NGT fumes, govt hides behind fig leaf Centre Skirts Air Pollution Issue By Blaming It On Burning Of Dry Leaves 'Most new cars

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New Delhi: The Centre claims vehicles are not the worst polluters but it's not saying what's behind Delhi's terrible air quality either. The Union transport ministry continued to skirt the issue before the National Green Tribunal (NGT) on Tuesday with additional solicitor general (ASG) Pinky Anand submitting that dry leaves that are burnt in the "green city" could be composted instead to deal with poor air quality.

As soon as the Centre tried to push the blame onto dust and leaves, the NGT bench said. "Find out if you want to say anything that has not been said," showing its exasperation with the way the government has been avoiding a clampdown on vehicles.

Since October, the government has stubbornly refused to accept all the evidence linking vehicle emissions to harmful health effects. Questioning an IIT Delhi report cited by the Centre, the bench said. "According to the IIT report, 17% or 18% of the pollution is due to traffic, please define the rest of the 83%."

When Anand replied IIT Kanpur and Delhi Pollution Control Committee (DPCC) are still analyzing the contribution of different activities to air pollution, and their report won't be available before September, the bench said. what good is the IIT report "without analyzing the con**AND THE BATTLE CONTINUES**

WHAT THE CENTRE AND STATES WERE TO RESPOND TO

■ Age of all ⊥vehicles to be allowed to run in Delhi with reference to sources of energy/fuel

- Cap on number of vehicles ∠to be registered in NCR
- Incentives for people who pool cars

THE CASE SO FAR

NOV 26, 2014 | NGT

more than 15-year-

old diesel and petrol

imposes a ban on

vehicles in NCR

with 13 other

stringent

measures

in various

sectors

- / Benefits for new owners of tvehicles prohibited to run in NCR
- Concessions for people for scrapping their vehicles / Deploying public transport
- Ovehicles on priority at places with high commercial activities

APR 14, 2015 | NGT stays the ban

APR 7, 2015

The tribunal

bans more than

10-year-old

diesel

on diesel vehicles for two

APR 21 | SC backs

NGT order, saying the

'tribunal is trying to

do something which

is good for people.

Let us... not discourage

APR 27 | Centre files an

weeks

them.'

7Rationalization of parking / charges to encourage people to use parking zones

- Hiking registration cost and Oimposing other charges, like that for congestion, particularly on families with more than one vehicle
- Controlling emissions from big power projects such as Indraprastha, Badarpur and Raighat

application in NGT appealing for a

stay and for making fitness the

MAY 1 | NGT extends

suggestions

worst polluter

criterion for the phase-out

the stay on ban. Centre

and state fail to submit

JUL 13 | Centre fails to

to claim vehicles are not the

submit its views: continues

congestion and the resultant

air pollution, NGT suggested

staggering office timings.

"Delhi is mostly government

offices. Why can't vou ar-

range the timings in a way so

that buses are not crowded.

there is less congestion on

roads?" It asked the Centre to

discuss the idea with all

stakeholders. "You can also

take the universities along. If

a child can go to school at

7am, why can't a graduate?"

KEY ISSUES

NGT HAS ASKED CENTRE TO **DELIBERATE ON THESE ISSUES**

- > 50% of the cars registered in 2014 were diesel cars
- Studies carried out in China and Brazil show old vehicles cause pollution
- Staggering office/college timings to ease congestion



- > Cap on number of vehicles to be registered
- > BS IV compliance for diesel vehicles
- Hike in cess on diesel vehicles

least one thing done, let some people say okay, we will do it." it said.

To NGT's query on how many builders have been challaned for causing pollution, only East Delhi Municipal Corporation (EDMC) submitted that 66 have been challaned, of which six paid up Rs 50,000 each in fines.

The bench has now fixed the matter for day-to-day hearing starting Monday and asked all the authorities, including the Centre, and the governments of Delhi, Harvana and UP to file status reports on compliance with its

Not only is the number of diesel engines growing but also they tend to be bigger than petrol engines. "Whereas close to 87% of the new petrol cars sold in 2010-11 had engine size less than 1.400cc, more than 40% of diesel cars had engines that are more than 1,500cc."

The note also states that multipurpose

In its note, NGT has asked the government to suggest a cap on the number of passenger cars that can be registered every year, or freeze it at last

It also wants all diesel ve-

run on diesel'

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New Delhi: The National Green Tribunal on Tuesday gave the Centre a note pointing out it may be overlooking important aspects of air pollution, particularly related to diesel vehicles.

Quoting from a 2012 report by the ministry of petroleum and natural gas it said only 4% of the cars sold in 2000 ran on diesel whereas now the number is 60%.

sales of utility vehicles and vehicles--which are largely dieselpowered-have grown by 40.4% and 60.7%, respectively.

vear's level.

hicles to comply with BS-IV emission norms even if it lifts the ban on those that are more than 10 years old. For this, it

is the only one we have! **POLLUTION FRIGHT** AIR QUALITY INDEX PM2.5 82 Good Delhi Tomorrow **102** Moderate 54 Pune Good Tomorrow 58 Good Source: SAFAR@MoES-IITM-IMD (10 stations) Good Hvderabad 87 56 Good Chennai Kolkata 58 Good 42 Good Mumbai US Embassy data calculated as per Indian standards by SAFAR@MoES-IITM-IMD Based on 1 Station Data Per City at 4pm

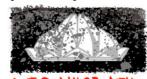
STOP polluting this city. it

has suggested that the Delhi government and municipal corporations consider fitting old vehicles with catalytic convertors, diesel oxidation filters, diesel particulate filters, etc. It also wants a "substantial" hike in the cess on diesel from the current 25 paise per litre.

tribution of all kinds of diesel vehicles, especially heavy

vehicles?" Earlier, NGT had criticized another IIT Delhi report prepared for the ministry that claimed traffic did not affect air quality as levels of PM2.5 (fine, respirable pollution particles) in RK Puram remained high even on Sundays and holidays, without stating the reasons for the high levels. "We have three studies that say vehicles are responsible but IIT wakes up one morning and says other-

wise." NGT said on Tuesday. Government agencies have not responded to the nine issues NGT had raised earlier. Among other things, it had sought views on the on-road life of vehicles and directed that computerized check posts be set up at the nine en-



LET DELHI BREATHE

try points to Delhi. "I don't think even a single such post has been raised...Harvana hasn't responded still on the status of bypasses to Delhi."

As a way to reduce traffic

But the lack of responing for a year, let's have at

siveness from the authorities irked the bench. "It has still not rung bells. This matter (air pollution) has been pend-