

THE DEPUTY CHAIRMAN: Question No. 507.

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

श्री अजीत जोगी उत्तर बहुत सराहना है, इसलिए टेबल पर रख दीजिये।
(कवचान)

उत्तरावधि आकर आप पढ़िये हैं आप टेबल पर रख दीजिये। उन लोगों ने पढ़ लिया होगा, उन उनके सप्लीमेंटों का जवाब दे दीजिये।

More.. Members can ask. their supplementaries.

SHRI SURESH PACHOURI: Thank you, Madam-

SHRI KAMAL NATH: I lay it on the Table. . .

, Pollution Control in Delhi

*507. SHRI SURESH PACHOURI: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) what steps have been taken by Government to control pollutios from large and medium scale industries in Delhi;

(b) whether any 'specific steps have been taken to encourage the use of natural gas in Delhi to control pollution; and

(c) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH): (a) industries in Delhi have been asked to comply with the consent requirements of the Delhi, Pollution Control Committee to limit the discharge of effluents and emissions to the stipulaited -standards within a time-frame. The other steps taken to control pollution from large and medium scale industries in Delhi is given in the .Statement. (See below) laid on the Table of the House.

(b) and (c) In Delhi, there are six 30 M.W. Gas-based power plants. Further, Delhi Transport Corporation is to

operate 5. buses op dual-mode fuel comprising, compressed natural, gas, and. diesel by., October, 1992.

. Statement

(a) The steps taken to control pollution. from Jarge and, medium scale industries in , Delhi include the following:

(i) Effluent and emission standards have been prescribed under the Environment (Protection) Act, 1986.

(ii) Fiscal incentives are provided for installation of pollution control equipment and also for the shifting of polluting industries from congested areas.

(iii) A network of ambient in quality and ambient water quality monitoring stations have been set up.

(iv) A scheme has been initiated to give assistance to clusters of small scale industrial units for setting up common effluent treatment plants and new industrial estates rare planned to provide infrastructure for treatment of wastes generated from the units in that area.

(v) The subsidy to the extent of 50 per cent is provided to small scale units by the Delhi Administration for setting up pollution control devices.

(vi) The Delhi Administration through the Transport Department hast been implementing a scheme to control air pollution from exhaust of motor Vehicles. This is being done by providing facilities for checking the emissions from vehicles at petrol stations. 110 private workshops and petrol pumps have been authorised. An awareness campaign oft Vehicular Pollution has been launched.

(vii) The Delhi Transport Corporation has set up a comprehensive action plan to reduce pollution and control smoke emissions ,from its buses. This action plan consists of (i) reducing smoke emissions by tuning vehiclies/etagnes,, (ii) acquiring buses for replacement of over aged buses from,the activo, fleet, (iii) reducing over-lading, (iv) introducing buses with fuel conaerying engines, and (v) equ-

ipping the depots with smoke matters' for monitoring the smoke levels of the fleet at the depots.

श्री सुरेश पचौरी : महोदया, एक रिपोर्ट के मुताबिक दिल्ली में केवल व्हीकलज की वजह से 60 से 70 प्रतिशत पोल्यूशन होता है। क्या सरकार व्हीकल मैन्युफैक्चरर्स को इस प्रकार के निर्देश देगी कि व्हीकलज का उत्पादन करते समय पोल्यूशन कंट्रोल इन्विपमेंट आवश्यक रूप से लगाएँ? यदि इस प्रकार के निर्देश देगी तो उसका विवरण क्या है और इसके लिए जो मैन्युफैक्चरर्स हैं उनको किसी प्रकार की रियायतें सरकार द्वारा प्रदान की जाएंगी? मेरे प्रश्न का दूसरा भाग यह है कि जो विकसित देश हैं उनमें लैड के पोल्यूशन को रोकने के लिए उत्सर्जन मानक लगाए जाते हैं। हमारे देश में लैड पोल्यूशन बैटरी की रिकंडीशनिंग की वजह से बहुत ज्यादा होता है और अपने आप में बहुत घातक है। इस लैड पोल्यूशन को रोकने के लिए सरकार क्या कदम उठाने जा रही है? यह मैं आपको माध्यम से मंत्री जी से जानना चाहता हूँ।

SHRI KAMAL NATH: Lead pollution is the major cause of concern. We have identified lead as one of the critical pollutants and instructions will be issued by the Central Pollution Control Board to the State Pollution Control Board to monitor lead emission. Up till now the standards were general and we are now going to introduce very specific standards about this. As the hon. Member said the process of reconditioning batteries is particularly acute in the urban areas. The directions will be issued to the State Pollution Control Boards not only to monitor this activity strictly but to ensure that closure notices are issued to those units which are not complying with these standards.

श्री सुरेश पचौरी : महोदया, मैं यह जानना चाहूंगा कि दिल्ली और दिल्ली के आसपास ऐसी कितनी लाज और मीडियम इंडस्ट्रीज हैं जो पाल्यूशन उत्पन्न कर रही हैं, कितनों के खिलाफ अभी तक विभाग द्वारा कार्यवाही की गयी है, कितनों के खिलाफ कार्यवाही

नहीं की जा सकी है और उन पर कब तक कार्यवाही की जाएगी?

SHRI KAMAL NATH: Madam, there are 44 large and medium scale water polluting industries in Delhi out of which 38 have adequate effluent treatment plants, 5 are having inadequate treatment plants and one unit has not installed the treatment plant as yet. Appropriate action is being taken against them. So far as the question of industries outside Delhi is concerned, this information is not available with me.

श्री सुरेश पचौरी : शिकायतें तो मिल रही हैं आपको?

श्री कमल नाथ : शिकायतें मिल रही हैं।

SHIR S. JAIPAL REDDY; Madam, I have a very short question to put. Is the Minister aware that the Delhi Transport Corporation is the worst offender in this area? The majority of the buses of DTC discharge emission of absolutely un-paronable quantity. What does the Minister propose to do in this matter?

SHRI KAMAL NATH: Madam, I share the anxiety of the hon. Member and I do agree with what he has said about the DTC. I am sure the Minister of Surface Transport who is sitting here is listening to this.

THE DEPUTY CHAIRMAN; He is sitting behind you.

SHRI KAMAL NATH: We have taken up the matter with the DTC. They have come out with an action plan of converting some of their older engines into newer engines, into having in-house tuning facilities and also to test their emission. There is an action plan being worked out in this regard. But we hope that the Delhi Transport Corporation would discharge their part of the responsibility in this area.

SHRI S. JAIPAL REDDY: Madam. car-owners who happen to follow buses

in Delhi face this problem, not to speak of the people living in Delhi. This is a very serious problem which calls for drastic action and treatment.

SHRI KAMAL NATH: Madam, I am quite willing to take drastic action. But we must recognise that if we take drastic action a large number of buses may be off the road.

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATION (SHRI RAJESH PILOT): No. It is not a fact.

SHRI KAMAL NATH: Since the Minister of Surface Transport is so confident that the DTC buses are not making any emission, the hon. Member can direct this question to my colleague next time.

SHRI RAJESH PILOT: Give me the number. . . (*Interruptions*) . . .

DR. NAUNihal SINGH: Madam, the question relates to the existing industrial unit and the pollution problem. The answer given by the Minister is a kind of a postmortem. I wish to ask the hon. Minister (a) whether before setting up new industries the Government ensures that pollution control equipment is also provided in the new proposals to prevent pollution, (b) Whether the pollution control equipment is imported; and, if so, how much foreign exchange was involved in 1991-92.

SHRI KAMAL NATH: Madam, before new units are given permission to operate,

they are required to obtain consent from the State Pollution Control Boards. We are considering issuing a notification under the existing legislation for codifying this in a better way so that certain units will be required to take prior consent in which will be contained the conditions of effluent treatment and emission control before the units are set up. This is under the consideration of the Government. *But*, presently, all these units are required to take approval from the State Pollution Control Boards before they are set up.

THE DEPUTY CHAIRMAN: Question Hour is over.

WRITTEN ANSWERS TO QUESTIONS Ports in Andhra Pradesh

*503' DR. YELAMANCHILI SIVAJI: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the number of minor ports in Andhra Pradesh;

(b) what is the total volume of exports and imports through these ports; and

(c) what are the corresponding figures in respect of the Visakhapatnam port?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER):

(a) There are nine minor ports in Andhra Pradesh.

(b) The total volume of exports and imports relating to the intermediate/minor ports in Andhra Pradesh for the last 3 years is as follows:—

(Figures in 000 tonnes)

1989-90			1990-91			1991-92 (Provisional)		
Imp.	Exp.	Total	Imp.	Exp.	Total	Imp.	Exp.	Total
642	732	1374	504	620	1124	402	778	11,80,000
(c) The volume of exports from Visakhapatnam is as under:						Port for the last 3 years		
1989-90						77,45,000 tonnes		
1990-91						52,34,000 tonnes		