

On petition of Dr Sanjay Kulshrestha with Mr Vardman Kaushik, in National Green Tribunal for relief in severe vehicular pollution, on 7th April, 2015, NGT passed an order to ban diesel vehicles that are more than 10 years old and on the same petition recently on 11th December, 2015, it also passed an order for temporary banning of registration of private diesel cars/SUVs of all categories in Delhi [[OA 95/2014 jointly with Vardhaman Kausik OA 21/2014]. In support of prayer, petitioner Dr Sanjay Kulshrestha was also allowed twice to make a power point presentation before both the benches of Hon’ble National Green Tribunal.



Interview of Dr Kulshrestha by NDTV after this Ban

Log on to:

<http://khabar.ndtv.com/video/show/news/ngt-bans-10-yrs-old-vehicle-entry-in-delhi-362678>



Debate in NDTV Studio on Air pollution of Delhi

For full debate please log on to:

<http://www.ndtv.com/video/player/muqabla/muqabla-will-odd-even-formula-be-successful-delhi/394619>

PUC every three months is not required. "The new vehicles in the case of CNG and other than Bharat Stage-II vehicles that transport department officials had not visited these certificates being issued to commercial vehicles in private vehicles being less than 30%.

PIL seeks curbs to check effect on foetus

Rameshwarji S. Jayashree Handi | two

New Delhi: As Delhi debates the benefits of making PUC certificates mandatory for getting fuel, a surgeon is working to persuade the judiciary to put a cap on the sale of cars and prohibit the sale of fuel-guzzling environmentally-unfriendly vehicles in the city. The reason—adverse effect of vehicular emissions, especially on the foetus.

Dr Sanjay Kulkarni, a paediatric surgeon, has filed a PIL in the National Green Tribunal (NGT). "Studies on pregnant women have proved that vehicular pollution increases chances of birth defects, foetal growth retardation and premature delivery especially in those pregnant women residing close to busy roads," he says. Referencing his case by studies, Dr Kulkarni has asked for guidelines on vehicle sale in the city. Recently, NGT asked the minister concerned, including that of transport and environment, to respond.

The PIL wants the court to define the reaction of both motorised private and commercial four-wheelers, allow only one personal four-wheeler per person and the condition that while selling, personal four-wheelers, in addition to PAN, a copy of the last return filed be mandatory. It has also asked for suffering babies to be treated by providing adequate treatment. The doctor has pleaded that fuel-inefficient cars, especially luxury cars and SUVs, should not be allowed to be sold even after paying additional tax.

The doctor told TOI there were increasing instances of birth defects in fetuses and newborns. "It's a complex issue and I wanted to explain to the bench the various factors that contribute to this," said the doctor. According to him, the government has surprisingly not conducted any proper study regarding the number of deaths and effects in relation to air pollution-induced health problems. "Most of the work has been by NGOs," he said.

He wants the growth of vehicles to be checked. "We can do it in two ways—temporary reduction by strengthening our public transport system and a drastic reduction by putting a cap on the sale of cars and removing old vehicles from roads," he added.

by the chief secretary and his special CP (air), secretary (environment), secretary of pollution in the capital. After the WHO report, DGPC officials did not put a ceiling limit of clean air programme in Centre for Secondary Environment.

Agra doctor moves green tribunal over air pollution

As per the WHO report

New Delhi: Raising alarm bell about the adverse effect of air pollution on fetuses and newborns, a paediatric surgeon has moved the National Green Tribunal (NGT) seeking directions to the authorities to regulate the sale of cars.

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Agra doctor moves green tribunal over air pollution

Jayashree Nandi TNN

New Delhi: Raising alarm bells over the adverse effect of air pollution on fetuses and newborns,a paediatric surgeon has moved the National Green Tribunal (NGT) seeking directions to the authorities to act against the scourge of our times.

Dr Sanjay Kulshresthra,the Agra-based petitioner,quotes a number of scientific studies indicating an increasing trend of low birth weight,pre-term deliveries and physical anomalies among babies in Indian cities.

On Monday,he urged NGT to issue a number of urgent directions to the government to reduce air pollution,including specifying the road-life of private and commercial vehicles and take measures to withdraw vehicles that had crossed this specified period.

He appealed for directions to permit a person to own just one personal four-wheeler and suggested that tax benefits be withdrawn for people going in for a second car.He also sought curbs on the sale of luxury cars and SUVs,and said a committee of experts should be formed to make guidelines on pollution in congested cities such as Delhi,Mumbai and Kolkata.

Apart from the recent WHO air quality database that shows Delhi has the highest PM 2.5 (fine particle) levels,Kulshreshtra quotes a study from Newcastle University saying pregnant women in India exposed to vehicular pollution are significantly more likely to have smaller babies.The International Agency for Research on Cancer (IARC) added air pollution to Group 1 carcinogens,the same category under which tobacco,UV radiation and plutonium fall, the petition states.

The government should provide free medical care to babies impacted by vehicular pollution,Sanjay Kulshresthra added.

A significant number of personal four-wheelers are being used for luxury or for not so very important purposes and are probably the sideeffect of economic growth and high disposable incomes.Delhi adds roughly 1,400 new vehicles a day or 5 lakhs vehicles in a year more than double of what was added in the pre-CNG period, it states.

NGT has issued notices to all respondents including the ministries of environment,health,road transport,finance and women and child development.It also stated that ministry of petroleum was a necessary party in the case and so should also be served a notice.

Doctor opposes stay plea on vehicle ban

Jayashree Nandi
@timesgroup.com

New Delhi: Ahead of Monday's crucial hearing, an Agra-based paediatric surgeon, whose petition against high air pollution levels is being heard by National Green Tribunal, has filed a reply countering the Union transport ministry's plea for a stay

We need to debate the issue as right of polluters versus right of sufferers or democratic rights vs fundamental rights of our citizens, Kulshreshtha said

on banning vehicles that are over 10 years old.

Arguing against the transport ministry's claim that it's the people's democratic right to retain old vehicles, Dr Sanjay Kulshreshtha has submitted that their fundamental right to life is being violated by vehicular pollution, particularly emissions from diesel

sel vehicles. Kulshreshtha has prayed the tribunal not stay its earlier order of banning old diesel vehicles and pass an order restricting the number of diesel vehicles on roads instead.

The road transport ministry had recently filed an application in NGT claiming that, as only 7% of vehicles in the capital are more than 10 years old, they are not a major contributor to pollution. It had quoted a study published in Elsevier Journal, titled 'Benchmarking vehicle and passenger travel characteristics in Delhi for on-road emission analysis' and authored by scientists Rahul Goel, Sarash K Guttikunda, Dinesh Mohan and Geetam Tiwari.

Kulshreshtha has drawn the tribunal's attention to another study by Central Pollution Control Board, called 'Status of Vehicular Pollution Control Programme in India, 2010', that found that over 60% air pollution is caused by vehicles more than 10 years old and that such vehicles constitute just under less than 20% of the fleet.

WHO ALL HAVE TO ANSWER

Union ministries of surface transport, environment and forests, urban development and petroleum; Delhi govt and other related authorities told to submit their opinion by next week to NGT on:

- 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
- Benefits for new owners of vehicles prohibited to run in NCR
- Concessions to people for scrapping their vehicles
- Deployment of public transport vehicles on priority at places with high commercial activities, markets and industrial areas
- Rationalization of parking charges to encourage people to use parking zones
- Hiking registration cost and imposing other charges, like the one for congestion, particularly on families with more than one vehicle
- Controlling emissions from big power projects such as Indraprastha, Badarpur and Rajghat

Kulshreshtha also submitted that the transport ministry has not interpreted the research paper's conclusions in the "correct spirit". "A more practical approach to control personal diesel cars can be allowing registration of only a fixed number of diesel cars," he has stated in the reply.

Kulshreshtha put a strong argument in his reply to the transport department's claim that "it is the democratic right of citizens to use vehicles for any length of time as

long as it is fit to move on the road", Kulshreshtha said "In present circumstances we need to debate the issue as right of polluters versus right of sufferers or, more specifically Democratic rights versus fundamental rights of our citizens."

He also countered the transport ministry's submission that such a ban will impact essential services as several government agencies such as hospitals, fire brigades, municipal corporations use old vehicles falling in the ban category. Kulshreshtha pointed out that the government has procured new vehicles and equipment in the past for various occasions.

The transport ministry had pleaded that people invest a lot of money to buy their vehicles and taken loans with the assumption that they will run for their lifetime. Kulshreshtha said that the government is spending a huge budget of Rs 2.5 to Rs 4 lakh crore for treatment of health conditions caused by exposure to air pollution.

Gaps in IIT emission study: NGT

Extends Stay On Order Banning Polluting Diesel Vehicles

By Anshu Sharma

New Delhi: National Green Tribunal (NGT) on Monday postponed the decision on stay order on the ban on polluting diesel vehicles in "hard measures" and "soft measures" report on how much air pollution is caused by diesel-run vehicles. The report, submitted by the Delhi government, was part of the stay order on the ban on polluting diesel vehicles in Delhi. The NGT had earlier ordered the Delhi government to submit a report on the impact of the ban on polluting diesel vehicles in Delhi. The report, submitted by the Delhi government, was part of the stay order on the ban on polluting diesel vehicles in Delhi.

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WHAT ALL WAS SAID IN THE TRIBUNAL

WHAT IT DOESN'T SAY

In actual number of vehicles, it does not say that the ban on polluting diesel vehicles in Delhi is a "hard measure" and "soft measure" report on how much air pollution is caused by diesel-run vehicles.

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HOW NGT REACTS

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Delhi govt mum on key aspects

Delhi government has not responded to the NGT's order on the ban on polluting diesel vehicles in Delhi. The NGT had earlier ordered the Delhi government to submit a report on the impact of the ban on polluting diesel vehicles in Delhi.



TIMES CITY

THE TIMES OF INDIA, NEW DELHI / AGRA | WEDNESDAY, JANUARY 14, 2015

CHEERS FOR UP AS SIX DECORATED WITH PADMA AWARDS | 5

SHIVPA
OF 201

NGT sends notice to city over alarming rise in pollution levels

Wants Officials To Put Curbs On No. Of Vehicles

Aditya Dev@timesgroup.com

Agra: The National Green Tribunal (NGT) has sent notices to Agra and seven other cities over the sharp surge in air pollution levels due to increase in number of privately owned petrol and diesel-run vehicles.

Concerned over the unbridled rise in air pollution levels in the city, the environmental protection agency has also sought recommendations from the administrations of Uttar Pradesh and other states to consider rising private ownership of multiple vehicles and ways to reduce pollution-causing vehicles.

Similar notices have been issued to New Delhi, Chennai, Kolkata, Mumbai, Bhopal, Allahabad, Hyderabad and Agra through the chief secretaries of their respective states.

The notice comes after city-based paediatric surgeon Nandya



UNHOLY SMOKE: Similar circulars have been sent to seven other cities

Kulshrestha, in his letter to the NGT, wrote about how deteriorating air quality would have an "adverse impact" on the health of children, newborn babies and children as "they are likely to develop congenital and acquired diseases".

The doctor, in his application, also touched upon the "tremendous increase in vehicles" on roads, and how it was "adding to the pollution of ambient air quality in the country especially the metros". Kulshrestha further

stated that there were about 19.5 crore motor vehicles on Indian roads in March 2014, and every year 1.5 crore new vehicles are expected to roll out on the roads.

He added that "construction of roads and bridges was not the solution as purification efforts would always be out-paced by pollution resulting from number of vehicles. The increasing number of vehicles every year would frustrate any specific standards". He said the sharp burgeoning of number of cars would

render all efforts "futile".

Instead, he felt, a law should be made on fixing the number of four-wheelers a family can own. He also recommended the given tribunal to fix an age limit for every car, beyond which using it would be deemed illegal. He also stressed on the importance of "controlling" the number of luxury cars as they are car-fuel-efficient.

Ending merit in his suggestion, the NGT, headed by chairperson Swastik Kumar, has pressed the ministry of environment, forest, climate and industry of petroleum to take "actual steps", and not "more paper work" to "show results on the ground".

In its January 23 order, the NGT also directed concerned secretary of NCT of Delhi and additional secretaries of ministry of environment and forest (MoEF), ministry of petroleum, ministry of transport and industry of health to hold a meeting and bring out a workable resolution to ensure controlling of air pollution in Agra and the seven metropolitan cities.

The case will come for hearing once again on February 25.

4 Taj staffers shifted over

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<http://epaperbeta.timesofindia.com/Article.aspx?eid=31808&articlexml=Doctor-opposes-stay-plea-on-vehicle-ban-15052015006045>
<http://www.dailypioneer.com/sunday-edition/sunday-pioneer/special/smoke-choke-delhi.html>
<http://timesofindia.indiatimes.com/city/delhi/Air-pollution-campaign-not-anti-development-Activists/articleshow/47135395.cms>
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<http://timesofindia.indiatimes.com/city/delhi/Agra-doctor-moves-green-tribunal-over-air-pollution/articleshow/35079491.cms>
<http://timesofindia.indiatimes.com/city/delhi/Plea-in-SC-to-extend-ban-to-small-diesel-cars/articleshow/51016217.cms>
Book: <http://tsunamionroads.org/Book/e.book%20Tsunami%20on%20Roads.pdf>

A French govt. channel has prepared a film of 90 minutes on air pollution in the world including India covering indian status of air pollution, they have included my work along with noted Indian environmentalists [<https://youtu.be/WPBSLrQYhaw>] from 52nd to 57th minute of this film.

On 10th March, 2017, I was invited as a panelist for ‘International Summit on Air pollution- Health Advisories’ organized by Central IMA at New Delhi and delivered talk on “Health Impacts of vehicular pollution on vulnerable class, especially fetus in metro cities”. On 28th June 2017 at India International Centre, Delhi during Clean Air Knowledge conference by International NGO Clean Air Asia, India delivered a talk “Vehicular air pollution in India: Its serious health impact on vulnerable class of society”

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**SAVE AN ACCIDENT VICTIM
AND BE A TRUE HERO**

No harassment by police/hospital if you help an accident victim

DELHI POLICE
Shanti Seva Nyaya

Don't stay diesel ban: Doc to NGT

Times News Network

New Delhi: Days ahead of a crucial hearing by National Green Tribunal, paediatric surgeon Dr Sanjay Kulshrestha filed an affidavit, appealing it to not stay the ban on diesel vehicles that are over ten years old in National Capital Region. The affidavit is in response to a petition against high air pollution levels in Delhi in which NGT ordered diesel vehicles more than ten years old be phased out but later ordered a stay on that ban.

The Union ministry of road transport is opposing the ban in NGT. It has not only claimed that old diesel vehicles are responsible for a minuscule amount of PM2.5 emissions but also submitted scientific papers by IIT Delhi to argue that the transport sector is not the worst offender. Dr Kulshrestha in his affidavit said that vehicular pollution is not only responsible

for PM2.5 but also other pollutants—nitrogen dioxide, sulphur dioxide, ozone and benzene. Kulshrestha's original petition was against poor air quality that is reportedly causing congenital defects in newborns.

"People are exposed to a mixture of pollutants whose combined effect has a serious health impact. The benefits are greater when pollution sources are regulated for multi-pollutants," the affidavit said. "Diesel is now proved to be a direct cause of lung cancer as for the first time WHO and International Agency for Research on Cancer declared 'direct diesel fumes' as a major carcinogenic factor."

Kulshrestha pleaded that 10% ethanol blending be implemented to counter effects of diesel and petrol. "We have only 22.5% ethanol blending in India against a target of 10%... In countries like Brazil 25% blending is mandatory."

YOU alone can stop Delhi's future from going up in smoke.

POLLUTION TERROR

AIR QUALITY INDEX PM2.5

Delhi	89	Good
Tomorrow	82	Good
Pune	31	Good
Tomorrow	34	Good

Source: SAFAR PM2.5 AQI-48h (11 stations)

Hyderabad	62	Good
Chennai	39	Good
Kolkata	20	Good
Mumbai	37	Good

US Embassy data calculated as per Indian standards by SAFAR/ANCD, IIT Madras

Disclaimer: Station Data Per City at 8pm

Plea in SC to extend diesel ban to small- & mid-segment cars

Times News Network

New Delhi: An appeal filed in the Supreme Court has sought a modification to its recent order banning registrations of diesel SUVs of more than 2000cc engines. Dr Sanjay Kulshrestha, a paediatric surgeon who pleaded himself in the MC Mehta vs Union of India case against high air pollution levels in Delhi, appealed that mid- and small-segment diesel cars be also brought under the ambit of the ban.

SC is likely to hear the case on February 18 and revisit the ban imposed till March 31. The auto industry has already sought vacation of the order.

Dr Kulshrestha, in his sub-

mission to the SC, referred to how auto companies were "trying to defy the SC order of banning big-segment diesel cars... by making the engine capacity 1.99 thousands, i.e., just less than the limit for banning high-end diesel cars. This does not reflect moral commitment of auto companies towards the health of our citizens".


The petition against poor air quality in cities was being heard by National Green Tribunal (NGT) until recently. But after the NGT bench recused itself as it was already being heard by the SC, Kulshrestha pleaded himself in the MC Mehta case. In his submission, he said the SC was considering a one-time green tax or a com-

The petitioner said auto companies were 'trying to defy the SC order by making the engine capacity 1.99 thousands, i.e., just less than the limit for banning high-end diesel cars'

pensation charge to discourage the sale of certain segments of diesel cars, but people who bought these cars after paying the tax would continue to have the "legal right to pollute". He added that Euro-IV-compliant diesel cars were emitting about 27 times more particulate matter (PM) and 10 times more

oxides of nitrogen (NOx) than their petrol counterparts. "In fact, only at Euro-VI/BS-VI are diesel cars more or less at par with petrol ones".

The plea also cited how one company was already making a petrol-run SUV of engine capacity 2.2 lakh, but only for export. "That clearly shows that every alternative is already there in the pipeline. If we allow such diesel cars, (the) petitioner feels there should be some guidelines up to what extent such polluting vehicles would be allowed in a year", the submission said. Kulshrestha demanded that auto companies and refineries work on leapfrogging to BS-VI at the earliest.



SWACHH BHARAT
AIR QUALITY INDEX

Delhi	Tomorrow
Pune	Tomorrow
Mumbai	Tomorrow
Source: SAFAR	
Hyderabad	
Chennai	
Kolkata	

US Embassy data on standards by SAFAR
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Poison of Pollution Kills Newborns

By Sumit Kumar Singh

Published: 13th Dec 2015 06:00:00 AM

NEW DELHI: A plea by Dr Sanjay Kulshrestha, a paediatric surgeon, to the National Green Tribunal says that with the winter setting in, smog and the climbing rate of particulate matter (PM) level in the air is affecting "the lung, heart of the newborn and creates various types of respiratory diseases". Studies on pregnant women have concluded that "air pollution can increase the chances of birth defects, foetal growth retardation and premature delivery especially in women living close to busy roads".

The Central government has roped in top doctors from both government and private hospitals, NGOs and the Central Pollution Control Board to prepare a detail report on 'how air pollution has an adverse effect on foetuses and newborns'. The report will be completed a month's time.

Dr Neelam Kler, Chairperson, Neonatology, Sir Ganga Ram Hospital warns of a "nuclear holocaust" type of situation if air pollution is not checked immediately. A report by Indian Council of Medical Research and US-D based Health Effects Institute also shows air pollution as the fifth leading cause of death in India.

Dr Keerti Khetan at BLK Super Specialty Hospital said, "A pregnant women with a respiratory problem caused by pollution will deliver a baby with a similar problem, because of the lack of adequate oxygen reaching her brain."

Air pollution campaign not anti-development: Activists

TNN | May 3, 2015, 02.30AM IST **inShare**

<http://timesofindia.indiatimes.com/city/delhi/Air-pollution-campaign-not-anti-development-Activists/articleshow/47135395.cms>

NEW DELHI: Union environment minister Prakash Javadekar's controversial remark that "vested interests" were behind the campaign against air pollution has left many activists fuming. The minister had reportedly attributed the campaign to "forces that do not want India to progress" though on Saturday he did try to clarify his remarks. Ironically, on Friday, the government's own Central Pollution Control Board (CPCB) released an air quality bulletin in which Delhi was shown to be having the poorest air quality among eight cities as ozone levels were high in the city.

Though several CPCB reports have confirmed that Delhi's air quality is indeed very poor, environmentalists said they were appalled that Javadekar seems to be oblivious of the government's own findings. Instead, he was critical of a certain embassy's air pollution

NGT takes pollution fight to all states

Apr 18 2015 : The Times of India

<http://epaperbeta.timesofindia.com/Article.aspx?eid=31808&articlexml=NGT-takes-pollution-fight-to-all-states-18042015001061>

Widening the ambit of the case against rising air pollution in Delhi, the National Green Tribunal (NGT) on Friday issued notice to chief secretaries of all states and UTs, asking them what steps were being taken to combat the menace.

The NGT bench, headed by chairperson Justice Swatanter Kumar, also directed states to submit information on the density of vehicles and air quality readings by May 1 and come up with suggestions to improve air quality. Citing examples of cities like Bangalore, Hyderabad, Pune and Mumbai, the bench sought details of what they were doing to deal with the issue.

The bench was hearing a petition by lawyer Vardhaman Kaushik on high air pollution levels in Delhi. Kaushik's plea was merged with a case filed by Agra-based pediatric surgeon Dr Sanjay Kulshrestha who said severe air pollution levels across the country were not just affecting newborns but also fetuses. Since the cases have been combined, the bench decided to involve the rest of country in responding with possible solutions. With regard to the capital, NGT directed the Delhi Pollution Control Committee and Central Pollution Control Board to monitor emissions at the Badarpur and Rajghat thermal power plants.

Earlier this week, NGT had stayed for two weeks its earlier order of impounding diesel vehicles more than 10 years old plying in Delhi. It has sought suggestions from various agencies in Delhi government on better implementation of its order by May 1.

The case has seen a number of landmark orders in the past few months as NGT took up the issue of air pollution actively. In November last year, while hearing the matter, the bench had issued a 14point directive which included a ban on petrol and diesel vehicles older than 15 years -a move that's likely to take an estimated 10 lakh vehicles off the road. It also barred burning of waste in the open besides placing restrictions on parking and ordering stricter vigil on overloaded trucks entering the city.

रोड पर नहीं चलेंगे ज्यादा पुराने वाहन

♦ आगरा के डॉ. संजय कुलश्रेष्ठ की याचिका पर एनजीटी ने सरकार को दिया नोटिस

आगरा: बहुत संभव है कि वक्त-वक्त पर कार बदलने का शौक आगरा के बाशिंदों को दिल में दबाना पड़े। नेशनल ग्रीन ट्रिब्यूनल ने दिल्ली की उप सरकार को भी नोटिस जारी किया है। आगरा के वरिष्ठ चिकित्सक डॉ. संजय कुलश्रेष्ठ की याचिका पर सुनवाई करते हुए एनजीटी ने निर्देश दिए हैं कि बढ़ते प्रदूषण को देखते हुए वाहनों की संख्या पर नियंत्रण को ठोस नीति और कार्ययोजना बनाई जाए।

आगरा के डॉ. संजय कुलश्रेष्ठ ने नेशनल ग्रीन ट्रिब्यूनल (एनजीटी) में याचिका दायर की है। उन्होंने तर्क दिया कि देश में इस समय लगभग 19.5 करोड़ वाहन (चार पहिया) दौड़ रहे हैं। डेढ़ करोड़ वाहन हर साल बढ़ जाते हैं। वाहनों की यह अनियंत्रित संख्या खतरनाक है। लगातार बढ़ते वायु प्रदूषण की वजह से स्वास्थ्य को खतरा है। खास तौर पर बच्चों में प्रदूषणजनित बीमारियां देखने को मिल रही हैं। इसका उपाय जरूरी है।

डॉ. कुलश्रेष्ठ ने याचिका में उल्लेख किया कि दिल्ली में लगातार सड़क और फ्लाईओवर बनते जा रहे हैं, लेकिन उसके बाद भी जाम से राहत नहीं है। लिहाजा, सड़कें बनाते रहने से समाधान नहीं हो सकता, इसलिए ठोस उपाय करने चाहिए। याचिकाकर्ता ने सुझाव भी रखे कि एक व्यक्ति को एक से अधिक कार न बेची जाए। यदि कोई कार खरीदे तो उससे पैन के साथ इन्कम टैक्स रिटर्न का ब्योरा भी लिया जाए। साथ ही दिल्ली के लिए जारी आदेश की तरह अन्य मेट्रो सिटी और आगरा में भी पुराने वाहनों के संचालन पर पाबंदी लगाया जाना बेहतर होगा। उन्होंने आगरा में बढ़ रहे प्रदूषण से ताज को नुकसान का भी उल्लेख किया। याचिका पर सुनवाई करते हुए एनजीटी के चेयरमैन जस्टिस स्वतंत्र कुमार, विशेषज्ञ सदस्य एआर यूसुफ और रंजन चटर्जी ने शुक्रवार को निर्देश जारी किए। उन्होंने उप सरकार को नोटिस जारी कर कहा है कि वाहनों की संख्या पर नियंत्रण के लिए ठोस कार्ययोजना बनाई जाए। इसके लिए स्वास्थ्य विभाग सहित संबंधित विभागों की बैठक कर ली जाए। प्रदूषण पर रोकथाम के लिए यह बहुत जरूरी है। कार्ययोजना के साथ एनजीटी द्वारा 25 फरवरी 2015 को अगली सुनवाई की जाएगी।



NGT sends notice to city over alarming rise in pollution levels

Wants Officials
To Put Curbs On
No. Of Vehicles

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Agra: The National Green Tribunal (NGT) has sent notices to Agra and seven other cities over the sharp surge in air pollution levels due to increase in number of privately owned petrol and diesel-run vehicles.

Concerned over the unbridled rise in air pollution levels in the city, the environmental protection agency has also sought recommendations from the administrations of Uttar Pradesh and other states to counter rising private ownership of multiple vehicles and ways to tackle pollution-causing vehicles.

Similar notices have been issued to New Delhi, Chennai, Kolkata, Mumbai, Hong Kong, Allahabad, Hyderabad and Agra through the chief secretaries of their respective states.

The notice comes after city-based paediatric surgeon Nanday



UNHOLY SMOKE: Similar circulars have been sent to seven other cities

Kulshrestha, in his letter to the NGT, wrote about how deteriorating air quality would have an "adverse impact" on the health of fetuses, newborn babies and children as "they are likely to develop congenital and acquired diseases".

The doctor in his application, also touched upon the "unseen" increase in vehicles on roads, and how it was "adding to the pollution of ambient air quality in the country especially the metros". Kulshrestha further

stated that there were about 19.5 crore motor vehicles on Indian roads in March 2013, and every year 1.5 crore new vehicles are expected to roll out on the roads.

He added that "construction of roads and bridges was not the solution as purification efforts would always be out-classed by pollution resulting from number of vehicles. The increasing number of vehicles every year would frustrate any specified standards". He said the steep burgeoning of number of cars would

render all efforts "futile".

Instead, he felt, a law should be made on fixing the number of four wheelers a family can own. He also recommended the green tribunal to fix an age limit for private cars, beyond which using it would be deemed illegal. He also stressed on the importance of "controlling" the number of luxury cars as they are not fuel-efficient.

Finally, in his suggestion, the NGT, headed by chairperson Sumanter Kumar, has pressed the ministry of environment, forest (MoEF) and ministry of petroleum to take "actual steps", and not "mere paper work" to "show results on the ground".

In its January 23 order, the NGT also directed concerned secretaries of NCT of Delhi and additional secretaries of ministry of environment and forest (MoEF), ministry of petroleum, ministry of transport and ministry of health to hold a meeting and bring out a workable resolution to ensure controlling of air pollution in Agra and the seven metropolitan cities.

The case will come for hearing once again on February 25.

4 Taj staffers shifted over

Demand for