

Awareness Rally with School Children On National Air Pollution Day

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ANTI-POLLUTION CRUSADERS

■ Young activists led by environmentalist Dr Sanjay Kulshrestha hold a rally on National Pollution Control Day near the Taj Mahal on Sunday.

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HT Correspondent
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गणी, सचिव डॉ.
न मौजूद रहे।

चलाया। अध्यक्ष अनिल राठौर, प्रोजेक्ट कोर्डिनेटर देवेन्द्र सिंह, काउंसलर जितेश और ओमान्स सोसाइटी अध्यक्ष बोबी शर्मा मौजूद रही। इससे पहले रैली निकाली।

जन गल्स इंटर कॉलेज में रैली निकाली गई। जहा डा. यागशवर दयाल व डा. सुजाता सिंह ने हरी झंडी दिखाई।

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महामारी का रूप ले चुका है वायु प्रदूषण

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आगरा | वरिष्ठ संवाददाता

वायु प्रदूषण अब छोटी-मोटी समस्या नहीं रही है। यह बाढ़, भूकंप, जलजला, सुखे जैसी आपदा का रूप ले चुकी है। यही कारण है कि प्रदूषण से देश में हर साल 10 लाख से अधिक मौतें हो रही हैं। दिल्ली-एनसीआर समेत आगरा व अन्य शहर तीन साल से जहरीली हवाओं से जूझ रहे हैं।

सुप्रीम कोर्ट, सरकारी एजेंसियां, नेशनल ग्रीन ट्रिब्यूनल जैसी संस्थाएं लगातार प्रदूषण को कम करने के लिए चिंतित हैं। नई-नई गाइडलाइन बनाई जा रही हैं। दिल्ली और आगरा में पुरानी डीजल की गाड़ियों पर प्रतिबंध भी लगाया जा चुका है। दिल्ली के अलावा यूपी के गाजियाबाद, कानपुर, हापुड़, मुजफ्फरनगर, लखनऊ, आगरा जैसे शहर इसकी चपेट में हैं। तीन साल से इतने शहर लगातार जहरीली हवाओं के साथ लड़ रहे हैं। हर सीजन में प्रदूषण का स्तर केंद्रीय प्रदूषण निबंधन बोर्ड के मानकों से अधिक रिकार्ड किया गया है। सीजन में भी आगरा में पीएम 2.5 का स्तर 410 माइक्रोग्राम प्रति मीटर बंधु दर्ज किया गया।

350 पर सूक्ष्म कण स्थिर

बीते दिनों हवा में मौजूद सूक्ष्म कणों की मौजूदगी 410 माइक्रोग्राम प्रति मीटर बंधु तक रिकार्ड की गई थी। यह अब 300 से लेकर 340 के बीच में है। यानि शहर प्रदूषण के दूसरे सबसे खतरनाक जोन में बना हुआ है। लंबे समय तक यह स्थिति हर आमोखास के लिए घातक साबित हो सकती है।

आज त्राहिमाम दिवस

नेशनल पॉल्यूशन डे पर दोपहर 12 बजे वाइस आफ स्कूल एसोसिएशन, सुनामी ऑन रोड संस्था कछपुरा में मेहताब बाग से पहले त्राहिमाम दिवस मनाएगी। यहां स्कूली बच्चों को बुलाया गया है। इसमें सरकार, प्रशासन, एजेंसियों के कारगर न होने पर क्षोभ, रोष व्यक्त किया जाएगा।

मगवान से लगाएंगे गुहार

प्रदूषण रोकने में सारी संवैधानिक संस्थाएं फेल हो चुकी हैं। लिहाजा कार्यक्रम में अब भगवान से गुहार लगाई जाएगी। प्रार्थना और पूजा भी की जाएगी। निजी वाहन खासतौर से निजी कारों की संख्या को कम करने के उपायों पर विचार होगा।

ए आपका कोलेस्ट्रॉल तन-मन सेहत का दुश्मन न ब

SMOKE CHOKES DELHI

According to the latest report released by the World Health Organisation, Delhi is the most polluted city in the world when it comes to air quality. More than 10,000 people are vulnerable to premature death annually due to the carbon monoxide levels touching 6,000 microgram per cubic metre — way above the safe level of 2,000 microgram per cubic metre. Experts tell SHALINI SAKSENA that the Capital is choking as never before

Our environmental problems originate in the hubris of imagining ourselves as the central nervous system or the brain of nature. We're not the brain, we are a cancer on Nature

— Dave Foreman, American environmentalist and co-founder of the radical environmental movement Earth First

In 1998, when the Supreme Court had instructed all public transport to run on CNG, it caused a lot of stir but the move reduced levels of respirable suspended particulate matter (RSPM) — from 409 µg/m³ in 1995. It went down further to 191 µg/m³ in 2000 and then 161 µg/m³ in 2007.

Today, the situation is alarming with the RSPM touching the 316 µg/m³ point which is almost 16 times higher than what is considered healthy by the World Health Organisation (WHO). The figure is nearly twice that of Beijing, the world's next most-polluted city.

According to the November 2014 data, Delhi has more than 2.9 million vehicles,

it. Air pollution is now not only affecting a pediatric to geriatric population but also human fetuses. Studies on pregnant women have shown that air pollution can increase chances of birth defects, fetal growth retardation and premature delivery, especially in cases where residence is close to busy roads or within 500 metres of busy roads.

"About 55 per cent of Delhi's population lives in that influence zone. According to the Capital's birth rate (3.54 lakh per year), about 88,000 babies are affected by this vehicular pollution," Kulshrestha says. He adds that there is an explosive growth of motorised vehicles in recent times in Delhi. Up to February 2014, there were about 82 lakh vehicles on Delhi roads.

If we see the increase in the number of motorised vehicles in the last three decades, we find that vehicles added in each decade are as follows: 12.5 lakh (1980-90), 18 lakh (1990-2000) and 41 lakh (2000-2014). If we compare this figure with that of 1980, vehicles have

2013 Delhi was worst hit by air pollution among all metro cities. A recent study by scientists from IIT Delhi says that 7,350 to 16,200 premature deaths each year are occurring in Delhi due to air pollution along with 6 million asthma attacks. A Delhi Government report of 2012 said that an average of 23 people die in Delhi daily due to respiratory diseases emanating from deteriorated air quality, a number that has doubled in the past four years much like the increase of diesel vehicles. Diesel is extremely toxic. It is also the key reason why there are such high levels of particulate pollution.

Diesel is known to emit higher smoke, particles and NOx than petrol. According to WHO and other international regulatory agencies, diesel particulates are carcinogens. Even the clean diesel running on fuel with 350 ppm of sulphur, allows higher limits for NOx and particulate emissions as compared to petrol cars.

To tackle the situation, the National Green Tribunal has come up with a drastic step — to ban 15-year-old petrol pri-

1999-2000 report on environmental pollution and the ways to curb it, said: "The report was tabled in the Court pertaining to pollution levels in Delhi. The Court stated that it could be implemented in all Indian cities. According to the report it is important to reduce sulphur and nitrous oxide levels in the atmosphere. Some of the report's recommendations were: To use lead-free fuel, to use more CNG in public transportation, to ensure all old vehicles and two stroke-engines are scrapped from the city, to encourage more public transportation, discourage private vehicles in central business districts, ban trucks from city roads, to implement strict parking norms and to ensure there are signal-free roads." Dr Ojha an environmental consultant with Technogreen Environmental Solutions based in Pune says.

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1997: Economist Dr Maureen Cropper, who was then with the World Bank, collaborated with NDMC to find out that between 1991 and 1994, the average total suspended particulate (TSP) level in Delhi was 575 micrograms per cubic metre—approximately five times the annual average standard of WHO. Levels of TSP in Delhi during the time period exceeded WHO's twenty-four-hour standard of 80 per cent of all days on which readings were taken.

1996-98: A three-year study by Dr SK Chhabra of the Patel Chest Institute found that 20-25 per cent of the adult population of Delhi was suffering from chronic respiratory symptoms like cough, phlegm, breathlessness and wheezing. Rate of occurrence of respiratory

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Smoke choke Delhi

Sunday, 03 May 2015 | Shalini Saksena

[:/ /www.dailypioneer.com/sunday-edition/sunday-pioneer/special/smoke-choke-delhi.html](http://www.dailypioneer.com/sunday-edition/sunday-pioneer/special/smoke-choke-delhi.html)



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According to the November 2014 data, Delhi has more than 2.9 million vehicles, including 8 lakh cars and other four-wheelers, and 20 lakh motorbikes and scooters that are more than 15 years old. This means that for Delhiites, air pollution is a serious health hazard. How urgent is the need to address the problem in the Capital can be gauged from a study conducted by the Kolkata-based Chittaranjan National Cancer Institute on Delhi in 2002. The institute studied 11,000 schoolchildren for three years. They were drawn from 36 schools, each within a 3 km radius of a pollution-tracking station. The study found that from lung function to palpitation, blurred vision to blood pressure, children between four and 17 years of age, were affected much more than their peers elsewhere — the figures were twice to four times as bad.

“It is unlikely that the deficits in lung function at the age of 17, found in a large number of the Capital's schoolchildren, will be reversed as they complete the transition to adulthood,” the study said. The institute visited several schools and found: In lung tests conducted on 5,718 students, 43.5 per cent suffered from poor or restrictive lungs; about 15 per cent of the children surveyed complained of frequent eye irritation, 27.4 per cent of frequent headache, 11.2 per cent of nausea, 7.2 per cent of palpitation and 12.9 per cent of fatigue.

Delhi's numbers were far higher than that among the 'control group' of 4,536 students selected from 17 schools spread across the much less polluted rural areas of Uttaranchal and West Bengal. The major source of this problem stemmed from the city's air convulsing even more due to the 80,000 trucks which enter and exit Delhi every night. Some of these trucks are 10, 15 and 20 years old. What adds to the problem is that in order to save money, several of these trucks use a mixture of the much cheaper kerosene and diesel as fuel contributing to more than 60 per cent of the pollutants released in Delhi.

According to Dr Sanjay Kulshrestha, a senior pediatric surgeon in Agra and the author of *Tsunami on Roads, Wake Up India!*, who has filed several PILs with the National Green Tribunal (NGT), vehicular pollution is the worst enemy of our respiratory system. “There is no part or system in the body which is immune to it. Air pollution is now not only affecting a pediatric to geriatric population but also human fetuses. Studies on pregnant women have shown that air pollution can increase chances of birth defects, fetal growth retardation and premature delivery, especially in

cases where residence is close to busy roads or within 500 metres of busy roads.

“About 55 per cent of Delhi’s population lives in that influence zone. According to the Capital’s birth rate (3.54 lakh per year), about 88,000 babies are affected by this vehicular pollution,” Kulshrestha says. He adds that there is an explosive growth of motorised vehicles in recent times in Delhi. Up to February 2014, there were about 82 lakh vehicles on Delhi roads.

If we see the increase in the number of motorised vehicles in the last three decades, we find that vehicles added in each decade are as follows: 12.5 lakh (1980-90), 18 lakh (1990-2000) and 41 lakh (2000-2014). If we compare this figure with that of 1980, vehicles have increased 16 times.

“Out of total vehicles that have come on the roads in the last 30 years, more than 50 per cent have been added in the last decade. While in 1980, the total number vehicles was five lakh, today every year five lakh vehicles are being added. This means, nearly 1,400 new vehicles are added on the roads every day,” Kulshrestha points out.

He also tells you that 95 per cent of the air pollution problem in Delhi is due to personal vehicles. The only way to control the number of cars from being added on the roads is to increase parking charges — make them so high that people are forced to take the public transport. Increase the rate of taxes, introduce congestion charges, as has been done by several other countries, and check the sale of private vehicles.

“The sad part is that while it takes 25 departments to give clearance for an industry to set shop in the Capital, there is no such monitoring done for cars. One can just buy a vehicle off the showroom. The first thing that needs to be done is to check the explosive increase in cars. The public can’t blame the Government for everything. The Government has a phased programme for introducing Euro-IV vehicular emission norms requiring an investment of Rs55,000 crore by oil and automobile companies in improving fuel quality and vehicular engine specifications. But auto companies have delayed the implementation of these norms. Also, the road expansion is at a 2.9 per cent but the increase of vehicles nearly 15 per cent — more than 10 times the road expansion. It is time that the public took some responsibility as well,” Kulshrestha says. Personal cars on Delhi’s roads are five times more than the national average of two per cent. As much as 15 per cent of Delhi’s population of 1.67 crore has personal cars. The three top road traffic hazards directly related with this very high number of vehicles are: lagging road infrastructure leading to traffic jams/congestion; road accidents and air pollution.

Now that polluting industries have been shifted out of the city, air pollution has become directly proportional to traffic. A report by the Central Pollution Control Board and WHO showed that in 2013 Delhi was worst hit by air pollution among all metro cities. A recent study by scientists from IIT Delhi says that 7,350 to 16,200 premature deaths each year are occurring in Delhi due to air pollution along with 6 million asthma attacks.

A Delhi Government report of 2012 said that an average of 23 people die in Delhi daily due to respiratory diseases emanating from deteriorated air quality, a number that has doubled in the past four years much like the increase of diesel vehicles. Diesel is extremely toxic. It is also the key reason why there are such high levels of particulate pollution.

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To tackle the situation, the National Green Tribunal has come up with a drastic step — to ban 15-year-old petrol private vehicles and 10-year-old diesel vehicles from plying in Delhi-NCR. While the move may sound drastic, experts say that it is a welcome step that should have been taken long back.

According to Anumita Roychoudhary, associate director general at the Centre for Science and Environment, what Delhi needs is urgent implementation of recommendations. “The time to speculate why the Government has not done anything is not the issue here. We have said that there is need to tighten PUC testing methods and compliance.

Grossly polluting vehicles can occur at any vintage and these will have to be weeded out with a good inspection programme and smoky vehicle checks. Deploy more advanced in-use monitoring strategies. Integrate on-board diagnostic system for in-use inspection; introduce remote sensing technology for screening on-road vehicles among others. Make PUC certificate conditional requirement for obtaining annual insurance for vehicles in a time bound manner,” Roychoudhary says. She also tells you that the focus should be on an action plan that includes pollution emergency action for smog episodes

and short-and-medium-term measures for more lasting and durable change to meet clean air standards.

Some recommendations by the CSE include: Implementing the Air Quality Index with health advisories and pollution emergency measures; leapfrog emissions standards to Euro V in 2017, and Euro VI in 2020. Nation-wide Euro IV should be in place by 2015; Control dieselisation with tax measures. Diesel has been branded as class I carcinogen by WHO. Need fiscal measures to keep clean fuels like CNG competitive vis-a-vis diesel; Improve and scale up public transport and last mile connectivity: Bring all the 11,000 buses within a year. Ensure reliable and frequent services, GPS enabled public information system; multi-modal integration for metro and bus and last mile connectivity.

In 2000, the Supreme Court approved a report by Bhurelal who was the chairman of the Environment Pollution Prevention and Control Authority and a member of the Monitoring Committee on Sealing set up by the Supreme Court. The 1999-2000 report on environmental pollution and the ways to curb it, said: "The report was tabled in the Court pertaining to pollution levels in Delhi. The Court stated that it could be implemented in all Indian cities. According to the report it is important to reduce sulphur and nitrous oxide levels in the atmosphere.

Some of the report's recommendations were: To use lead-free fuel, to use more CNG in public transportation, to ensure all old vehicles and two stroke-engines are scrapped from the city, to encourage more public transportation, discourage private vehicles in central business districts, ban trucks from city roads, to implement strict parking norms and to ensure there are signal-free roads," Dr Ojha an environmental consultant with Technogreen Environmental Solutions based in Pune says.

Instead of following all the recommendations of the report, Delhi implemented only two — use lead-free fuel and introduces CNG in public transport. Many opine that Delhi would not be in its present situation had it followed the report to a T. Whether banning is the correct solution is a question still hanging fire. Some experts say, there are alternatives. Others say that NGT has technical scientists who must have looked into all aspects before asking for a ban.

Delhi's air pollution needs to be looked at from three angles — social, legal and moral. "The problem is that while water pollution and other pollutants are visible to the naked eye, air pollution can be only felt. This means that public's concern over the quality of air is almost negligible. Public knowledge also is limited. What we can't see, we are not concerned about. Not many doctors will tell you outright that any health-related problem is directly linked to air pollution," Ojha says, adding that there can't be a single point solution to the problem.

"There is need to approach the problem at many levels. Banning polluting vehicles can be one way. There are several other means but for that there has to be conscious policy-making on tackling air pollution. There is diesel retro fitment, a technique through which there is reduction in consumption of fuel for existing diesel cars. This needs to be made available at affordable rates. The public transport needs to be improved, the media should do regular stories on the hazards of air pollution in order to educate the public, there is need for extensive political will, proactive approach of the civic agencies and responsible authorities are some of the driving forces," Ojha explains.

While welcoming the NGT move to ban petrol vehicles that are 15 years old and diesel vehicles that are 10 years old, Kulshrestha is not in favour of the ban on motorbikes. "It is the personal vehicles in the city that are neutralising the Government's efforts to curb air pollution. Almost 2,000 industries were shifted from the Capital. So, industrial pollution no longer applies to the city.

Of the 1,400 vehicles that are added on Delhi roads everyday, one-third are personal vehicles. There is need to address this first. Once this is done, several related things will also be taken care of like the need for continuous need to expand roads to accommodate these cars which is also a major cause of air pollution in the city," Kulshrestha says.



HT Correspondent letters@hindustantimes.com
SC NOTICE TO CENTRE ON DECONGESTION OF ROADS
NEW DELHI:
HT Correspondent letters@hindustantimes.com

HI: The Supreme Court on Monday expressed concern over growing vehicular traffic and issued notice to the Centre on framing guidelines for decongestion of roads.

An apex court bench headed by Justice Dalveer Bhandari gave two weeks time to the Centre for its response to a PIL alleging traffic jam across the country, particularly in metros, was leading to serious health problems. Petitioner Sanjay Kulshrestha, a doctor, urged the court to intervene contending the government had failed to preserve rights of pedestrians to have safe and clean environment.

"Guidelines should be formulated for decongestion of roads by curbing number of personal vehicles," he pleaded, adding that around 5.2 lakh people were dying because of air pollution.

According to Kulshrestha the urban air pollution around 5,27,700 people were are dying.

"Pedestrians are losing their rights to clean and safe roads as there has been huge increase in the number of traffic," he mentioned in his petition. He added that there were around 14.5 crore motorised vehicles on roads up to March 11 last year.

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New Delhi

SC notice to Centre on decongestion of roads

HT Correspondent, Hindustan Times

New Delhi, February 07, 2012

Email to Author

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Wednesday, Feb 08 2012 [6PM](#) [22°C](#) [9PM](#) [21°C](#) [5-Day Forecast](#)

Agra doctor seeks car 'quota' in a bid to curb pollution and reduce traffic jams

By [Gayanant Singh](#)

Last updated at 9:51 PM on 6th February 2012

The Supreme Court has sought the central government's response on a petition seeking restrictions on use of personal vehicles.

The court on Monday issued notice to the government on the PIL filed by an Agra-based doctor, Dr Sanjay Kulshrestha.

The petitioner has proposed restrictions on the ownership of four-wheelers for personal use, like in China and Singapore.

Posting the matter for consideration on March 12, a bench comprising Justice Dalveer Bhandari and Justice Dipak Misra said the petitioner had raised a serious issue in a well-researched petition.

Dr Kulshrestha has submitted in his petition that the increase in the number of motorised vehicles is not only causing traffic jams but is also a major health hazard.

The court (pictured) on Monday issued notice to the government on the PIL filed by an Agra-based doctor, Dr Sanjay Kulshrestha

He said only 2 per cent of the country's population travelled in four-wheelers but because of them, the remaining suffered.

India - with 1,18,239 and 1,26,896 deaths in 2008 and 2009 respectively - has the highest number of deaths in road accidents.

Reduction in speed of vehicles from 50 km per hour to 25 km per hour in Delhi increased emission of toxic fumes by about 100 per cent, Dr Kulshrestha said.

Studies had revealed that air pollution could cause birth defects, fetal growth retardation and premature delivery, he added.

Stressing on the need to act urgently, he said the government was not encouraging public transport system.

Other countries had realised that more roads and flyovers was no answer to traffic jams, he added.

Singapore has introduced a vehicle quota system for purchasing a new four-wheeler. In Beijing, the Chinese government had slashed the quota of cars.

Read more: <http://www.dailymail.co.uk/indiahome/indianews/article-2097352/Agra-doctor-seeks-car-quota-bid-curb-pollution-reduce-traffic-jams.html#ixzz1lrkunpzK>

Monday, February 06, 2012 (20:54:13)

Government's response sought on national traffic management policy

New Delhi, Feb 6: On a plea for formulating a national policy for traffic management and air pollution checks, in keeping with the 2005 WHO guidelines, the Supreme Court today issued notice to the central government.

Justice Dalveer Bhandari and Justice Dipak Misra issued the notice on a public interest litigation (PIL) of Sanjay Kulshreshtha, who wanted the court to direct the government to formulate a policy so that personal four-wheeled vehicles on the roads are reduced in absolute terms by keeping a control on the sale of vehicles.

Kulshreshtha is a senior consultant pediatric surgeon working in Agra.

The PIL has sought direction for a strict Income Tax regulation mandating production of PAN card and income tax returns of the last year in the sale of personal four wheelers.

The petition sought that vehicles should be registered only in those cities that have been mentioned in the tax return and demanded withdrawal of tax benefits for second motorised four-wheeler to professionals.

The petitioner has also sought the formulation of policy and guidelines for the decongestion of roads mainly in order to curb the number of personal four-wheeler cars and other vehicles to control alarmingly increasing traffic hazards.

He said that traffic jams and traffic congestion was another alarming problem that could be directly linked to the vehicular explosion.

The petition said that safety and clean environment on the roads is a fundamental right of all citizens and an essential condition for safe and secure living and sustainable development of the society.

"In recent times", the petition said, "especially during last two decades, thus is being observed that weaker sections on the road, like non-motorised vehicle owners and pedestrians, are losing their right to clean and safe roads as there is a tremendous rise among various road traffic related hazards in India."

Kulshreshtha in his petition said that road accidents have become a major epidemic in the country, claiming 118,239 and 126,896 lives in 2008 and 2009 respectively.(IANS)

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Doctor opposes stay plea on vehicle ban

Jayashree.Nandi
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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 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 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, Sarath 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 30% of the fleet.

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

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
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- 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 said 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.



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>

मोटर वाहनों की कोई उम्र सीमा नहीं

जागरण संवाददाता, आगरा: केंद्र सरकार ने सुप्रीम कोर्ट में दाखिल हलफनामे में कहा है कि मोटर वाहनों की कोई उम्र सीमा अब तक निर्धारित नहीं की गई है, लेकिन बिना फिटनेस सर्टिफिकेट के कोई भी वाहन सड़कों पर नहीं चल सकता।

मुख्य न्यायाधीश अल्लमस कबीर की अध्यक्षता वाली पीठ आगरा के एक्टिविस्ट संजय कुलश्रेष्ठ की जनहित याचिका पर विचार कर रही है। इसमें याची ने पुराने और निजी वाहनों की संख्या को नियंत्रित करने का मुद्दा उठाते हुए न्यायालय से सरकार को निर्देश देने की मांग की है।

वाहनों के प्रदूषण से हर साल सवा पांच लाख मौतें

पेशे से चिकित्सक डॉ. कुलश्रेष्ठ का कहना है कि वाहनों के प्रदूषण से हर साल औसतन 5.27 लाख व्यक्तियों की मौत हो जाती है। देश भर की सड़कों पर 14.5 करोड़ वाहनों का दबाव है, जो उनकी क्षमता से काफी अधिक है। याचिका पर

अगले माह फिर सुनवाई होगी। याचिका दायर होने के बाद सड़क परिवहन मंत्रालय ने राष्ट्रीय राजमार्ग प्राधिकरण से सड़क सुरक्षा और राजमार्गों के विस्तार व उच्चकृत करने की योजनाओं जानकारी मांगी है।

नहीं बताया सरकार ने

सरकार ने अपने जवाब में यह नहीं बताया कि सड़कों से वाहनों की संख्या कम करने के लिए कोई योजना उसके पास है या नहीं। न ही यह बताया कि सड़क पर वाहनों की भीड़ घटाने के लिए क्या किया जाएगा।

चिन्तनीय

पुराने वाहनों पर रोक की मांग को लेकर एनजीटी में याचिका दायर कर रखे हैं बाल रोग विशेषज्ञ

गर्भ में पल रहे शिशु भी वायु प्रदूषण का शिकार

प्रदूषण की वजह से सिकुड़ जाती हैं मां-शिशु के बीच की नसें

बलिराम सिंह | नई दिल्ली

वायु प्रदूषण का असर न केवल हमारे लंग (फेफड़े) पर पड़ रहा है, बल्कि गर्भ में पल रहे शिशु पर भी वायु प्रदूषण का बुरा प्रभाव पड़ रहा है। भारत में पैदा होने वाले 25 फीसदी शिशु प्रीमैच्योर पैदा हो रहे हैं और इसका सबसे बड़ा कारक वायु प्रदूषण को माना जा रहा है। पुराने वाहनों की सड़क से हटाने और वाहनों के वायु प्रदूषण की जांच संख्ती से करने की मांग को लेकर नेशनल ग्रीन ट्रिब्यूनल (एनजीटी) में अपील करने वाले शिशु रोग विशेषज्ञ (कंसल्टेंट पीडियाट्रिक सर्जन) डॉ. संजय कुलश्रेष्ठ यह दावा करते हुए कहते हैं कि वाहनों की संख्या में कमी लाना बेहद जरूरी है। विशेषज्ञों का यह भी दावा है कि वायु प्रदूषण की वजह से गर्भ में पल रहे शिशु और मां के बीच की मुख्य नसें ही सिकुड़ जाती है।

प्री-मेच्योर पैदा हो रहे हैं बच्चे

डॉ. संजय कुलश्रेष्ठ कहते हैं कि प्रदूषण की वजह से बच्चे प्री-मेच्योर पैदा हो रहे हैं। 9 महीने पूरा होने के बावजूद शिशु का पूरी तरह से शारीरिक विकास की समस्या हो रही है। शिशुओं का वजन भी सामान्य से कम पाया गया है। अधिक भीड़-भाड़ वाली सड़कों के आसपास रहने वाली महिलाओं में यह समस्या ज्यादा आ रही है।

आगरा में प्रैक्टिस करने वाले डॉ. संजय कुलश्रेष्ठ का कहना है कि भारत सहित दुनियाभर में वायु प्रदूषण से होने वाली स्वास्थ्य समस्या का अध्ययन करने पर यह बात सामने आई है कि वायु प्रदूषण से मां के गर्भ में पल रहे शिशु के स्वास्थ्य पर प्रतिकूल असर पड़ रहा है। उन्होंने विश्व स्वास्थ्य संगठन की रिपोर्ट के अनुसार दुनिया के 91 देशों में दिल्ली सर्वाधिक प्रदूषित महानगर है। दिल्ली सहित एनसीआर के शहरों फरीदाबाद, गुडगांव, गाजियाबाद, नोएडा, बहादुरगढ़ में भी वायु प्रदूषण का स्तर बहुत ज्यादा है।

सालाना 2.6 करोड़ पैदा होते हैं शिशु

देशभर में सालाना 2.6 करोड़ शिशु पैदा हो रहे हैं, इनमें से लगभग 65 लाख शिशु किसी न किसी शारीरिक विकार से प्रभावित हैं।

वायु प्रदूषण से सिकुड़ जाती हैं नसें, रुक जाता है विकास

नेशनल हार्ट इंस्टीट्यूट के सीईओ डॉ. ओपी यादव का कहना है कि वायु प्रदूषण की वजह से प्लेसेंटा नामक नस सिकुड़ जाती है, जिसकी वजह से शिशु का पूरी तरह से विकास नहीं हो पाता है। इस नस के जरिए ही मां से शिशु को भोजन मिलता है। इसके अलावा मां के शरीर में रक्त गाढ़ा हो जाता है, जिसकी वजह से हाइपरटेंशन, हार्ट फैल्योर की समस्या बढ़ जाती है।

डॉ. कुलश्रेष्ठ की मांग

- एक निश्चित अवधि के बाद पुराने वाहनों को हटाया जाए
- रोस्टेड (क्रमवार) आधार पर वाहनों को चलाने की अनुमति दी जाए
- एक व्यक्ति को एक ही कार की अनुमति मिले
- आयकर को कड़ाई से लागू किया जाए, वाहन खरीद के दौरान पैन कार्ड के साथ पिछला आयकर जमा करने का पत्र भी जमा करने का आदेश दिया जाए
- प्रत्येक शहर की रोड कैपसिटी (सड़क की क्षमता) परिभाषित हो और क्षमता के अनुसार ही वाहन चलाने की मंजूरी मिले, दिल्ली सहित अन्य शहरों में भी इसे लागू किया जाए

वाहनों से निकलने वाली जहरीली गैसें

नाइट्रोजन ऑक्साइड, कार्बन मोनोऑक्साइड, सल्फर डाइऑक्साइड, पीएम 10

<http://epaper.bhaskar.com/detail/?id=656151&boxid=1281313662&ch=cph&map=map¤tTab=tabs-1&pagedate=12/08/2015&editioncode=194&pageno=3&view=image>

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

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➤ 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



LET DELHI BREATHE

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http://epaperbeta.timesofindia.com/Article.aspx?eid=31808&articlexml=Doctor-opposes-stay-plea-on-vehicle-ban-15052015006045

May 15 2015 : The Times of India

Doctor opposes stay plea on vehicle ban

Jayashree Nandi :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 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 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, Sarath 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 30% of the fleet. 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.“ correlation 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

11:15 am in Salempur Khutiana village under Jasrana police jurisdiction of Firozabad district. Victim Pooja Singh was a postgraduate and was the

youngest among five siblings and only daughter of her parents. According to police, Hari-

vansh informed the police (by dialling 100) about the murder. Following the call, a police team lead by SP-rural Rajesh Kumar,

Doc: Pregnant women vulnerable to bad air

Anuja Jaiswal
@timesgroup.com

Agra: The recent poor air quality that left the city gasping has affected general health of the public. Among the most vulnerable to bad air are pregnant women according to a senior city-based paediatric surgeon. He has urged the Union ministry of health (MoH) to issue a health advisory for pregnant women in order to protect them from premature deliveries, prevent foetal deaths and abnormalities caused by air pollution.

Dr Sanjay Kulshreshtha of the department of paediatric surgery, Sarkar Hospital for Women and Children, said air pollution is a 'disease' in an epidemic form and requires an aggressive national programme similar to that of polio, tuberculosis, AIDS, etc to tackle it. He had earlier filed a public interest plea in the Supreme Court in this regard. He said despite the apex court's intervention on his PIL, the health ministry has not issued any advisory for pregnant woman. Kulshreshtha said out of total foetal peri-



If a woman is exposed to higher levels of PM 2.5 one month prior to or after conception, the foetus is more likely to develop some birth defects, Dr Kulshreshtha said

od, the first six-eight weeks are most crucial because of organogenesis (organ formation). He said if a woman is exposed to higher levels of PM2.5 one month prior to or after conception, the foetus is more likely to develop some birth defects.

Citing national and international research reports, he said about 1.7 million babies are delivered every year in India with birth defects, and of these, 1.7 lakh are due to air pollution. Kulshreshtha said, "We have to accept the fact that air pollution is an alarming threat to the fragile foetus. We need to take urgent short and long-term measures to fight this disaster."

Suggesting long-term actions, the doctor said the government should initiate multi-centric research to establish a relationship of air pollution with adverse out-

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Nainital: Vice (IFS) Magsaysay Chaturvedi chairpers low him tion in tti gation wti tion omb the Centri In a le 24, Chatt recently po Conserva search) if that he fu ments fo he shoul in the ins enough v pal. "All t the said filled, re of coolir years, a there be tral Dep my cadr is unde Lokpal t instituti vacanci tigation tive bra chargeo which a

