

SHRI ANNA JOSHI: Mr. Speaker, Sir, he has not received the reply to his question.

[English]

SHRI RAM KAPSE: Is the Central Government thinking of taking this project to the World Bank for assistance?

SHRIMATI SHEILA KAUL: The project will go through many technical formalities, and to begin with, this will have to come to the Ministry and then it will go to the Planning Commission, then to the Finance Ministry and from there it should go to the World Bank to find out whether it would be possible to be included for World Bank funding. When the World Bank is satisfied an approval mission will be sent for finalising the whole matter. Once it is finalised to the satisfaction of the World Bank, the Government of India and the State Government and all the terms are agreed to, a firm agreement will be entered into for extension of the World Bank loan. That is how it is going to work and that is why it is delayed. It is not delayed by our department because it came to us only in February this year. The whole matter will take some time.

SHRI K.P. REDDAIAH YADAV: Sir, the hon. Minister gave the reply about the turn-key project. The main issue is this. In the last two years, during summer season, water was supplied in the twin cities for only two to three hours. We are not asking about a comprehensive scheme for drainage and all that. I want to know from the Minister whether the State Government has sent a specific proposal to bring Nagarjunasagar water and store it in the existing reservoir so that the immediate water supply problem to the twin cities will be solved. I also want to know whether that scheme is within the reach of the State Government and the Central Government. How much time will it take to clear that project with your grants and the matching grants by the State Government?

SHRIMATI SHEILA KAUL: Sir, for clearance of this scheme, it will take 1 1/2 to 2

years. Then, the whole thing will come into process. So, this is going to be a long process. The counterpart funds are to be provided by the State Government.

SHRI RAMA KRISHNA KONATHALA: Sir, there was a report that no water is available in Krishna river to supply drinking water to Hyderabad city. Is there any other proposal with the Central Government or the State Government to divert water from Godavari river for supplying drinking water to Hyderabad twin cities? I think, this is a better proposition... (Interruptions)

MR. SPEAKER: Please put the question.

SHRI RAMA KRISHNA KONATHALA: I want to know whether the Government has any proposal to that extent and also whether the Central Government is extending any financial assistance to this project or not.

SHRIMATI SHEILA KAUL: We have no such proposal.

SHRI RAM NAIK: Sir, it appears that we are relying more and more on the World Bank or the IMF and this will take a long time. Presuming that we would not get the financial assistance from outside India agencies, will the Government of India give some financial assistance directly to the State Government so that the scheme can come up?

SHRIMATI SHEILA KAUL: We will get it examined.

Air Pollution in Delhi

*387 SHRI SRIBALLAV PANIGRAHI: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the Union Government have made any survey with regard to air pollution caused by the vehicles in Delhi during the early hours i.e. 5 am to 7 am.; and

(b) if so, the steps proposed to be taken to reduce such pollution?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH): (a) and (b). A statement is given below.

STATEMENT

(a) Yes, Sir. The Central Pollution Control Board conducts regular surveys of auto exhaust emission in Delhi. According to these surveys the level of carbon monoxide, a major pollutant from automobiles has been found to be 1/75 ppm, during 5 a.m. to 7 a.m. for the year 1990. This is within the limits prescribed.

(b) Steps taken/proposed to be taken to reduce pollution from motor vehicle include:-

(1) Gross emission standards for all types of on-the-road vehicles have been notified under the Motor Vehicles Rules, 1989, and these have come into force from March 1, 1990.

(2) The Ministry of Surface Transport have advised the various state transport directorates to enforce the gross emission standards.

(3) Every manufacturer of motor vehicles is required to submit the prototype of the vehicle manufactured for test by an agency specified by the government, and give a certificate of conformity of production on the compliance of the provisions of the Rules including emission standards. This provision has come into effect from April 1, 1991.

(4) The mass emission standards for vehicles have been notified under the Motor Vehicles Rules 1989. The standards for petrol driven vehicles have come into force from April 1, 1991, and standards for diesel driven vehicles shall come into force from April 1, 1992.

(5) The Petroleum Industry has been

asked to bring down the lead content in petrol to 0.15 gms/ litre, by 1993.

(6) The Indian Institute of Petroleum, Dehradun, is preparing a report on a long term vehicular emission strategy in the country.

(7) The Central Pollution Control Board has constituted an expert committee in March, 1991 to evolve mass emission standards for vehicles (both petrol and diesel driven) for the period 1995 and 2000; and to identify the nature of changes required in engine design, including any devices to be installed, to meet the proposed standards.

(8) The National Environmental Engineering Research Institute, Nagpur, is engaged in developing an indigenous catalytic convertor for controlling exhaust emissions for on the road vehicles.

(9) Public awareness campaigns about vehicular pollution have been launched.

SHRI SRIBALLAV PANIGRAHI: Sir, according to Air Quality Survey, the main factors responsible for air pollution in Delhi are industries and motor vehicles and in Delhi the contribution of vehicular exhaust to air pollution level ranges from 50 to 60 per cent. What the Minister has stated in his reply relates to the period, early hours from 5 a.m. to 7 a.m. He has said that the presence of carbon monoxide is 1/75 ppm and that is well within the limit. But this is very much disputed.

I want to know, whether it is a fact that in some crowded and market areas, because of parking of a large number of old model, out-dated trucks and buses during night time, air is polluted and the level is much higher causing toxic as they take time to start and all that. What action the Government of India is taking to keep atleast Delhi, which is a very beautiful city and capital of India, free from Delhi air pollution?

SHRI KAMAL NATH: The hon. Member has directed his question on pollution in

Delhi between 5 a.m. and 7 a.m. However, we undoubtedly share the concern about the level of pollution in Delhi. The level of pollution in Delhi is the highest in the country and is 871.92 tonnes per day of pollutant. It is true that in certain inter-sections specially when vehicles are idling, the pollution level is the highest. Vehicular pollution accounts for between 55 per cent and 60 per cent of pollution in Delhi.

SHRISRIBALLAV PANIGRAHI: Sir, are you satisfied with the answer? We are all staying in Delhi. This is our own capital city. he has left the answer half way. He says that it is a matter of concern. That is all. But I wanted to know the steps being taken by the Government to check this ever-increasing air pollution in Delhi. To that he agreed about the contribution of vehicular traffic etc. in this.

MR. SPEAKER: Please ask the question.

SHRI SRIBALLAV PANIGRAHI: Is the Government thinking to earmark some place outside Delhi city for parking of private vehicles like buses, trucks, etc.? Is the Government thinking of introducing battery operated vehicles in Delhi in order to contain pollution? The Government has fixed some standards about pollution and they have notified it. But who is implementing and monitoring it? There are 18 lakh vehicles in Delhi 13 lakhs are three-wheelers and two-wheelers which are contributing to this pollution in a big way.

MR. SPEAKER: You please ask the question.

SHRI SRIBALLAV PANIGRAHI: Which is the agency which is implementing it and monitoring it? How many checks have been conducted during the last six months? In how many cases there were prosecutions ending in cancellation of registration, etc.?

MR. SPEAKER: These statistics if you have, give it to him; otherwise, send it to him in writing.

SHRI KAMAL NATH: I can give it to him. I am adequately prepared provided you give me the time.

The DTC has set up a comprehensive action plan about its buses. This action plan consists of getting new buses, reducing the number of over-aged buses, reducing overloading, equip the buses with smoke meters to check the smoke level. Delhi Administration has launched a publicity campaign and has initiated action on Government vehicles and buses of DTC. The Delhi Administration through the Transport Department has been implementing a planned scheme for control of air pollution from exhaust of motor vehicles. There have been free facilities of checking between a particular period and gas analysers, etc. have been provided. The Department has formulated a detailed scheme in Delhi in 1990 for certification of pollution standards. A total of 10.35 lakh vehicle owners have availed of the pollution checking facility. 1.32 lakh vehicle owners have been issued with warning slips. 2900 vehicles have been prosecuted till June, 1991. The certificates of fitness in the case of 3250 vehicles have been cancelled.

[*Translation*]

SHRI MADAN LAL KHURANA: Just now the hon. Minister said that the DTC has set up a comprehensive action plan. I would like to know the percentage of reduction in the number of old buses by the DTC during last 6 to 10 years. Statistics show that the percentage of old buses in the DTC fleet has been increasing. Also, what action has been taken against the DTC which is responsible for pollution in Delhi to a great extent. Part (B) is more important. I agree that the Government has taken various measures to check pollution. The hon. Minister has given some figures in this connection. Though same work has been done in this regard, yet I feel that it is not physically possible for the staff of the Transport Department to attend to this work. It takes 15 minutes to check a vehicle and accordingly you can estimate

the number of vehicles that can be checked in a minute.

(Interruptions)

MR. SPEAKER: What is part (b) of your question?

SHRI MADAN LAL KHURANA: Sir, in part (b) of my question I have pointed out that the arrangements that have been made to check pollution are bogus. The plans are on paper only and there is a lot of bribery in the process... *(Interruptions)*... My point is that it does not look feasible. The new system has given rise to corruption. It is not possible for one man to check so many vehicles. Is the Government thinking of reviewing the system?

[English]

SHRI KAMAL NATH: Sir, I do agree that the DTC plays a major contributory role in pollution in Delhi. But, I am the Minister of Environment and Forests and not of Transport and I am not the Home Minister. We have laid out the norms. The enforcement of these norms is for Delhi Police and for the Home Ministry.

As far as the question of phasing out of buses that including is new buses, it is a matter with the Transport Minister and not with me. Unfortunately, I do not hold these two portfolios. I shall shortly be holding a co-ordination meeting with various authorities on this subject which will include the Delhi Police and the Surface and Transport Ministry and I shall also invite Shri Madan Lal Khurana to that meeting *(Interruptions)*

SHRI SOBHANADREESWARA RAO VADDE: Sir, through you, I would like to know from the hon. Minister whether this pollution percentage is detrimental to the interests of people between 5.00 PM and 7.00 P.M. when there is a maximum traffic and whether a study has been made into the aspect of the effect of release of exhaust gases from the trucks, transport vehicles at a point near the ground or at a quite far away

from the ground, as is the case in some other foreign countries. If that is so, will the Government take appropriate steps to bring changes in the design of the engine or the exhaust pipe so that the air pollution will be minimum and it will not be detrimental to the interest of the citizens?

SHRI KAMAL NATH: Sir, the Central Pollution Control Board has been monitoring the ambient levels of lead which is one of the major pollutants from vehicles increase of heavy traffic movement and during peak hours. This question is directed only to from 5.00 AM and 7.00 A.M., the hon. Member has referred to between 5.00 P.M. and 7.00 P.M. Nevertheless, this has been done and it has been found that the levels range from 300 to 600 monograms of lead per cubic meter of air. It has also reached a stage of 1500 in certain areas and at certain times it is 1500 monograms, the permitted norm of this being is a maximum of 1000.

As regards the second part of the question, we are continuously in the process of checking air pollution, vehicular and otherwise, and we are in the process of taking effective steps in this regard.

[Translation]

SHRI KALKA DAS: Sir, Delhi is third among the most polluted cities in the world. The hon. Minister has admitted that the level of pollution in Delhi is the highest of all places in the country. As a result of that the Delhites suffer the most. What steps are being taken by the Government to check pollution in Delhi? What has been the percentage of reduction in the level of pollution by these measures? If there has been no reduction, what steps the Government contemplates to take to check pollution and reduce its adverse effect in Delhi, in future?

[English]

SHRI KAMAL NATH: Sir, this is a very sweeping question but, nevertheless, I will try and condense it as much as possible in the answer.

Sir, pollution in Delhi is undoubtedly a major concern. Pollution in Delhi is one of the highest in the world and unless it is controlled, we shall be in great trouble, there is no doubt about that. Many steps have been taken to control vehicular pollution, which I was just trying to enumerate. With regard to industrial pollution also, we have got two thermal power stations nearby—Badarpur and one more. Steps have been taken to see that their pollution level is also brought down. Various equipment have been installed. There has been a substantial decrease from these two thermal stations. At the same time, with the increase of industrial activity, with the increase of vehicles, this is a continuous process. We are taking effective steps and I am confident that we will be able to control pollution in Delhi.

MR. SPEAKER: Shri Vijay Naval Patil.

[*Translation*]

SHRI KALKA DAS: Sir, my question remains unanswered I wanted to know whether the measures have reduced pollution. If not, then.....

[*English*]

MR. SPEAKER: I would have disallowed your question because it was so wide.

[*Translation*]

The question is related to vehicles. There are others also who will put their question.

SHRI KALKA DAS: Delhi is the most polluted city in the country. The steps taken by the Government earlier have failed. Then what further steps the Government proposes to take in this regard?

[*English*]

MR. SPEAKER: Shri Vijay Naval Patil.

SHRI VIJAY NAVAL PATIL: Mr. Speaker, Sir, as the hon. Urban Development Minister has not yet allotted me a

house, I am a direct victim of air pollution because of vehicles. I am staying in NOIDA. Whenever there is a breakdown of one vehicle on the road, all other vehicles slow down and it takes more than one hour to pass through that route of ten kilometres. So, I would like to know whether a provision will be made or amendment will be made in the law to the effect that if there is a breakdown of a vehicle because of negligence in maintenance by the owner and if it causes bottleneck in traffic, such negligent owners will be punished, just as we punish these who drive at more than fifty kilometres per hour speed.

MR. SPEAKER: As far as amendment to the law is concerned, well, I do not know whether...

(*Interruptions*)

SHRI VIJAY NAVAL PATIL : Sir, it is a known fact that even one vehicle breaking down on that road causes one-hour delay to every other vehicle.

MR. SPEAKER: As far as amendment is concerned, we do not do it during the Question Hour.

SHRI KAMAL NATH: Sir, there is greater pollution from vehicles when they are idling. If there is a breakdown, the traffic will be held up... (*Interruptions*). I cannot help it if there is a breakdown.

SHRI VIJAY NAVAL PATIL : Is there is provision to punish those who are negligent and will immediate action be taken against them?... (*Interruptions*)

SHRI KAMAL NATH: Sir, I can only say that when a vehicle is idling, it is at that moment that the pollution load is the highest, and if action is to be taken against that vehicle, it is for the Home Department to consider and not for us.

[*Translation*]

SHRI JASWANT SINGH: Sir if vehicles account for 60% pollution in Delhi, then will

the hon. Minister please let me know whether there is any proposal in which vehicles will stop plying one day in a week in Delhi?

SHRI KAMAL NATH: Sir, if the hon. Member makes any such suggestion, we will certainly consider it. But as of today there is no such move.

SHRI JASWANT SINGH: I have already made... (*Interruptions*)

AN HON. MEMBER: Is the Government going to consider it?

(*Interruptions*)

SHRI KAMAL NATH: Sir, his question is whether such a proposal is under consideration or not? I would like to say that if the hon. Member makes such a suggestion, it certainly be considered.

[*English*]

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI ARJUN SINGH): I think the House must be grateful to the hon. Minister of Environment and Forests because, I think, for the first time, he has given the figures of pollution in metric tonnes.

WRITTEN ANSWERS TO QUESTIONS

[*Translation*]

Auction Of Sal Seeds

*389. DR. P.R. GANGWAR: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether sal seeds are being auctioned by Pilibhit Forest Division, Uttar Pradesh;

(b) if so, the quantity of seeds auctioned and the amount realised therefrom during the last three years, year-wise;

(c) whether the sal seeds were not auctioned this year; and

(d) if so, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH): (a) Yes, Sir.

(b) The quantity of sal seeds auctioned and amount realised therefrom during the last three years in Pilibhit North and South Divisions are as under:-