and DIMTS did not submit the time bound programme for other corridors as directed in 11th December 2009. **EPCA expressed displeasure on the lackadaisical approach of Delhi Govt. about implementing BRT in Delhi despite giving commitment in Supreme Court about six corridors.**

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on January 02, 2010 (Saturday) (11.30 AM)**

Agenda items: The issues related to CNG safety / fire accidents in DTC's low-floor buses

In attendance:

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

4. Mr. Vikas Jain, PCO (HQ), Transport Department, Delhi
5. Mr. Satinder Dabas, PLT, Transport Department, Delhi
6. Mr. Jasbir Singh, Inspector, Transport Department, Delhi

7. Mr. K. Kamaraj, Jt. Director, VRDE
8. Mr. U. D. Bhangale, iCAT
9. Mr. Mukesh Gupta, iCAT

10. Mr. Naresh Kumar, MD, DTC
11. Mr. V. K. Sehgal, CGM, DTC
12. Mr. J. S. Malhotra, Dy. CGM, DTC
13. Mr. R. B. Sharma, Dy. CGM, DTC
14. Mr. M. P. Singh, Dy. CGM, DTC
15. Mr. M. L. Agrawal, Dy. CGM, DTC
16. Mr. S. P. Sethi, Sr. Manager cum Depot Manager, DTC
17. Mr. V. S. Tripathi, Sr. Manager cum Depot Manager, DTC
18. Mr. Y. P. Khurana, Sr. Manager cum Depot Manager, DTC
19. Mr. P. K. Bangur, Manager (Maint.), DTC
20. Mr. G. S. Rawat, DTC
21. Mr. D. D. Dhar, DTC
22. Mr. Ved Pal Singh, DTC

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

24. Mr. Atanu Ganguli, Dy. Director, SIAM

25. Mr. N. K. Diwan, AGM-Service, Ashok Leyland Ltd
26. Mr. Mahesh Gautam, AGM-Sales, Ashok Leyland Ltd
27. Mr. B. Mukherji, Regional Service Manager, Ashok Leyland Ltd
28. Mr. Nitin Kumar Goyal, Sr. Officer, Ashok Leyland Ltd
29. Mr. S. Panigrahy, Tata Motors Ltd

30. Nazim uddin, Environmental Engineer, CPCB

This meeting was called to discuss the causes of a series of recent fire/breakdown incidents in DTC's **low floor buses of Tata make** that have been reported within a short span of last couple of months. **In the beginning Chairman, EPCA expressed that causes of these accidents must be identified properly and addressed urgently because it is very important to take out the fear from people's mind about the safety of CNG fuelled buses.**

EPCA first asked 'Vehicle Research and Development Establishment' (VRDE) Vahannagar, Ahmednagar, Maharashtra, which had issued type-approval for the Tata low-floor bus supplied to DTC, to explain how Tata low floor bus model approved by VRDE is developing day-to-day breakdowns and frequent bus fires.

VRDE representative informed that VRDE come to know about the bus fire incidents from media reports only and have not done any investigation on the incidents but have instead asked Tata Motors to investigate the accident proneness of the buses and give a report. Their report from them is still awaited.

EPCA expressed that VRDE should have been more proactive as the approval giving agency and stated that it is a very serious matter that 11 cases of fire/breakdown incidents have happened in last two months or so in rapid frequency in the bus model approved by VRDE. EPCA further expressed that it is seriously considering of bringing this to the notice of the Ministry of Defence-the controlling body of VRDE.

EPCA directed VRDE to give a clear technical report on its perception about the frequent fire and breakdown incidents in Tata low floor buses type-approved by them.

Chairman, DTC apprised EPCA about the observations of DTC's own technical experts regarding these fire/breakdown incidents. He stated that first incident occurred on 3rd Sep 2009 and since then 11 incidents have occurred. All these buses except one or two had run 70000 to 100000 km. After the incidents DTC thoroughly inspected 125 buses of the fleet and it was observed that in 15% cases the performance was not satisfactory. The maintenance of the fleet which was the responsibility of Tata Motors, was poor and this was the main cause of the breakdown/fire incidents. Tata Motors had out sourced the maintenance to third agencies. The staff deployed by the agencies authorised by Tata Motors were not adequately qualified and trained and the staff were also not deployed in sufficient numbers. It was also observed that the manufacturer's prescribed maintenance norms such as kms after which service to various sub systems is to be done and inspection for their breakdown to be checked were also not adequate. He further informed that the matter has been taken up with Tata Motors and they have now deployed their own 250 employees. Chairman, DTC informed EPCA that DTC expects the following actions from Tata Motors:

- i) Tata Motors needs to maintain the same level of staff that they have now deployed, during the next 10 years of maintenance contract and should also ensure the required level of technical competence of this staff.
- ii) Tata Motors should ensure that required testing equipments, list of which has been given, are made available at all the workshops latest by 31st January 2010.
- iii) Tata Motors to stick to the revised inspection/maintenance schedule and to complete the one-time bumper-to-bumper executive check of the entire 650 low floor buses in the fleet (This inspection schedule has been prepared in consultation with Tata Motors and in which 25 DTC's technical employees are also involved). This inspection of the entire 650 low floor buses must be completed by Tata Motors latest by March 2010.

EPCA asked Tata Motors representative to react to DTC observations. Tata representative stated that their technical team has already started bumper to bumper inspection of the entire fleet. He further stated that the main cause of these incidents have been poor operation and upkeep of the fleet and tempering resulting in short circuiting of the wiring. In some cases the drivers have been driving at high speeds of 60-70 kmph and applying frequent brakes. In some cases the fire has started due to overheating and jamming of the rear wheels. Tata Motors is fully co-operating with DTC in inspecting the fleet and upgrading the maintenance schedules. The media has over blown some of the incidents as bus fires, whereas there was leakage of oil and smoke coming out due to burning of the leaked oil that fell on hot surfaces.

When asked by EPCA to give his expert views Dr. H. B. Mathur pointed out that the frequent fire and breakdown is due to a combination of factors pertaining to design deficiency, improper maintenance and operation of the fleet. There have been a spate of incidents of rare tyre burning. Dragging brakes, wheel bearing freezing-up, running the vehicle on under-inflated tyres results in elevated wheel component temperatures. This leads to the ignition of various combustibles such as tyres/bearing oil, fuel, in the wheel/tyre area. Under-inflation makes the tyre susceptible to cuts and flats. Tyres flex when they roll. This bends the tyre's rubber and the steel chords. This flexing generates heat. Heat is tyre's worst enemy. High speed driving may overheat the tyre and may soften the rubber. So also heavy braking and disproportionate share of load when one of the tyres comes apart either from a puncture, or mismatch with regard to tread pattern, tread design, size and air pressure in case of dual tyres. With the present day greater emphasis on fuel economy the vehicles are increasingly being designed to smoothen out the air flow around the vehicle and reduce the drag. The most turbulent air is underneath the vehicle and around the tyre wheel assemblies. Vehicles are being made with larger fenders, fairings and other components which results in tighter enclosures around the axle ends reducing the air flow around them, consequently overheating. With the engine in the rear and under situations of "stable" air environment the heat in the area keeps building up. Thus tyre fire is a consequence of lacking maintenance, design deficiencies and improper driving. Tyre pressure should be checked up regularly and always with the calibrated tyre gauge. High speed driving with heavy braking should be avoided. Engine brake system, cooling system, bearing design, etc. needs revisiting. Dr. Mathur wondered how the buses are being operated at 60-70 kmph when the speed governor is in place to restrict the speed of the vehicle to 40 kmph as mandated by the Hon'ble Supreme Court. He also observed that some of the low floor buses were running with doors open and wondered about the efficacy of the various control systems and safety circuits.

Chairman, DTC informed EPCA various steps taken by DTC to address points related to operation. He informed that speed governors have now been sealed with joint signature of DTC and Tata personnels. Number of mobile vans has been increased from 5 to 10 whose job is to see drivers' behavior, speed limit violations and driving with open door. He further informed that process has been started to implement GPS system. **EPCA desired that implementation of GPS system should be expedited.** Chairman, DTC also informed that lot of attention is being paid to implement intensive training of drivers. A batch of 20 officials which have already completed first stage of 3 day training are being sent to Lucknow to complete final stage 3 day training. These officials will train drivers. It is proposed to give training on simulator in future. The induction training course has been increased from 3 days to 5 days. A refresher training after every 3 months has also been introduced. It is proposed to set up a full-fledged training centre for which models of Maruti's centre in Gujarat and Tata's centre in Punjab are being studied.

Mr. Muktesh Chander, Additional Commissioner of Police (Traffic) apprised EPCA about his field experience on low floor bus wheels jamming cases. He informed that it has been observed several time that a low floor bus stops in the middle of the road due to wheel jamming and the driver does not know how to free it. **This appears a design deficiency.**

EPCA asked Tata Motors to explain what its own investigations indicate. Tata Motors representative stated that out of 11 cases only one was a major fire incident and the others were either brake related breakdowns or smoke or small fire incidents due to various causes which include steering oil leakage, coolant leakage, battery cable dislodge or radiator failure. **Chairman, DTC commented that their own assessment is that each of these cases could lead to major accidents similar to the one occurred on 3rd December had these not been contained.**

Tata Motors representatives mentioned that sufficient pits are not available at DTC workshops, DTC workshop infrastructure is as required for standard buses and not suited to low floor buses making access underneath the buses difficult and all buses are made available for servicing during only 4 hours in night.

Chairman, DTC stated that it is for the first time that these issues are being raised and assured to arrange needed facility within 15 days.

EPCA directed Tata Motors to give an unambiguous clear technical report on pointed out design deficiencies within a week. EPCA also reminded Tata Motors that in earlier investigation it was found that the wiring was not as per contract specifications. Tata Motors should also give clear report on this.

Chairman, EPCA expressed that while Tata Motors is under scrutiny Ashok Leyland should not relax and should check whether they have accounted for in their low floor buses the deficiencies noted in Tata's buses.

EPCA summed up the action expected from different agencies within a week as below:

1. **VRDE to give its report within two weeks**
2. **Tata Motors to give its response to DTC on DTC expectations regarding manpower, equipment and executive check-up of the entire low floor bus fleet**
3. **Tata Motors to give a clear report on design deficiencies in brake system, tyre cooling system, wiring safety, temper proof speed governor and pneumatic door lock system and also on wiring quality vis-a-vis contract specifications.**
4. **DTC to submit compliance report in reference to EPCA last report within a week**

The status of bus supply against DTC order was also briefly discussed during the meeting. DTC informed that supply is behind the schedule. EPCA enquired from DTC about the penalty provision in the contract for delay in supply. DTC informed that it is 5% per week and maximum 10% and it is likely that most of the buses will invite 10% penalty for the delay in supply. EPCA decided that from now onwards it will monitor status of due penalty imposed, instead of status of supply. **EPCA desired that DTC should inform the current status of due penalty because of the delay in supply beyond contract schedule and further inform the updated status of the penalty at the end of every month.**

DTC informed that for supply of 25% more extra buses under the same contract Ashok Leyland has agreed and Tata Motors has also indicated acceptance. About the next order for 1000 buses Chairman, DTC informed that it is not a part of present contract and therefore not a binding. There also seems to be a public perception that cost of low floor buses is too high. On the other hand the difference in the cost of semi low floor bus and standard bus is only 4 lakh. In view of all these points the proposal has been referred to Govt. again for reconsideration.

EPCA also decided to convene a meeting with DDA and DTC to expedite allotment of land for new DTC depots.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on January 08, 2010 (Friday) (11.30 AM)**

Agenda items: The progress of establishment of IGL's CNG refueling facilities at DTC bus depots

In attendance:

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

3. Mr. Naresh Kumar, MD, DTC
4. Mr. V. K. Bhatia, CGM, DTC
5. Mr. B. B. Jain, Dy. CGM, DTC

6. Mr. Manmohan Singh, Director (Comm), IGL
7. Mr. Manjeet Singh, CGM (Engg. & Proj), IGL
8. Mr. Sudhanshu Pant GM (Projects), IGL

9. Mr. Subhash Chandra, Director (Lands), DDA
10. Mr. K. Srirangan, Dy. Director (Plg.), DDA

11. Mr. Satinder Dabas, PLT, Transport Department, Delhi
12. Mr. Jasbir Singh, Inspector, Transport Department, Delhi

13. Nazim uddin, Environmental Engineer, CPCB

EPCA reviewed progress of establishment of IGL's facilities at DTC bus depots.

Chairman, DTC informed EPCA that two round of discussions have been held with IGL in last five months to discuss two main issues – the problem of non-availability of CNG at adequate pressure at the existing facilities and the establishment of CNG refueling facilities at more depots. Due to non-availability of CNG at adequate pressure buses have to run from depot to depot for search of CNG.

Augmentation of capacity at existing depots

IGL informed that to address the low pressure problem work is in progress to augment compression capacity at 8 depots, each of which presently have one compressor. The additional compressors will be commissioned in 3 depots within January 2010. The other 5 depots will require additional power load and if it is available additional compressors can also be commissioned in these 5 depots within February 2010. Chairman, DTC assured that the extra power load will be arranged within four weeks. Chairman, DTC informed that even two compressors at one depot will not be sufficient therefore IGL should provide three compressors at each depot as a norm. IGL agreed to this.

IGL further informed that to augment compression capacity at 12 other depots, new compressors are being purchased and are expected to be installed in June, July and August 2010, however, if DTC agrees to installation of motor-driven compressors instead of engine-driven the schedule can be compressed to April 2010, for the time taken for procurement of motor-driven compressors is less. DTC agreed to it. It was clarified to EPCA that power charges are born by IGL on the basis of sub meter reading.

DTC officers pointed out that wherever refueling facility for private buses is also provided outside the depots it is observed that pressure remains low at the inside facility which is for DTC buses and it

remains good at outside facility which is for private buses. DTC officers also expressed apprehension that installation of more compressors will further reduce pressure unless pipelines are also augmented. IGL stated that pipe lines are also being augmented.

EPCA directed IGL to keep log books at all stations to maintain hourly record of pressure with signatures and to ensure that pipelines are also augmented to the matching capacity in time.

Refueling of private buses at DTC depots / Improving utilisation of allotted CNG capacity for buses

IGL informed that commissioning of several new facilities at DTC depots for refueling private buses is being delayed because various clearances are taking time. EPCA decided to convene a meeting in this regard.

EPCA expressed that utilization of allotted CNG capacity is about 40% which is very low and should be improved. EPCA desired Chairman, DTC to explore possibility of providing refueling facilities for private buses at maximum number of depots to improve the utilisation.

EPCA further expressed that IGL should share a fair percentage of its profit from CNG refueling facilities in DTC depots with DTC to support public transport.

Establishment of new CNG refueling facilities at more depots

EPCA was informed that refueling facilities are proposed at 22 more depots. During the meeting, schedule of 13 priority sites was agreed as below:

Depot	Issues related to construction of refueling facility	Schedule for commissioning
1. Dwarka VII	Ready for commissioning, clearances awaited.	Within 2 weeks
2. Dwarka II	Ready for commissioning, clearances awaited.	Within 2 weeks
3. Seemapuri	Pipeline work in progress.	March 2010
4. Dilshad Garden	Pipeline work in progress.	March 2010
5. Narela	Pipeline laying permissions awaited.	March 2010
6. Okhla Phase III	Pipeline work in progress, rocky area.	May 2010
7. Nehru Place	Alternate site suggested, to be finalized next week.	May 2010
8. Rajghat	Tentative drawing prepared, civil work yet to start.	June 2010
9. Kanjhawala	Civil work to start in March, to be connected with new Bawana pipeline	October 2010
10. Rohini IV	Pipeline laying permissions awaited.	November 2010
11. Naraina	Railway permission awaited for laying the pipeline	Railway permission + 3 months
12. Shadipur	Railway permission awaited for laying the pipeline	Railway permission + 3 months
13. Millenium Park	Tentative drawing prepared, civil work yet to start. High security area due to Common Wealth Games	Other works leaving superstructure before CWG

It was decided that IGL and DTC will introduce smart card system to facilitate refueling of DTC buses at the nearest private filling station to the depot wherever commissioning of refueling facility in Depot is being delayed.

DDA's permission for refueling of private buses at DTC depots

DDA representative informed that in this regard a meeting is scheduled next week and permission is also likely to be given.

Land for more DTC depots

Chairman, DTC informed that land allotment for four depots at Rohini, Dwarka, Ghazipur and Narela is being pursued with DDA and in this regard L.G., Delhi has also taken a meeting last month. DDA representative stated that DDA will give priority to allotting land to DTC for depots.

EPCA inquired about provisions in MPD-2021 regarding land for bus depots and terminals. DDA representative informed these as 'one (400 sq m) depot per 5 lakh people' and '10 hectare at city level', respectively. Chairman, DTC informed that 400 sq m area is not sufficient to park even 20 buses. EPCA was surprised to know about these negligible provisions for bus depots and bus terminals. EPCA stated that in contrast to this, cars are estimated to occupy 10% of land in Delhi. **EPCA desired that DDA should bring out necessary amendments in MPD-2021 to provide for adequate land for bus depots and bus terminals.**

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

Agenda items: Expediting the process of issuing clearances by various government agencies for establishment of CNG refueling facilities in DTC bus depots.

In attendance:

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

3. Mr. Naresh Kumar, CMD, DTC
4. Mr. V. K. Bhatia, CGM, DTC
5. Mr. B. B. Jain, Dy. CGM, DTC
6. Mr. Manmohan Singh, Director (Comm), IGL
7. Mr. Manjeet Singh, CGM (Engg. & Proj), IGL
8. Mr. Sudhanshu Pant GM (Projects), IGL
9. Mr. Anand Talukdar, Manager, IGL
10. Mr. Anadi Mishra, Addl. Manager (Marketing)

11. Dr. S. Kamal, Dy. Chief Controller of Explosives
12. Mr. Sandeep Goel, Addl. Commissioner of Police (Licensing), Delhi Police
13. Mr. Ravinder Suri, Insp./T.E., Delhi Traffic Police
14. Mr. Ajay Tyagi, GM-Electricity
15. Mr. V. K. Metren, GM (HQ), IPGCL

16. Nazim uddin, Environmental Engineer, CPCB

EPCA had convened a meeting on 8th January 2010 to review the progress of establishment of IGL's CNG refueling facilities at DTC bus depots in which it was informed that commissioning of several new CNG refueling facilities at DTC depots including those for private buses is being delayed because various clearances are taking time. This meeting was convened to discuss expediting the process of issuing various clearances.

Clearances from Delhi Police

Delhi Police informed that total 15 applications are at various stages of processing out of which 9 are of less than one month period and assured that the process will be expedited. Delhi Police further stated that IGL should also ensure that fire safety and traffic requirements are properly sorted out. CMD, DTC agreed to explore the possibility of providing extra land for the holding area at the refueling facilities for private buses at DTC depots wherever possible.

Clearances from Chief Controller of Explosives (CCE)

Deputy Chief Controller of Explosives informed that only 4 construction approval cases are pending and no licence application is pending. IGL informed that besides these a number of other cases of addition/alteration are also pending. Dy. CCE stated that IGL's cases are processed on priority but sometime the delay occurs due to shortcomings in applications/drawings. EPCA suggested IGL to contract the local office of CCE at Faridabad for completing the applications before final submission. Dy. CCE assured to expedite processing of the pending cases.

Power Load Sanction

EPCA asked representative of Dept. of Power, GNCTD to inform the power companies that the load sanctioning process has to be expedited. IGL gave the list of the pending cases to the representative.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on January 15, 2010 (Friday) (03.15 PM)**

Agenda items: The issues related to parking in Delhi

In attendance:

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

3. Mr. K. Srirangan, DD (Plg.), DDA

4. Mr. Amiya Chandra, OSD (RP Cell), MCD
5. Mr. Bharat Bhushan, Dy. Town Planner, T.P. Deptt. MCD
6. Mr. J. B. Bhatia, EE, MCD
7. Mr. Harminder Singh, EE, MCD

8. Mr. Vinay Kaushik, Jt. Director (Enf.), NDMC

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

11. Mr. Vikas Jain, PCO (HQ), Transport Department, Delhi

12. Nazim uddin, Environmental Engineer, CPCB

Amendment in MPD-2021 parking provisions as desired by EPCA

EPCA was informed that DDA has sent some proposal for the amendments.

Joint survey/demarcation of the cleared MCD operated parking sites on PWD roads

EPCA was informed that the joint survey of 18 sites in the approved list is yet to be carried out. MCD stated that some sites were not included in the initial list given to Delhi Police for their approval and requested Delhi Police to consider the complete list which, as available on MCD's website, will be provided to Delhi Police by 30th January 2010. EPCA expressed that in the first stage the remaining sites will be scrutinized by Delhi Police and in the second stage the list of sites cleared by Delhi Police will be informed to EPCA and the joint survey/demarcation will be carried out.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on January 15, 2010 (Friday) (03.45 PM)**

Agenda items: Oil companies' preparedness to supply improved auto fuel from April 1, 2010

In attendance:

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

3. Mr. L. N. Gupta, Joint Secretary, MoP&NG, Govt. of India
4. Mr. Vijay Sethi, Addl. Director, PPAC
5. Dr. R. K. Malhotra, ED (R&D), Indian Oil Corporation Ltd (IOCL)
6. Mr. C. Shankar, GM (PS-PJ), IOCL
7. Mr. P. K. Das, DGM (S&D), IOCL
8. Mr. R. K. Mohapatra, Chief Manager (S&D), IOCL
9. Mr. R. Swaminathan, Chief Distribution Manager, Bharat Petroleum Corporation Ltd.
10. Mr. Subhankar Biswas, DGM –Distbn., Hindustan Petroleum Corporation Ltd. (HPCL)
11. Mr. R. K. Koshatwar, DGM-Supplies, HPCL
12. Mr. Rajan V. Pattan, Chief Manager – Distribushan & Transport, HPCL
13. Mr. S. Ramakrishnan, Sr. Manager - Distribution
14. Mr. V. K. Yadav, Chief RM-HPCL, State Level Coordinator-Oil Industry, Delhi

15. Nazim uddin, Environmental Engineer, CPCB

Chairman, EPCA stated that EPCA convened a meeting in May 2009 to review oil companies' preparedness to supply improved auto fuel from April 1, 2010. This meeting has been called to know the current status.

MoP&NG informed that the Ministry is closely monitoring this matter and two review meetings were held in October and December 2009. The things seemed under control till October 2009 but after that some unexpected problems have cropped up. One is related to delay in supply of plant and machinery to some refineries by BHEL and the other to sudden rise in demand of petroleum products in recent months. Now, the supply of Euro IV equivalent standards compliant diesel and MS in NCR and 11 cities will be possible by the stipulated time but due to these problems supply of Euro III equivalent standards compliant diesel and MS in rest of the country will not be possible by the stipulated time for several refineries and therefore it will have to be staggered from April 2010 to October 2010.

EPCA desired that as the matter is also linked to introduction of improved vehicles, clarity will be needed that which region will get improved fuel when. MoP&NG replied that the Ministry is doing this exercise. The distribution of multiple grade products involves logistic/transport issues. Three grades are not supplied through one pipeline which makes the task complex. However, the city/area wise schedule will be finalized by the end of January and it will also be publicized by 15th February 2010.

During the course of discussions oil companies expressed that they have made huge investments for producing improved fuels and now need an improved pricing mechanism to recover these costs.

EPCA also raised the matter of differential pricing of diesel and petrol, which is both detrimental to the oil company economies and public health. It was discussed that EPCA has earlier also raised this matter for a policy to actively disincentivise private vehicles on diesel. Given the inherent problems in dual pricing structures, it was suggested that substantial increase in excise duty could be one way ahead. The oil companies and officials of the Union Ministry agreed to take up this matter and revert back to EPCA.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on January 23, 2010 (Saturday) (11.00 AM)**

Agenda items: The schedule for reviewing of the current in-use vehicle emission norms by the Ministry of Shipping, Road Transport and Highways, Govt. of India

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. Mr. Vikas Jain, PCO (HQ), Transport Department, Delhi

5. Nazim uddin, Environmental Engineer, CPCB

This meeting was convened in continuation to two meetings on the subject held on 31st Oct and 5th Dec 2009 in which the EPCA has expected from MoSRT&H a time schedule for revision of the current in-use vehicles emission norms.

MoSRT&H informed EPCA that the Ministry has constituted a Committee to review the current PUC norms for motor vehicles and the Committee has to forward its recommendations to the Ministry by 28th February 2010.

**(draft) Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on January 23, 2010 (Saturday) (11.30 AM)**

Agenda items: Status of signing / implementation of 'Reciprocal Common Transport Agreements' in respect of NCR

In attendance:

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

3. Nazim uddin, Environmental Engineer, CPCB

(The meeting was postponed. NCRPB contacted EPCA on telephone and informed that a meeting has been convened by NCRPB this week in which it was decided to drop the footnote from the agreement for stage carriage and the state representatives agreed to revert back on this decision.)

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on February 06, 2010 (Saturday) (11.00 AM)**

Agenda items: Issues related to improvement in and integration of public transport systems 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. Alok Bhardwaj, VP-TP, DIMTS
5. Col. Ashok Kumar Singh, GM-Ops, DIMTS

6. Mr. R. N. Verma, CE (Pl.), DMRC
7. Mr. S. A Verma, Dy. CE, DMRC

8. Mr. Ashok Bhattacharjee, Jt. Director UTTIPEC, DDA
9. Ms. Romi Roy, Sr. Consultant UTTIPEC, DDA

10. Mr. Rajvir Jain, Jt. GM, RITES

11. Nazim uddin, Environmental Engineer, CPCB

Progress of BRT Phase II & III

DIMTS informed EPCA that DPR of the second BRT corridor (Karawal Nagar to Shastri Park, including its two extensions -Gandhi Nagar to Karawal Nagar and Bhajanpura to Morigate) has been prepared and it is also being considered to further extend this corridor from Gandhi Nagar to Akshardham. DIMTS further informed that a final decision on new corridors could be taken by end of March 2010 and that the new BRT corridors are being finalized taking into consideration the coverage of Metro Phase I, II and III and the findings of Travel Demand Forecast study carried out by RITES. **EPCA stated that it has been hearing about plans for years and now it wants action. DIMTS agreed to inform about planning and time schedules on 24th February 2010.**

Progress of Metro Phase II & III

DMRC informed EPCA that operational Phase I is of 65 km and Phase II will be of 125 km out of which 14 km is outside Delhi and that the findings of Travel Demand Forecast study will be considered in Metro Phase III planning. **EPCA asked DMRC also to inform about planning for Phase III and its time schedules in 24th February 2010 meeting.**

Integration of various modes of public transport

EPCA expressed that very little attention was paid to integration with BRT while implementing Central Secretariat – Badarpur Metro and it was decided that integration will be duly considered in the next Metro projects but it seems that the decision is not being seriously implemented. On being asked about process of implementation of Metro projects, DMRC replied that they are not required to take any clearance from local bodies and normally their works are carried out with the condition to return back the land to the road owning agencies (PWD, MCD, NDMC or NHAI) in its original condition.

UTTIPEC, DDA informed EPCA that DMRC has to obtain only DUAC clearance which evaluates the projects only from urban art point. UTTIPEC, DDA further informed that DUAC has been writing to UTTIPEC, DDA that integration is not being adequately addressed in the plans. It was discussed that preparation of comprehensive integration plans and their approval by UTTIPEC, DDA needs to be made mandatory to ensure integration of different modes of public transport. DIMTS informed that in RITES 2005 study about 80 integration nodes have been identified. DMRC informed EPCA that there are 59 stations in Metro Phase I and 85 stations in Metro Phase II.

It was agreed that DMRC will provide a station wise list of land owning agencies of 59 and 85 stations within one week and UTTIPEC will parallelly undertake preparation of guidelines for preparing comprehensive integration plans and send the draft guidelines to EPCA in advance so that further action for getting the comprehensive integration plans prepared may be taken.

EPCA asked DMRC to do line wise grouping of stations so that stations on three newly constructed / under construction lines (Anand Vihar-Yamuna Bank, Central Secretariat-Badarpur and Central Secretariat-Gurgaon) can be taken on priority.

Provision of facilities for pedestrian and cyclist

UTTIPEC, DDA informed EPCA that it has already prepared a 100 page detailed 'Pedestrian Design Guidelines' in which 10 essential guidelines are also given. MCD and PWD are getting their plans approved from UPPITEC but after approval these plans are often altered and the guidelines are not followed. Moreover PWD is not sending all of its projects for UPPITEC approval. **EPCA asked UTTIPEC, DDA to give list of about 5-10 main cases where norms/guidelines have been flouted.**

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on February 13, 2010 (Saturday) (11.00 AM)**

Agenda items: The issues related to improvement in public (bus) 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. C. U. Kumar, Chief general Manager, DTC
5. Mr. S. P. Sethi, Sr. Manager-SBU, DTC
6. Col. Ashok Kumar Singh, GM-Ops, DIMTS
7. Mr. C. K. Goyal, AGM (Tech), DIMTS
8. Mr. Ajay Gupta, Sr. Manager (IT), DIMTS
9. Nazim uddin, Environmental Engineer, CPCB

Status of bus supply and penalty due to delay in supply

DTC informed EPCA that Tata Motors and Ashok Leyland have so far supplied 595 and 170 buses against the orders of 2032 and 1020 buses that were to be supplied by Feb 2010, respectively and that the penalty for the first 300 buses has been worked out as about 35 crore and that the maximum penalty could be about 110 crore and 60 crore for Tata Motors and Ashok Leyland, respectively.

DTC also brought it to the notice of EPCA that Ashok Leyland has submitted before the High Court of Delhi that it can supply buses at the rate of 140 per month.

EPCA expressed that delay in bus supply is directly leading to increase in air pollution for which bus manufacturers are responsible.

Induction of new bus drivers and conductors and proper training of DTC drivers

DTC informed EPCA that 4500 drivers have already been recruited and 3500 more are being arranged on contract basis within one month.

Status of cluster scheme of bus operation

Transport Department informed that EPCA that while the bidding for the first cluster is being decided separately, process for inviting RFPQ for the remaining 16 clusters is commencing by 24th or 28th of February 2010 after receiving technical advice on bus specification from DIMTS.

EPCA advised Transport Department and DIMTS to study the bus specifications recently adopted in Bangalore and Ahmadabad and read EPCA's note on cost analyses while deciding on bus specifications. EPCA also desired that it should be informed about the type of bus being considered and its cost implications in the next meeting.

Introduction of GPRS and advance system of ticketing

No specific schedule to introduce GPS & GPRS systems in buses was given by DIMTS and Transport Department. EPCA expressed displeasure over the delay and stated that both DIMTS and Transport Department are responsible for the delay. **EPCA stated that Delhi must learn from Ahmadabad and Bangalore which have introduced without any difficulty very good passenger information systems.**

EPCA directed Transport Department to inform by next week clear deadlines to introduce GPS & GPRS / passenger information systems and accountability if the deadlines are not met.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on February 13, 2010 (Saturday) (11.45 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. B. M. Dhaul, CE (South), DJB
4. Mr. Prem Pal, ZE (SW) II, DJB

5. Mr. Subhash Chandra, Director Horticulture, NDMC
6. Dr. Nandita Mitra, Scientist, DPCC

7. Nazim uddin, Environmental Engineer, CPCB

This meeting was convened in continuation to the EPCA meetings held on April 25, 2009 and May 30, 2009 in which certain directions were issued to control odour in the treated sewage reused for irrigation of parks and the letter written in this regard by Chairman EPCA to DPCC on 23rd December 2009 requesting it to carry out inspection again after 15 days in view of the notices issued by DPCC to the concerned agencies and to initiate action against the responsible agencies under intimation to EPCA if the situation is not found improved.

Chairman, EPCA stated that the situation has not improved in the Lodhi Garden and it appears as if raw sewage is being supplied for irrigation.

DJB informed EPCA that the pipeline to carry treated wastewater has been replaced upto Barapula and it will also be replaced beyond this point in near future.

CPCB representative reminded that in April 25, 2009 meeting it was pointed out to DJB that only smaller plants which have only a single secondary clarifier attached to their aeration tank are expected to provide better quality treated wastewater because the larger plants with multiple secondary clarifier attached to their aeration tanks have a peculiar design flaw - that a proportionate/equal sludge recirculation rate from each of the parallel secondary clarifiers can not be ensured - which is liable to affects their performance. CPCB representative further stated that disinfection of the well treated wastewater also needs to be considered before reuse.

NDMC informed that Lodhi Garden is partly irrigated with ground water and partly with treated sewage and NDMC will consider adopting irrigation of lawns with ground water and that of wooded area with treated sewage.

EPCA asked NDMC to come out with a better water management plan and to also consider some tertiary treatment of treated sewage within Lodhi Garden before reusing it for irrigation.

EPCA also asked DPCC to initiate legal action against the responsible agencies in this regard.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on February 13, 2010 (Saturday) (12.15 PM)**

Agenda items: Control of foul smell in wastewater flowing in drain passing through DDA's Deer Park / Rose Garden

In attendance:

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

3. Mr. B. M. Dhaul, CE (South), DJB
4. Mr. Prem Pal, ZE (SW) II, DJB

5. Er. Rajvir Singh, Ex. Engineer, DDA
6. Er. A. Rehman, AE (C), DDA

7. Nazim uddin, Environmental Engineer, CPCB

The meeting was called to discuss with the authorities the actions to be taken by them to solve the problem of foul smell in DDA's Deer Park because of the wastewater drain passing the park.

DDA officers informed that the drain passing through DDA's Deer park is coming from R. K. Puram area and it is also joined by two other drains coming from Gia Sarai and IIT Gate. DDA officers stated that the drain is passing through their land but DJB is responsible for treatment of wastewater.

CE, DJB agreed to study the area and give a report within two weeks. EPCA suggested that DJB may consider contacting IIT-D also in this regard.

During discussions it was mentioned that treated sewage of Vasant Vihar STP is discharged into the Hauz Khas (lake) in the Deer park to fill this lake and the water of lake is then used for irrigation in the Deer park. CPCB representative expressed that a lake which is meant to be a fresh water body should not be used for discharge of treated sewage because treated sewage contains nutrients that are detrimental to lake's ecology.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on February 13, 2010 (Saturday) (12.45 PM)**

Agenda items: Presentation on the proposal for bus corridor as part of the streetscaping of Subhash Marg Daryaganj to Lothian Bridge and S P Mukherji Marg to Ring Road

In attendance:

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

3. Ar. Pradeep Sachdeva, PSDA
4. Mr. Anand Deshmukh, PSDA

5. Mr. Ashok Bhattacharjee, Jt. Director UTTIPEC, DDA
6. Ms. Romi Roy, Sr. Consultant UTTIPEC, DDA

7. Mr. Naurang Singh, SE, MCD
8. Mr. Satyavir Singh, AE, MCD

9. Mr. Alok Bhardwaj, VP-TP, DIMTS
10. Col. Ashok Kumar Singh, GM-Ops, DIMTS
11. Mr. V. K. Mehrotra, Sr. Consultant, DIMTS

12. Mr. R. K. Pandey, DCP Traffic, Delhi Traffic Police

13. Nazim uddin, Environmental Engineer, CPCB

Ar. Pradeep Sachdeva gave a presentation about his proposals for the two bus corridor / streetscaping i.e. the Subhash Marg Daryaganj to Lothian Bridge and the S P Mukherji Marg to Ring Road.

A concern was raised about feasibility of the first proposal in Daryaganj stretch which is a narrow road. Mr. Pradeep Sachdeva expressed that it will be decided to make the stretch one-way either for cars or for buses.

Another concern was raised about the absence of parking facility for the residents of old city along Asaf Ali Road which presently use to park along the road. It was discussed that parkings at paved Ground or elsewhere will be explored.

EPCA expressed its in-principal agreement with the concept of the two bus corridor/streetscaping proposals and desired MCD to take a lead role and some ownership in the projects. DIMTS also expressed its in-principal acceptance to the concept. EPCA requested Mr. Pradeep Sachdeva to write a letter to Transport Department about his recommendations under intimation to EPCA.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on February 13, 2010 (Saturday) (01.15 PM)**

Agenda items: Progress of CNG infrastructure development in NCR towns of Noida, Greater Noida & Ghaziabad

In attendance:

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

3. Mr. Manmohan Singh, Director (Comm), IGL
4. Mr. Manjeet Singh, CGM (Engg. & Proj), IGL
5. Mr. Sudhanshu Pant GM (Projects), IGL
6. Mr. Sudhir Singh, DGM, Corp.Affairs), IGL

7. Mr. H. S. Sahariya, Addl. Municipal Commissioner, Ghaziabad
8. Mr. P. K. Mittal, Ex. Engineer, Ghaziabad Municipal Corporation

9. Mr. L. P. Singh, AGM (Infra), Noida Authority

10. Nazim uddin, Environmental Engineer, CPCB

The status of CNG infrastructure development in NCR towns of Noida, Greater Noida & Ghaziabad was reviewed with IGL and other authorities.

IGL informed progress in Noida and Greater Noida as under:

A. Progress at completion of Phase-I of CGD Project in Noida:

- 15 Km steel pipeline laid; MDPE pipelines approx. 60 Kms laid. Connections also provided to around 2200 households.
- Three mother-stations at Sector-53, UPSRTC Depot Sector-35 and DTC Depot Sector-16 are in operation;
- One Online Station at HPCL Sector-62 is in operation. Two more Online stations at HPCL Kundan Lal Sector -71 & HPCL-Bhagwati SS Sector-12 (earlier Daughter Booster Station) commissioned, awaits license for commencing operations.
- One existing Daughter-Booster-stations at IOCL-Padam Petroleum Sector-63 is under conversion to Online Station.
- One Daughter Booster Station is about to be commissioned at Bakshi SS, HPCL RO Sector 51.
- Compression Capacity – 0.80 Lac Kg per day, with 8 CNG stations expected by March 2010.
- Applications filed with Noida Authority for allotment of 7 lands for CNG Stations and carving out 25 more CNG stations in Noida.

B. Further plans for expanding the CNG infrastructure in Noida:

- 16 Km steel pipeline planned at various stretches; 26 Kms of MDPE pipeline is also planned and work is under progress for the same.

- Set up more mother CNG Stations after allotment of lands. Applications submitted for 7 new land allotments in Noida for this purpose.
- To connect more & more industrial customers in Ghaziabad area for taking Natural Gas so that it replaces other not so clean fuels.

C. Progress at completion of Phase-I of CGD project in Greater Noida:

- 26 Km steel pipeline laid; 80 Kms of MDPE also laid. Connections have also been provided to about 300 households.
- Two mother-stations opposite Honda and Daewoo factories are in operation;
- One daughter-booster-station at IOCL – Tyagi Brothers is in operation.
- Compression capacity – 0.50 Lac Kg per day.

D. Further plans for expanding the CNG infrastructure in Greater Noida:

- 8 Km. steel pipeline is under progress; 14 Kms of MDPE pipeline also being laid. Another 800 households PNG connections are under progress.
- Four Online-stations under construction – one at Beta-II (expected to be commissioned in March 2010) and three at KP-III, Tech Zone and KP-V (expected to commission in Sep. 2010).
- Additional compression capacity – 0.33 Lac Kg per day by March 2010 and 1.00 Lac Kg. per day more by Sept. 2010.
- Application submitted for 11 new land allotments in Greater Noida for setting up CNG stations.

Chairman, EPCA asked Mr. L. P. Singh, representing Noida Authority to convey to senior authorities in Noida / Greater Noida to extend all help to IGL in getting early allotment of lands for establishing more CNG Stations in Noida and Greater Noida.

IGL informed progress in Ghaziabad as under:

E. Progress and plans for expanding the CNG infrastructure in Ghaziabad:

- Two daughter-booster-stations commissioned at BPCL-Mohan Nagar SS and BPCL-Sharma FS in August 2009. These stations are currently in operation.
- Two more daughter booster stations are commissioned at HPCL outlets. Await license from CCOE for commencing operations.
- Substantial work completed at GDA allotted lands at two places - at Sanjay Nagar (near ALT centre) and opposite Galaxy Mall (Vaishali). It is expected that the CNG station at Vaishali shall be commissioned by end Feb. 2010. The work at Sanjay Nagar CNG Station, however, is getting delayed due to an existing toilet (Sulabh Shochalaya) at the site. During the allotment of the site for CNG station, the GDA Board has approved shifting of the toilet from this land, after taking the construction cost from IGL, which was agreed. Accordingly, allotment was made to IGL. Without shifting of the toilet it is not possible to construct an effective bus refueling CNG Station. IGL has been in touch with all the State Govt. Bodies such as GDA, Ghaziabad Nagar Nigam, NCR PB etc. in connection with relocation of the toilet. However, no success is achieved till now. It is expected that this station shall be commissioned by May/ June 2010, once the toilet shifting is approved.

- IGL is willing to pay the construction cost towards demolition and re-construction of the station at some other piece of land, to be provided by GDA.
- Work started in twelve more ROs (4 HPCL and 8 BPCL) for CNG (DB initially and online subsequently). Commissioning as DB stations expected by March 2010 and Online by June 2010.
 - Compression capacity after pipeline connectivity – 0.75 Lac Kg per day in first phase.
 - Application submitted for 22 new land allotment proposals in Ghaziabad to GDA/ UPSIDA/ UP Awas Vikas etc. Land allotment for two sites is expected by March 2010.
 - Work is in progress for 28 km steel trunk pipeline, out of this about 6 kms steel pipeline completed (for Ghaziabad/ East Delhi). Work on the 2nd steel trunk pipeline of 23 Km is also being initiated soon. These pipelines are planned to be completed and commissioned by June 2010.
 - 64 Km MDPE pipelines also completed. Household supply in Ghaziabad commenced in January 2010. It is planned to provide PNG supply to approx. 500 households by March 2010. It is also expected to give about 10,000 connections within year 2010. Total MDPE Network of approx. 900 kms shall be laid, covering the entire Ghaziabad city by end March 2011.
 - UPPCB has also forwarded a list of polluting industries in Ghaziabad, where supply of alternative fuel i.e. natural gas is to be given on priority. Supply of gas to the first set of industries shall start by March 2010/ April 2010 and remaining industries shall be given supply within 2010-11.

The representatives from Ghaziabad Nagar Nigam informed that they have no objection to shifting of the toilet and they are ready to construct the toilet at some other location provided by GDA.

Chairman, EPCA advised IGL representatives to meet Sh. Ajay Shankar Pandey, Ghaziabd Municipal Commissioner for getting this issue resolved at the earliest.

EPCA asked IGL to expedite the CNG infrastructure development work in all the NCR towns so that the benefits of clean fuel is passed on to all the residents of NCR, where due to large number of vehicles and industries pollution levels are very high. EPCA expressed that comfortable availability of CNG is also important for seamless movement of CNG vehicles in NCR.

EPCA also asked IGL to implement the CGD project at Ghaziabad on priority due to high level of vehicular pollution in the town, and also give thrust to PNG supply to curb particularly harmful industrial emissions.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on February 19, 2009 (Friday) (2.30 PM)**

Agenda items:

Status of handling and disposal of MSW and plastic waste in Delhi
Monitoring of MSW collection in Delhi by CPCB and DPCC
Status of handling and disposal of plastic waste

In attendance:

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

3. Mr. Anshu Prakash, Additional Commissioner, MCD
4. Mr. Devendar Kumar, CE (DEMS)

5. Mr. R.C. Adhlakha, Director (Works), DDA

6. Mr. Gyanesh Bharti, Secretary, NDMC
7. Dr. P.K. Sharma, MoH NDMC

8. Ms. Meenakshi Singh, DD (T), NCR Planning Board

9. Dr. Anil Kumar, Director (DoE)
10. Mr. A. K. Ambasht, Member Secretary, DPCC
11. Mr. B. Kumar, Senior Environmental Engineer, DPCC

12. Dr. S.K. Nigam, Senior Scientist, CPCB
13. Dr. Sanjeev Agarawal, Scientist, CPCB
14. Nazim uddin, Environmental Engineer, CPCB
15. Ankush Tewani, Asstt. Environmental Engineer, CPCB

16. Ms. Anita Bhargava, Let's do it! Delhi

EPCA earlier reviewed the status of municipal solid waste (MSW) management in Delhi and NCR cities in the meeting held on January 24, 2009. EPCA called this meeting to take stock of the progress made in Delhi since then.

Management of MSW in MCD controlled area

MCD apprised EPCA about the status of MSW disposal sites. It was stated that total MSW generation is about 8500 TPD and the three disposal sites at Okhla (16 ha), Bhalsawa (21 ha), and Ghazipur (29 ha) are expected to be full within 2, 2, and 4 years time, respectively and efforts are being made to look at technologies to extend life of the current sites and obtain land in Bhatti mines to solve the problem. MCD also apprised EPCA about outsourcing of garbage collection/disposal in all zones, except Najafgarh and Narela under three different types of arrangements of involving private parties in collection, transportation and processing/disposal of MSW.

About status of *dhalao*(s) MCD stated that it intends to eliminate 75% of the *dhalao*(s) in future and instead introduce deep collection system (2/3rd below ground). **Chairman, EPCA said that apart**

from the designated *dhalao*(s), littering of waste can be found at thousands of places around the city due to poor management which needs to be checked. Chairman added that NDMC is not exception as littering can be observed in NDMC areas also.

Management of MSW in NDMC controlled area

NDMC informed EPCA that segregation, collection and transportation of MSW have been outsourced for 3 years. The segregation is being done in 78 colonies with the help of an NGO (Chintan) and transportation and disposal through a private company (Ramky) and that the disposal is done at MCD's Okhla site for which Rs. 205 per ton is paid to MCD. There are 1400 bins and 240 *dhalao* (s). MSW generation has been reduced from 350 to 180 TPD because of segregation and of this about 60 TPD green waste is processed (compost) before disposal. NDMC also informed that the twin-bins have been distributed to house hold units free of cost and tricycles have been introduced to ensure segregation at source. NDMC admitted that full benefit of the segregation is not utilised because the compost plant is not of sufficient capacity and its operation also stops at times. NDMC also informed that GPS based system of monitoring movement of vehicles is also in place.

Monitoring of MSW collection in Delhi by CPCB

CPCB informed that monitoring of MSW management in Delhi is done once in every four month and 39 status reports have been submitted to Delhi High Court since 1998 (earlier 11 reports were submitted to Supreme Court since 1996 but later the case was transferred to Delhi High Court). A note on general observation of the monitoring was also provided. It was informed that all the areas are not served with house to house collection and as a result garbage gets littered at many place, segregation of waste is almost absent and even where the segregation is done nicely it is generally again mixed afterward thus making the whole exercise futile, and that only 700 TPA processing capacity exists as compared to 6000 TPA garbage generation (out of the total 8000 TPA waste which includes 2000 TPA debris/*malba*).

EPCA desired that:

DPCC should put in place a system for monitoring the compliance of and enforcing the provisions of MSW Rules as expected from it under the Rules.

DDA officer to check and inform whether adequate provisions have been made to arrange land for MSW processing/disposal sites in the MPD-2021 or not.

CPCB should rework its report to show status of compliance with MSW Rules, as mandated by Court.

MCD and NDMC submit note on the following:

- 1. What is the system of monitoring to ensure compliance of contract conditions?**
- 2. What is the system of monitoring to ensure segregation of waste?**
- 3. How is the waste generation measured and recorded?**
- 4. How is the GPS system utilized for improving MSW management?**
- 5. What are the costs of MSW collection, transportation, processing, and disposal?**
- 6. What type of processing methods are being used and to what extent?**
- 7. What is the system of monitoring to ensure composting of leaves / biodegradable waste and disposal of non-biodegradable waste in public parks?**

Handling and disposal of plastic waste

CPCB provided a note to EPCA informing i) environmental issues relating to improper plastic waste management, ii) existing regulatory system under the Environment (Protection) Act, 1986, iii) special action taken by certain states for banning / regulating use of plastic bags, iv) recommendations of Justice Chopra Committee regarding plastic waste management in Delhi, v) the July 2008 order of Delhi High Court on these recommendations in W.P.(C) 6456 of 2004, and vi) the status of compliance of Delhi High Court order.

Department of Environment, Govt. of NCTD provided copy of the Gazette Notification No.F.08 (86)/EA/Env./2008/9473 dated 07.01.09 issued to ban use of plastic bags in identified places in Delhi.

EPCA observed that DPCC needs to play its role to ensure compliance of Delhi High Court order on recommendations of Justice Chopra Committee. EPCA also desired that DPCC should take action for shutting down all unauthorized plastic manufacturing/recycling factories.

EPCA decided that next review meeting will be taken after four weeks and desired that MCD, NDMC and DPCC should send status/compliance reports in respect of the decisions taken within two weeks.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on February 19, 2010 (Friday) (3.15 PM)**

Agenda items: Status of handling and disposal of hazardous waste, e-waste and mercury waste in Delhi.

In attendance:

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

3. Dr. G. P. Singh, CMO (Plan.), MCD
4. Mr. Gyanesh Bharti, Secretary, NDMC
5. Dr. R.K. Sharma, CMO, NDMC
6. Mr. R.C. Adhlakha, Director (Works), DDA
7. Dr. Anil Kumar, Director (DoE)
8. Mr. A. K. Ambasht, Member Secretary, DPCC
9. Mr. B. Kumar, Senior Environmental Engineer, DPCC
10. Ms. Meenakshi Singh, DD (T), NCR Planning Board
11. Ms. Anita Bhargava, Let's do it! Delhi

12. Mr. Anand Kumar Sanjeev Agarawal, Scientist, CPCB
13. Mr. B. K. Sharma, Environmental Engineer, CPCB
14. Nazim uddin, Environmental Engineer, CPCB
15. Ankush Tewani, Asstt. Environmental Engineer, CPCB

Development of common facility for hazardous waste disposal

CPCB informed that recently the case of development of common facility was reviewed in the meeting convened with Delhi to review remediation of unauthorized storage/disposal sites. Department of Environment, Govt. of NCT of Delhi informed that a 50 acre piece of land has been allotted in the new Kanjhawal industrial land to develop the common facility. Moreover, it is also being considered to make arrangement with common facility at Pali, Rajasthan for accepting hazardous waste from Delhi and the operator of the Pali facility has indicated willingness. DPCC informed that hazardous waste generation is 3338 TPA based on the inventory of annual hazardous waste generation prepared by it and submitted to CPCB as per 2008 estimates.

Status of handling and disposal of e-waste and mercury waste

DPCC informed that a meeting was taken with MCD, NDMC and Cantonment Board to discuss enforcement of segregation of e-waste but it was observed that it is not being done. CPCB informed that all recyclers of e-waste are required to obtain authorization from SPCBs/PCCs and registration from CPCB, 12 recyclers have obtained registration so far and one such private e-waste recycling facility has been set up in Roorkee. CPCB further informed that CPCB has prepared guidelines for recycling of e-waste and written to Chief Secretaries to implement these guidelines. **EPCA directed DPCC to take action for shutting down all unauthorized recyclers of battery lead and e-waste.**

EPCA observed that no mechanism has been evolved to ensure recycling of used CFLs. EPCA desired that Delhi Govt. should devise its own policy at the earliest and suggested to study the action taken by Himachal Govt. in this regard.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on February 19, 2010 (Friday) (3.45 PM)**

Agenda items: Status of Compliance of Bio-Medical waste Management Rules in Delhi.

In attendance:

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

3. Dr. Jayadev Saranagi, Additional Secretary, (DHS)
4. Dr. G. Kausalya, CMO, DHS

5. Dr. G.P. Singh, CMO (Plan), MCD
6. Mr. Gyanesh Bharti, Secretary, NDMC
7. Dr. R.K. Sharma, CMO, NDMC

8. Dr. Anil Kumar, Director (DoE)
9. Mr. A. K. Ambasht, Member Secretary, DPCC
10. Mr. B. Kumar, Senior Environmental Engineer, DPCC

12. Mr. J.Chandra Babu, Environmental Engineer, CPCB
13. Mr. Raj Narayan Pankaj, Assistant Environmental Engineer, CPCB
14. Mr. Nazim uddin, Environmental Engineer, CPCB
15. Mr. Ankush Tewani, Asstt. Environmental Engineer, CPCB

11. Ms. Anita Bhargava, Let's do it! Delhi

EPCA had convened a meeting on 17.01.2009 to discuss about the action taken by the regulatory authorities for implementation and compliance of the Bio-Medical Waste (Management & Handling) Rules, 1998 and as amended, in NCR in which Chairman, EPCA had directed as under:

- CPCB will prepare and provide to State Boards/DPCC checklists of compliance parameters in respects of HCFs and CBWTFs, with intimation to EPCA. The State Boards/DPCC will issue instructions to all HCFs and CBWTFs on the basis of these checklists and use these checklists for monitoring of compliance.
- State Boards/DPCC to provide within four weeks detailed note on current monitoring practices and proposed improvements in the monitoring system. The monitoring of CBWTF should be done every month.
- CPCB should undertake monitoring of CBWTF in Delhi and nearby cities frequently.
- DPCC will carry out inspection of Govt. hospitals - Bara Hindu Rao, GTB, Lady Hardinge, DDU - to check status of sanitation facilities and issue necessary instructions to improve the situation.

This meeting was convened to take stock of the compliance of the decisions taken in EPCA meeting held on 17.01.2009 in Delhi. Initially, CPCB was asked to inform about the actions taken in compliance to the decisions taken in the last EPCA meeting. Shri J.Chandra Babu, Environmental Engineer representing CPCB informed that as a follow-up of the decisions taken in the last meeting

taken by EPCA, checklists of compliance parameters for the purpose of monitoring & assessment of Common Bio-medical Waste Treatment Facilities (CBWTFs) as well as Health Care facilities (HCFs) were prepared and circulated to Delhi Pollution Control Committee (DPCC), Haryana State Pollution Control Board and (HPCB) and U.P. Pollution Control Board (UPPCB) with a request to take further necessary action in the light of the decisions taken in the last EPCA meeting.

CPCB representative also informed that CBWTFs located in Delhi and some of the CBWTFs in NCR cities were also inspected jointly by CPCB along with the concerned SPCB officials and initiated follow-up action for violations of the provisions. CPCB also informed that the inspection reports in respect of the two Armed Forces Health Care Facilities and two HCFs located in Delhi were also communicated to Director General, Armed Forces Health Care Services, New Delhi and DPCC respectively with a request to ensure necessary improvements as required.

Further, CPCB also informed that upon request of DPCC, CPCB has taken up the stack emission monitoring of the incinerators located in three HCFs. The stack emission monitoring results in respect of the two CBWTFs and three HCFs were communicated to the DPCC for taking necessary action against HCFs/CBWTF for violations of provisions of the stack emission norms notified under the BMW Rules.

On being asked to indicate most common shortcomings observed during inspections, CPCB representative stated that segregation of bio-medical waste is generally not done in accordance with the BMW Rules by the hospitals / health care facilities probably due to poor awareness on the BMW Rules among the staff of the HCFs. CPCB also informed that there are no adequate number of needle cutters/destroyers and punctured proof containers/bins to ensure proper segregation and storage of wastes in accordance with the BMW Rules. As regards disposal of incineration ash, CPCB informed that the hospital waste incinerator ash were also collected from CBWTFs in Delhi and analysis reveals that the bio-medical waste incineration ash is found to be non-hazardous w.r.t heavy metals.

As regards number of health care facilities and the bio-medical waste management scenario in Delhi, 'Member Secretary, DPCC' informed that as per the latest information, there are 1800 registered HCFs covered under the BMW Rules which generate about 8.5 Metric tons of biomedical waste per day. Apart from 16 hospitals which have installed individual autoclave & incinerators for on-site treatment of bio-medical waste, there are 03 CBWTF namely – Synergy Waste Management (P) Ltd, Metro Bio-Care Services Pvt. Ltd and Biotec which are facilitating the treatment of bio-medical waste generated in Delhi. DPCC further informed that after receiving reports from CPCB, show-cause notices were issued to the concerned HCFs and CBWTF operator for violations of the provisions. As regards inspection so far made by DPCC, it was clarified that HCFs and CBWTF have not been inspected by DPCC after their replies to the notices to verify the compliance.

EPCA desired that (i) DPCC should take up inspections in HCFs including three HCFs (namely 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, (ii). DPCC should also put in place a system for regular monitoring of the HCFs and CBWTFs for verification of compliance of Biomedical Waste (M&H) Rules and file quarterly status report to EPCA.

EPCA decided to take next review meeting after four weeks.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on February 19, 2010 (Friday) (4.15 PM)**

Agenda items: Status of adherence to the Outdoor Advertising Policy for Delhi.

In attendance:

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

3. Mr. B.N. Singh, OSD- Advertising MCD
4. Mr. Amiya Chandra, OSD-RP Cell, MCD
5. Mr. K. Kannan, EE, MCD
6. Mr. Sanjay Malik, EE, MCD
7. Dr. Ashish Priyadarshi, DDH/HQ

8. Mr. S. S. Rao, Director (Enforcement), NDMC

9. Nazim uddin, Environmental Engineer, CPCB
10. Ankush Tewani, Asstt. Environmental Engineer, CPCB

MCD informed that the majority of violations relate to Railways and showed photographs in this regard. MCD also informed that in cases of violations pertaining to body wraps action is being initiated against top management of the companies concerned.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on February 19, 2010 (Friday) (4.30 PM)**

Agenda items: Issues related to parking in Delhi –parkings being considered by MCD below parks

In attendance:

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

3. Mr. Amiya Chandra, OSD-RP Cell, MCD
4. Mr. M.P. Gupta, SE, MCD
5. Mr. K. Kannan, EE, MCD
6. Mr. Sanjay Malik, EE, MCD
7. Mr. J.B. Bhatia, EE, MCD
8. Mr Anil Kumar, EE, MCD
9. Dr. Ashish Priyadarshi, DDH/HQ
10. Mr. S. S. Rao, Director (Enforcement), NDMC

11. Nazim uddin, Environmental Engineer, CPCB
12. Ankush Tewani, Assitt. Environmental Engineer, CPCB

EPCA asked MCD to inform it of projects of constructing parkings below parks so far initiated. MCD informed EPCA that work has already been awarded / commenced at the following 9 sites:

	Name of the park	Status of the project reported by MCD
1	Hauz Khas	Work in progress
2	Munrika Market	Work in progress
3	Model Town	Work in progress
4	Rajouri Garden	Work awarded
5	Kalkaji - near Krishna Market	Work awarded
6	Hauz Rani-opposite Central Saket	Work awarded
7	New Friends Colony – near Community Centre	Work awarded
8	Pitampura – Shiva Market	Work awarded
9	Pitampura – Near QU Block	Work awarded

EPCA made it known its stand to MCD that parks / playgrounds would not be permitted to be utilized for parking purpose as it would destroy breathing space / playground for children. MCD gave an assurance that no further plans / constructions / award of works for parking below parks would be undertaken and requested exemption of the above nine sites. EPCA deliberated on the issue and since MCD had already incurred some expenditure on the above, reluctantly conceded that MCD could proceed with only in respect of the above nine sites with the following conditions:

- **The setback area as required by MPD-2021 will be adhered to.**
- **After construction, 90 % of the site will be restored to flat playground conditions with landscaping using shrubs and grasses.**
- **On the remaining 10% land on the sides, trees will be planted. A small portion will be used as ramp.**

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on February 25, 2010 (Thursday) (02.30 PM)**

Agenda items: Issues related to improvement in and integration of public transport systems in Delhi

In attendance:

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

3. Mr. Alok Bhardwaj, VP-TP, DIMTS
4. Mr. Anuj Sinha, AGM-RT, DIMTS
5. Mr. C. K. Goyal, AGM (Technical), DIMTS
6. Mr. Jaspal Singh, Dy. Manager, DIMTS

7. Mr. S. A Verma, Dy. CE, DMRC
8. Mr. A. K. Sachdeva, Dy. CE, DMRC

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

10. Mr. Vikas Jain, PCO (HQ), Transport Department, Delhi
11. Mr. Ajay Mamoriya, PCO, Transport Department, Delhi
12. Mr. A. K. Goyal, S.O., Transport Department, Delhi

13. Nazim uddin, Environmental Engineer, CPCB

EPCA convened a meeting on 6th February 2010 to discuss the issues related to improvement in and integration of public transport systems in Delhi in which the following decisions were taken:

DIMTS to inform about planning and time schedules for BRT Phase II&III on 24th Feb 2010.

DMRC to inform about planning for metro Phase III and its time schedules on 24th Feb 2010.

DMRC to provide a station wise list of land owning agencies (PWD, MCD, NDMC or NHAI) of 59 and 85 stations with a line wise grouping of stations so that stations on three newly constructed / under construction lines (Anand Vihar-Yamuna Bank, Central Secretariat-Badarpur and Central Secretariat-Gurgaon) can be taken on priority.

UTTIPEC to parallelly undertake preparation of guidelines for preparing comprehensive integration plans around metro stations and send the draft guidelines to EPCA in advance so that further action for getting the comprehensive integration plans prepared may be taken.

UTTIPEC to give list of about 5 -10 main cases where pedestrian/cyclist norms/guidelines have been flouted.

This meeting was convened to take stock of the progress made.

DIMTS informed that plans for the next phases are being decided duly considering the present and future metro network and will be finalized by 15th March 2010. DMRC informed that plans for the Phase III are almost final. **EPCA asked DIMTS and DMRC to communicate the final plans and**

schedule by 15th March 2010 and expressed that if the plans are finalized by 15th March a meeting can be convened with Chief Secretary by the end of March 2010 in this regard.

UTTIPEC representative expressed the idea that since metro lines are being mostly planned in radial pattern, BRT routes needs to be planned in concentric circular pattern so that these two modes can be compliment to each other. **EPCA agreed with UTTIPEC's idea and desired that DIMTS should adopt a system approach in BRT planning rather than the present piecemeal approach.**

UTTIPEC informed that work for preparation of the guidelines for preparing the comprehensive integration plans around metro stations is in progress. EPCA decided to convene meeting with the road owning agencies relating to metro stations after preparation of the guidelines.

EPCA was also informed about two PWD roads – Sri Fort Road and Outer Ring Road near Vasant Vihar – where pedestrian / cyclist guidelines are being flouted. **EPCA decided to take up the matter with PWD.**

During the course of discussions EPCA expressed to DMRC to introduce some measures to ensure that its parkings are used by actual metro commuters and not just for parking by others.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on February 25, 2010 (Thursday) (03.15 PM)**

Agenda items: Progress of upgrading of air quality monitoring in Delhi -Setting of new stations by DPCC and Upgrading of the CPCB's monitoring stations in view of new standards

In attendance:

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

3. Mr. A. K. Ambasht, M.S. DPCC
4. Mr. M. P. George, Sr. Scientist, DPCC
5. Dr. D. Saha, Sr. Scientist, CPCB
6. Nazim uddin, Environmental Engineer, CPCB

This matter of air quality monitoring in Delhi was last discussed in EPCA meetings held on 24th November 2009 and 5th December 2009. This meeting was convened to take stock of the progress made by the concerned authorities.

DPCC informed that NTPC is providing consultancy to set up four continuous monitoring stations of DPCC and the stations are likely to be operational latest by 15th September 2010. The capital cost of each station will be around Rs. 80 lakh and operational cost about 10 lakh per year from second year. The sites of the four stations – R K Puram Sector 2 or Sec 9 Kendriya Vidyalaya, Canaught Place or nearby area, Anand Vihar ISBT and Punjabi Bagh Sarvodya Boys or Girls School - have been decided in consultation with the CPCB with the consideration of complementing the monitoring network of the seven continuous monitoring stations being already operated by CPCB. DPCC clarified that the instruments being installed will monitor both PM_{2.5} and PM₁₀ automatically. DPCC further informed that in addition to the above DPCC is going to set up at two places - Indira Gandhi International Airport and Delhi Secretariat – the advanced 'Open Path' pollution forecasting system based on 'Differential Optical Absorption Spectroscopy' (DOAS) and these stations are likely to be operational by May 2010. **EPCA appreciated the initiatives being taken by DPCC.**

It was discussed that the revised ambient air quality standards have daily and annual standards for 10 parameters -PM_{2.5}, PM₁₀, SO₂, NO₂, Lead, Ammonia, Benzene, Benzo-a-pyrene, Nickel and Arsenic- and have 1 hour/8 hour standards for CO Ozone. The standards require that i) the annual average of the observed daily values should meet the 'annual standard' and ii) 98% of the daily values should meet the 'daily standard'.

CPCB informed that all 7 continuous monitoring stations of CPCB - DCE, Siri Fort, ITO, Parivesh Bhavan, Dilshad Garden, Dwarka and Delhi Milk Scheme (Shadipur) - have been upgraded and analysis of all the parameters of the revised ambient air quality standards, except for Arsenic, has been started. CPCB clarified that in its continuous monitoring stations PM_{2.5} is monitored automatically but PM₁₀ is monitored by manually controlled instruments. CPCB further informed that the additional 7 manually operated stations - Siri Fort, ITO, Shahdara, Nizamuddin, Pitampura, Shahzadibagh and Jankpuri – are to be upgraded to add the new parameters.

EPCA desired that arrangement should be made to make the data of the 7 continuous monitoring stations of CPCB and 4 continuous monitoring stations of DPCC available on map on websites of both CPCB and DPCC. CPCB and DPCC agreed to make this integration by September 2010.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on February 25, 2010 (Thursday) (03.45 PM)**

Agenda items: Status/findings of the Source Apportionment Study

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

3. Nazim uddin, Environmental Engineer, CPCB

CPCB informed EPCA that the draft reports –Source Apportionment Studies in Six Cities – were discussed in the Technical Committee meeting held in January 2009 and based on the comments the report was revised and subsequently approved in the Technical Committee meeting held in July 2009. The reports were also sent to three international experts for peer review. The peer reviewed reports are ready for discussion by Technical Committee and Steering Committee and the process is likely to be completed by April 2010.

EPCA desired that CPCB should make a presentation on findings and action plans by the end of April 2010.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on March 9, 2010 (Tuesday) (02.30 PM)**

Agenda items: Status of compliance of Rules and obtaining UTTIPEC and Forests clearance by Delhi PWD for constructing/widening of roads, especially i) Siri Fort Road and ii) Outer Ring Road near Vasant Vihar

In attendance:

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

3. Mr. J. P. Verma, SE, DDA
4. Mr. M. C. T. Pareva, PM, CWG, Delhi PWD
5. Mr. D. V. S. Kansal, EE (M-111), Delhi PWD
6. Mr. I. D. Yadav, EE (M-113), Delhi PWD
7. Mr. Anand, Architect for Delhi PWD

8. Mr. Ish Bhargava, RWA, Siri Fort Road
9. Ms. Jaya Bhandari, RWA, Siri Fort Road

10. Nazim uddin, Environmental Engineer, CPCB

The matter of compliance of rules/pedestrian guidelines while widening of Siri Fort Road was discussed with PWD officers and residents of the area. PWD informed that the widening of this road near Siri Fort stadium is being done in view of the Common Wealth Games 2010 to increase road width to 8 m required for 3 restricted lanes, the earlier widening plan required cutting of 326 trees which was changed to save maximum trees and the revised plan requires cutting of only 11 trees. PWD further informed that footpath is being constructed in meandering alignment wherever needed and beyond the existing trees to save the trees. PWD architect showed the drawing of the widening plan and informed that the footpath width ranges from 2.9 to 4.5 m on south side and it is minimum 1.8 m at critical points and more elsewhere on north side.

The residents stated that the actual road and footpath widths at several places are narrower than being shown in the drawing by the PWD architect.

EPCA asked PWD to re-measure the road widths and proposed footpath width at critical points such as close to colleges and Ayur Vihar, assure that enough space is there without compromising on trees and pedestrian walkway, assure protection of residents' rights and report actual status in the next meeting.

The issue of illegal parking on footpath/road especially near commercial area on the road was also discussed. Residents stated that it was a residential colony but later MCD allowed commercial activities, collected Rs. 13 lakh parking charges from each shop but did not create parking facility. **Residents offered to give a resolution that they are opposed to the commercialization of residential areas. EPCA asked PWD to ensure re-securing/protecting the footpath from illegal parking.**

Delhi PWD agreed to inform status of compliance of pedestrian guidelines while constructing flyovers / widening of Outer Ring Road near Vasant Vihar in the next meeting.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on March 9, 2010 (Tuesday) (03.15 PM)**

Agenda items: Issues related to parking in Delhi

In attendance:

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

3. Mr. S. S. Ratha--, Jt. Secretary, Urban Development, GNCTD
4. Mr. H. S. Dhillon, Jt. Director (Plg.), DDA
5. Mr. Amiya Chandra, OSD-RP Cell, MCD
6. Mr. Vinay Kaushik, Jt. Director (Enf.), NDMC

7. Mr Prabhakar, Dy. Commissioner of Police -Traffic, Delhi Traffic Police
8. Mr. Ravinder Soni, Insp./ T.E., Delhi Traffic Police

9. Nazim uddin, Environmental Engineer, CPCB

Clearance and Demarcation of authorized parking sites

Delhi Police informed that 268 parking sites of DDA, MCD and NDMC were approved and joint survey and demarcation done and that MCD has recently sent an additional list of 21 operational MCD parking sites on PWD land and another list of 52 illegally operated parking sites on PWD land for approval which will be shortly inspected. Delhi Police agreed to keep EPCA informed about the cleared sites out of 21+52 new sites and their joint survey/demarcation.

Parking below parks

EPCA reminded that it has already made known its stand to MCD in 19th February 2010 meeting, which should be strictly adhered to.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on March 13, 2010 (Saturday) (11.00 AM)**

Agenda items: Compliance of Rules / Pedestrian Guidelines by Delhi PWD while constructing / widening of Siri Fort Road and action on points discussed in 9th March meeting:

- re-measuring road widths at critical points
- proposed measures to stop illegal parking on footpath/road near commercial areas
- proposed measures to ensure protection of residents' rights.

Compliance of Rules / Pedestrian Guidelines by Delhi PWD while constructing flyovers / widening of Outer Ring Road near Vasant Vihar and other roads.

In attendance:

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

3. Ar. Pradeep Sachdeva, PSDA

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

6. Mr. D. C. Goel, SE (M-24), Delhi PWD

7. Mr. Anil Kumar, EE, MCD
8. Mr. Suraj Bhan, EE, MCD

9. Mr. Anuj Sinha, AGM (RT), DIMTS

10. Mr. Ravinder Soni, Insp./ T.E., Delhi Traffic Police

11. Nazim uddin, Environmental Engineer, CPCB

This matter was last discussed with Mr. M. C. T. Pareva, PM, CWG, Delhi PWD on 13th March 2010 and Delhi PWD was supposed to revert back after a week after taking actions as per the decisions taken. **EPCA decided to discuss the matter with the concerned officer next week.**

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on March 13, 2010 (Saturday) (11.30 AM)**

Agenda items: Integration of various modes of public transport - preparation and implementation of comprehensive integration plans around Metro stations with the help of UTTIPEC's guidelines in respect of priority stations lines (Anand Vihar-Yamuna Bank, Central Secretariat-Badarpur and Central Secretariat-Gurgaon).

Compliance of Rules / Pedestrian Guidelines by MCD while constructing /widening of Mehrauli Road, Karol Bagh Road and other roads.

In attendance:

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

3. Ar. Pradeep Sachdeva, PSDA

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

6. Mr. D. C. Goel, SE (M-24), Delhi PWD

7. Mr. Anil Kumar, EE, MCD
8. Mr. Suraj Bhan, EE, MCD

9. Mr. Anuj Sinha, AGM (RT), DIMTS

10. Mr. Ravinder Soni, Insp./ T.E., Delhi Traffic Police

11. Nazim uddin, Environmental Engineer, CPCB

PWD officers related to all the roads that were to be discussed did not attend the meeting. EPCA asked the officer present to inform the status of the road under his jurisdiction. PWD officer stated that there is a scope of pedestrian facility development on roads under his jurisdiction which are near the two stations- Akshardham and Yamuna Vihar- and these will be well taken care of. DMRC has provided two foot over bridges and is proposing a skyway also. Besides, a foot over bridge will also be needed to enable crossing of NH-24. He also informed that DMRC had forwarded their plans to PWD and it was commented upon by PWD.

PWD officer further informed that PWD is already implementing UTTIPEC pedestrian guidelines on CWG related projects of road beatification and streetscaping but implementing these guidelines on metro line roads is not being taken up. MCD also informed UTTIPEC pedestrian guidelines are being implemented on CWG related projects of road beatification and streetscaping and instructions have been issued to implement these guidelines on other streets also. No one from NHAI attended the meeting.

Chairman, EPCA observed that on the matter of integration there has been lack of coordination between DMRC and other concerned agencies - PWD, MCD and NHAI. The Chairman stated that long back it was decided with DMRC that there will be perfect coordination but it has not been there nor the agencies apprised EPCA about this.

EPCA desired that PWD/MCD/DMRC should prepare comprehensive integration plans for all metro stations with due regard to pedestrian mobility and in the first stage integration plans should be taken up on priority for:

- i) Laxmi Nagar, Dilshad Garden, and Anand Vihar ISBT stations, and
- ii) Roads related to the following three near-completion metro lines
 - Central Secretariat Badarpur line,
 - Central Secretariat Qutub line
 - Qutub Gurgaon line.

EPCA desired that UPPITEC put up the draft guidelines/note on comprehensive integration plans.

EPCA also desired that PWD and UTTIPEC to structure/prepare agenda of points on which action may be required from U.P. agencies while implementation of integration plans near border areas.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on March 13, 2010 (Saturday) (12.15 PM)**

Agenda items: Progress of establishment of CNG refueling facilities for DTC and private buses at DTC bus depots

In attendance:

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

3. Mr. V. K. Bhatia, CGM, DTC
4. Mr. B. B. Jain, Dy. CGM, DTC

5. Mr. Manmohan Singh, Director (Comm), IGL
6. Mr. Manjeet Singh, CGM (Engg. & Proj), IGL
7. Mr. Sudhanshu Pant GM (Projects), IGL
8. Mr. A. Batra, CGM (Mktg.) IGL
9. Mr. Anadi Mishra, Addl. Manager, (Mktg.), IGL

10. Nazim uddin, Environmental Engineer, CPCB

EPCA last discussed the matter of establishment of CNG refueling facilities for DTC and private buses at DTC bus depots in meeting held on 8th January 2010. This meeting was convened to review the progress made on the decision taken in the last meeting.

Establishment of new CNG refueling facilities at DTC depots

IGL presented status of new CNG refueling facilities at 22 more depots and further informed that out of these, work at 13 priority depots identified by EPCA in – meeting is progressing almost according to the decided schedule.

Depot	Issues mentioned in 08.01.10 meeting	Schedule for commissioning	Latest status / revised schedule for commissioning / operation
1. Dwarka VIII	Ready for commissioning, clearances awaited	Within 2 weeks	Station is in operation
2. Dwarka II	Ready for commissioning, clearances awaited	Within 2 weeks	Station is in operation
3. Seemapuri	Pipeline work in progress	March 2010	26 March 2010 / May 2010
4. Dilshad Garden	Pipeline work in progress	March 2010	26 March 2010 / May 2010
5. Narela	Pipeline laying permissions awaited	March 2010	28 March 2010 / May 2010
6. Okhla Phase III	Pipeline work in progress, rocky area	May 2010	April 2010 / June 2010
7. Rajghat	Tentative drawing prepared, civil work yet to start	June 2010	July 2010 / Sep 2010
8. Opposite Millenium Park	Tentative drawing prepared, civil work yet to start. High security area due to CWG	Other works leaving superstructure before CWG	July 2010 / Sep 2010
9. Kanjhwal	Civil work to start in March, to be connected with new Bawana pipeline	October 2010	Aug 2010 / Oct 2010
10. Rohini IV	Pipeline laying permissions awaited	November 2010	Sep 2010 / Nov 2010
11. Naraina	Railway permission awaited for laying the pipeline	Railway permission + 3 months	Applied for Railway permission / awaited
12. Shadipur	Railway permission awaited for laying the pipeline	Railway permission + 3 months	Applied for Railway permission / awaited
13. Nehru Place	Alternate site suggested, to be finalized next week	May 2010	Work stopped on the instance of DTC
14. Lado Sarai		-	Work stopped on the instance of DTC

EPCA desired DTC to come back with reference to depots where action is required at their end, especially in respect of Lado Sarai Terminal, Nehru Place Terminal, Harinagar III, Okhla Central W/S and Uttam Nagar Terminal where no progress has been made.

Augmentation of capacity at existing depots

IGL presented status of installation / commissioning of additional 600 SCMH compressors at 8 depots to augment the existing 1200 SCMH compressors. Three have been commissioned and their operation is expected to start by 31.03.10 on receiving CCOE license and the rest five can be commissioned within seven days of enhanced power availability, which is to be obtained by DTC.

IGL also presented the revised schedule for commissioning of additional 1200 SCMH compressors at 12 other depots to augment the existing 1200 SCMH compressors. The schedule ranged from June 2010 to August 2010. IGL stated that actual commissioning of the new compressors will depend on enhanced power availability.

Introduction of smart card system

IGL informed that where work of refueling facility at DTC depot is being delayed, facility for refueling of DTC buses at nearby private filling stations has been provided but the smart card system will be introduced by June 2010 for which pilot project has already been launched which will be complete by April 2010.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on March 19, 2010 (Friday) (02.30 PM)**

Agenda items: Management of MSW in Delhi

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member EPCA
3. Prof. S. P. Gautam, Chairman, CPCB / Convener, EPCA

4. Mr. K. S. Mehra, Commissioner, MCD
5. Mr. Ashu Prakash, Additional Commissioner, MCD
6. Mr. Ravi Das, E-in-C, MCD
7. Mr. Sunil Kumar, SE DEMS
8. Dr. Ramesh, CMO, NDMC

9. Mr. A. K. Ambasht, MS, DPCC
10. Mr. B.M.S. Reddy, EE, DPCC

11. Dr. Sanjeev Agrawal, Sc. 'C', CPCB
12. Nazim uddin, EE, CPCB

EPCA stated that a meeting was convened last month to review the status of municipal solid waste (MSW) management in Delhi and it observed that CPCB, which has been monitoring the collection and disposal system at 4 month intervals, has been founding the MSW management deficient in several aspects. EPCA expressed that its emphasis is on maximum recycle and reuse of materials through segregation and processing and minimising the waste to be sent to landfill.

Chairman, CPCB also stressed that for such a large city there is no other option but to go for new technologies that provide maximum recycle and reuse of materials and minimal residue and cited the example of such plants in Gwalior and Jabalpur. He further stated that attempts to segregate waste at source have generally not proved very successful these plants have been designed to have segregation unit before the processing unit.

MCD stated that Delhi being a very large city generates huge amount of waste, nearly 8000 MT/day handling of which is difficult task. MCD informed that recently a 200 MT plant has been set up in Jahangirpuri to process construction waste/debris which will start functioning from 31st July 2010. The capacity of this plant will be increased to 500 MT. This plant will reduce the quantity of inert waste sent to landfill. MCD explained different arrangements of MSW management as below:

In Rohini and Civil lines Zones that generate about 1000 MT/day waste the collection is done from doorstep which helps in better segregation and the collected waste is taken to landfill. After one year the waste from these Zones will be taken to the Narela/Bawana processing cum landfill site that will be operational by January 2011 and the contractor will have to ensure efficient processing so that not more than 25% of the waste goes to landfill.

For Shahdra North and Shahdra South Zones that generate about 1000 MT/day waste the same arrangement as applicable in Rohini and Civil lines Zones is being considered with the slight difference that the contractor will be responsible for collection only and the waste will go to the Ghazipur processing/landfill site and this arrangement will be implemented in next three months.

For Narela and Najafgarh Zone it is being considered to handle the waste locally as their distance from landfill sites is too much.

In the remaining six Zones (City, Central, South, Karol Bagh, Sadar Paharganj and West) the present contract for collection and disposal the present arrangement of transportation and disposal through concessionaire will be over in the next three years and segregation, processing and minimisation of inert waste sent to landfill will be introduced.

EPCA requested MCD to explore what space/scope is there in the conditions of contract for the six zones to improve functioning of the dhalaos and transportation to tighten the enforcement.

MCD stated that MCD has already been gradually improving the MSW management which is not being acknowledged in CPCB reports which show nothing is improving and as if things are worsening. MCD explained that it has been instructed that regular collections should ensure that dhalaos have nil garbage at a point of time in a day and it is also proposed to phase out the dhalaos within few years and introduce deep collection system. MCD further informed that construct boundary walls around waste processing/landfill sites. It was also informed that penalty amount for citizen's violation is being increased and fines and penalties on contractor are being enforced more rigorously.

MCD also informed that considering that the present three landfill sites are going to fill within few years, MCD is compelled to adopt waste-to-energy technologies that result in minimal inert residue for landfilling and it is also being considered to reduce the storage volume of the already stored waste through installation of a bailing plant for which DPR is being prepared by DIMTS.

EPCA asked MCD to sent details of what is being done to improve MSW management along with schedules within one month.

During the course of discussions the matters relating plastic waste, e-waste and CFL/mercury waste and were also briefly discussed with the concerned authorities present in this meeting.

DPCC informed that it is required to coordinate implementation of plastic bags rules which are to be mainly enforced through MCD. Commissioner, MCD agreed to look into this matter and help DPCC better coordinate the implementation. Regarding plastic reprocessing, DPCC informed that situation has improved in Delhi in last three years as most of the recyclers have shifted outside

It was discussed that e-waste guidelines are there but their effective implementation is required. EPCA was of the view that it may also be considered to introduce some system of authorisation of traders / kabariwalas as they play an important role in recycling.

It was also discussed that some policy needs to be urgently framed and implemented to introduce buy-back to ensure recycling of CFLs.

EPCA expressed that if the needed actions are not taken urgently on the above matters it will defy solution.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on March 27, 2010 (Saturday) (11.00 AM)**

Agenda items: Issues related to improvements in public (bus) transport in Delhi - status of bus supply and penalty due to delay in supply and the status of cluster scheme of bus operation

In attendance:

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

3. Col A. K. Singh, GM (Ops.), DIMTS
4. Mr. Alok Bhardwaj, VP (Transport Planning), DIMTS
5. Mr. M. P. Singh, Dy. CGM, DTC
6. Mr. S. P. Sethi, Sr. Manager, DTC

7. Nazim uddin, Environmental Engineer, CPCB

Bus supply and penalty for delay in supply

DTC informed that 1305 buses have been supplied by Tata Motors and Ashok Leyland and penalty of Rs. 84.82 crore (Tata Motors - Rs. 52.99 crore and Ashok Leyland - Rs. 31.83 crore) has been realized for 417 buses supplied at the total price of Rs. 320.57 crore. DTC also informed that it is expected that 2100 buses will be supplied by 31st March 2010 and backlog of 400 buses will remain. It was pointed out that Ashok Leyland has been facing some problems in supply of AC buses of which only one bus has been supplied. **EPCA desired that Transport Department should examine the legal position regarding applicability of new mass emission standards on buses manufactured before 01.4.2010 and registered after 01.4.2010, and inform its stand to EPCA urgently.**

Status of cluster scheme

DIMTS and Transport Department informed that pre-bid meeting for cluster 2, 3, 4 & 5 was convened on 25th March 2010 and bids are to be submitted by 22nd April 2010 and that the second lot of clusters will be taken up after experience of the first lot.

Introduction of GPS/GPRS System

It was informed that GPRS system has been introduced in 40 buses of Sukhdev Vihar. EPCA expressed that Transport Department may give a presentation next week about its proposal and its cost/benefit analysis so that EPCA can consider to send the application to the Supreme Court.

Future BRT corridors

DIMTS informed that future corridors are still being finalized and two types of systems – closed system and open system – are being considered. **EPCA stated that DIMTS must examine the DMRC plans for works till 2016 which have already been finalized to finalise its own plans. It was agreed to review and finalise their routes in 2 weeks.**

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on March 27, 2010 (Saturday) (11.45 AM)**

Agenda items: To discuss integration of various modes of public transport - preparation and implementation of comprehensive integration plans around Metro stations with the help of UTTIPEC's draft guidelines on three priority lines (Anand Vihar-Yamuna Bank, Central Secretariat-Badarpur and Central Secretariat-Gurgaon)

In attendance:

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

3. Mr. N. R. Arvind, Dy. Director UTTIPEC, DDA
4. Mr. S. A. Verma, Dy. CE, DMRC

5. Mr. R. K. Singh, CGM, NHAI
6. Mr. I. D. Yadav, EE, Delhi PWD
7. Mr. Suraj Bhan Ex. Engineer(Pr.) SZ II, MCD

8. Mr. Alok Bhardwaj, VP (Transport Planning), DIMTS

9. Mr. Ravinder Soni, Insp./ T.E., Delhi Traffic Police

10. Nazim uddin, Environmental Engineer, CPCB

EPCA has convened three meetings on 6th February, 25th February, and 13th March 2010 with the concerned agencies to emphasize importance of 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 – the two important means of public transport and to persuade the road owning agencies and the DMRC to take up this expeditiously. EPCA has asked UTTIPEC, DDA to formulate guidelines in this regard. This meeting was convened to take stock of the progress.

UTTIPEC informed through a letter that the guidelines are under preparation and likely to be finalized by 9th April 2010.

It was also discussed that it will be of help to the road owning agencies if DMRC takes a lead role and shares its station specific plans with them. DMRC representative agreed this.

EPCA decided to review the progress next week after writing letters to the concerned agencies.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on March 27, 2010 (Saturday) (12.15 PM)**

Agenda items: MoPN&G's phase-wise schedule for introduction of BS-III grade MS and HSD

In attendance:

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

16. Mr. L. N. Gupta, Joint Secretary (Refineries), MoP&NG, Govt. of India
17. Mr. Dependra Pathak, Director (Refineries), MoP&NG, Govt. of India
18. Mr. Vijay Sethi, Addl. Director, PPAC
19. Mr. Harish Madhan, Addl. Director, PPAC

20. Mr. B. N. Bankapur, Director (Refineries), IOCL
21. Mr. Gautam Roy, GM (T), IOCL
22. Mr. R. K. Mohapatra, Chief Manager (S&D), IOCL

23. Nazim uddin, Environmental Engineer, CPCB

EPCA convened a meeting in January 15, 2010 to review oil companies' preparedness to supply improved auto fuels from April 1, 2010 in which MoP&NG informed that supply of BS IV quality auto fuels in NCR and 13 cities will be possible by the stipulated time but supply of BS III quality auto fuels in rest of the country will not be possible by the stipulated time for several refineries and therefore it will have to be staggered from April 2010 to October 2010 and agreed to finalise an area wise schedule by the end of January 2010 and to publicize it by 15th February 2010. MoP&NG has last week forwarded to EPCA the finalized schedule.

MoPN&G explained that BS IV grade fuels are being introduced in 13 identified cities from 1st April 2010 and BS III grade fuels are being introduced 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 and that the MoPN&G has already communicated the detailed schedule to the concerned Ministries – MoSRT&H and MoHI&PE (Department of Heavy Industries). EPCA also decided to write letters to these Ministries to request them 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.
