

**RAJYA SABHA**

*Wednesday, the 19th August, 1992/  
28th Shrawana, 1914 (Saka)*

The House met at eleven of the clock  
The Deputy Chairman in the Chair.

**ORAL ANSWERS TO QUESTIONS****Control of Pollution**

\*561. SHRI SURESH PACHOURI—  
Will the Minister of ENVIRONMENT  
AND FORESTS be pleased to state:

(a) whether Government have identified critically polluted areas; if so, the details thereof and the steps taken for control of pollution in those areas; and

(b) what specific steps have been taken to control pollution in Dhanbad?

THE MINISTER OF STATE IN THE  
MINISTRY OF ENVIRONMENT AND  
FORESTS (SHRI KAMAL NATH):

(a) Yes, Sir. The Central Pollution Control Board, in consultation with the State Pollution Control Boards and based on the pollution load, have identified nineteen areas in the country as critically polluted areas, the details of which are given in the Statement laid on the Table of the House. These critically polluted areas have been surveyed to assess the pollution problems and action plans, including for recycling and re-use of waste, have been prepared to prevent further deterioration of the environment.

(b) A statement is laid on the Table of the House.

**Statement**

(a) The details of the critically polluted areas are:

1. Parwanoo (Himachal Pradesh).
2. Kalaamb (Himachal Pradesh).
3. Howrah (West Bengal).
4. Durgapur (West Bengal).
5. Dhanbad (Bihar).
6. Talcher (Orissa).

7. Vishakhapatnam, (Andhra Pradesh).
8. Korba (Madhya Pradesh).
9. Manali—Madras (Tamil Nadu).
10. Bhadravati (Karnataka).
11. Singrauli (Uttar Pradesh).
12. Pali (Rajasthan )
13. North Arcot (Tamil Nadu).
14. Govindgarh (Punjab).
15. Najafgarh (Delhi).
16. Vapi (Gujarat).
17. Chembur (Maharashtra).
18. Greater Cochin (Kerala).
19. Digboi (Assam).

(b) The steps taken to control pollution in Dhanbad include the following:

(i) The Government has identified Dhanbad (Bihar) as a problem area in the country. This area has been surveyed for pollution assessment in order to take necessary control measures for restoration of environmental quality.

(ii) Beehive Ovens have multiple outlets and thereby cause fugitive emissions. A standardised design has been evolved where these outlets are replaced by single outlet;

(iii) Effluents and emission standards have been prescribed under the Environment (Protection) Act 1986.

(iv) All the industrial units have been asked to comply with the effluent and emission standards on a time bound basis.

(v) Standards on water consumption for major polluting categories of industries have been notified under the Water (Prevention and Control of Pollution) Cess Act, 1977.

(vi) Studies on the effect on Environmental Pollutants on health and to assess the ground water quality have been initiated.

(vii) Awareness programmes through preparation of audio-visuals and organisation of workshops have been launched.

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

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

(x) A scheme is in effect to give assistance to clusters of small scale industries units for setting up common effluent treatment facilities.

(xi) Environmental audit for industries have been made mandatory from 1993.

(xii) Steps have been initiated to extend measures for abatement of pollution to tributaries of the river Ganga including the Damodar in Phase II of the Ganga Action Plan.

**श्री सुरेश पचौरी :** उपसभापति महोदय, प्रदूषण हमारे देश की विकराल समस्या है। मैं यह जानना चाहूंगा कि मेट्रोपोलिटन सिटीज में वायु प्रदूषण के प्रमुख स्रोत क्या हैं, सरकार ने इस दिशा में क्या कदम उठाये हैं, क्या प्रस्तावित हैं? क्या सरकार ने प्रदूषण का नियंत्रण करने के लिए कोई अंतर्राष्ट्रीय सहायता मांगी है? यदि मांगी है तो उसका विवरण क्या है? माननीय मंत्री जो ने अपने उत्तर में जो कहा है कि इनवायने-मेटल ग्राडिट फार इंडस्ट्रीज 1993 से लागू किया जाएगा तो यह किस मायने में प्रदूषण को कंट्रोल करने के लिए उपयोगी होगा? इसका क्या विवरण है?

**SHRI KAMAL NATH:** Madam, there are three questions in this one. Vehicular pollution accounts for 60 per cent of the load in major metropolitan cities and emission standards have been set. The gross emission standards for all types of vehicles on the road have been notified under the Motor Vehicles Rules, 1989 and these have come into force from March 1, 1990. The Ministry of Surface Transport has also advised the various State Transport Directorates to impose gross emission standards. Every manufacturer of motor

vehicles—this is for new vehicles—at source is required to submit the prototype of the vehicle manufactured for test by an agency of the Government and they give it a certificate of conformity of production on the compliance of the provision of the rules including the emission standards. These provisions have come into effect from 1st April, 1991. Under the Motor Vehicle Rules also, gross emission standards have been set up. The Central Pollution Control Board has set up an expert Committee in March, 1991, to evolve mass emission standards. The National Environmental Engineering Research Institute (NEERI), Nagpur, is engaged in developing indigenous catalytic converters for controlling exhaust emission. Public awareness campaigns have also been launched. Now several of these measures have been taken. With regard to international assistance in pollution control, the Government of India has entered into an agreement with the World Bank in July, 1991, on a project for industrial pollution control. The agreement includes a line of credit... (Interruptions)

**SHRI S. S. SURJEWALA:** It could be laid on the Table. A lot of time will be taken if the Minister gives a lengthy answer.

**SHRI KAMAL NATH:** Let me answer very briefly. There is a 156 million dollar agreement with the World Bank which will cover the Eighth Plan period... (Interruptions)

**श्री बिटलभाई मोतीराम पटेल :**  
जवाब बहुत लम्बा है (व्यवधान)

**श्री कमलनाथ :** इतना लम्बा सवाल पूछे तो इतना लम्बा जवाब होगा। आप छोटा क्वेश्चन पूछिये तो छोटा जवाब मिलेगा। (व्यवधान)

**THE DEPUTY CHAIRMAN:** I will now ask the Members to put small questions, pointed questions, so that the Minister can give a pointed answer.

**मेकेंड सप्लीमेंटरी।** विलकुल प्वांटे पृष्ठिये।

**श्री सुरेश पचौरी :** महोदया, मंत्री जी ने अभी अपने उत्तर में दर्शाया है कि 19 क्रिटिकली पोल्यूटेड एरियाज़ हमारे देश में हैं जिसमें मध्य प्रदेश के कोरबा का भी जिक्र किया गया है। माननीय मंत्री जी पिछले दिनों मध्य प्रदेश के दौरे पर गये थे तो मंडीदीप के पास बेतवा (व्यवधान)

**श्री शिव प्रताप मिश्र :** मंडीदीप मध्य-प्रदेश के मुख्य मंत्री का क्षेत्र है, बहुत चिंताजनक बात है (व्यवधान)

**एक माननीय सदस्य :** बहुत पोल्यूटेड है (व्यवधान)

**श्री सुरेश पचौरी :** महोदया, मंडीदीप के पास का बेतवा के प्रदूषित पानी का सैम्पल भी ये लेकर आए थे तो मैं माननीय मंत्री जी से जानना चाहता हूँ कि कोरबा व मंडीदीप में किस प्रकार का पॉल्यूशन फैल रहा है और इसको दूर करने के लिए, इसका सामना करने के लिए सरकार क्या कदम उठाने जा रही है और सरकार ने अभी तक इस दिशा में क्या कदम उठाये हैं क्योंकि जो क्षेत्र आपने क्रिटिकल पॉल्यूटेड एरियाज बताये हैं उनमें मध्य प्रदेश का भी एक क्षेत्र है।

**श्री कमलनाथ :** मैडम यह बात सही है कि मंडीदीप... (व्यवधान) औद्योगिक क्षेत्र जो है जो विदिशा, रायसन शहरों के नजदीक है, इसमें प्रदूषण की समस्या है। यहाँ वायु और जल प्रदूषण की रिपोर्ट आई है और जांच के बाद यह सही पाया गया है कि यहाँ प्रदूषण अधिक हो रहा है। मध्य प्रदेश पॉल्यूशन कंट्रोल बोर्ड ने एक योजना बनाई है... (व्यवधान)

**श्री चतुरानन मिश्र :** राजनैतिक प्रदूषण है कि नहीं ?

**श्री कमलनाथ :** अधिक प्रदूषण तो है इसमें कोई शक नहीं है।

**उपसभापति :** नहीं, वे राजनैतिक के बारे में कह रहे हैं... (व्यवधान)

**श्री कमलनाथ :** वह प्रदूषण तो बैगैर जांच के ही पता है।

जहाँ तक वायु और जल प्रदूषण का प्रश्न है, कई ऐसे उद्योग हैं जिन्होंने इस पर कंट्रोल नहीं किया है। मध्य प्रदेश पॉल्यूशन कंट्रोल बोर्ड ने एक योजना बनाई है, रीसाइक्लिंग के लिए भी एक योजना बनायी गयी है। गर्मी के मौसम में यहाँ प्रदूषण बढ़ता है क्योंकि बेतवा नदी का पानी बहुत कम हो जाता है। जहाँ तक कोरबा का प्रश्न है, यहाँ खासकर के वायु प्रदूषण की बात है क्योंकि यहाँ विभिन्न कोयले के खदान हैं, साथसाथ भारत एल्युमिनियम का कारखाना है जिससे जल प्रदूषण भी हो रहा है। जहाँ तक वायु प्रदूषण का प्रश्न है वहाँ थर्मल स्टेशन से कहा जा रहा है कि वे इलेक्ट्रो-स्टैटिक प्रेसीपिटर्स लगायें और भारत एल्युमिनियम जो जल प्रदूषण पैदा कर रहा है उनसे कहा गया है कि वे जो उनके स्क्रबर्स हैं उनको अपग्रेड करें। बाकी भी इस प्रकार के कई कदम उठाये गये हैं, मैं माननीय सदस्य को भेज दूंगा।

DR. R. K. PODDAR: Madam, our very active Minister has given us a 12-point programme for controlling pollution. But I believe that this is not only for Dhanbad, but for all the critically polluted areas. I am particularly interested to know about points 9 and 10. Fiscal incentives are provided for installation of pollution control equipment and shifting of polluting industries from congested areas and a scheme is in effect to give assistance to clusters of small-scale industrial units for setting up common effluent treatment facility. Now, you know, Madam, in Mathura, a lot of old style forging industries are emitting sulphur dioxide destroying the beautiful Taj Mahal. In the hear of Howrah city, the old style forging industries are emitting lots of polluting gases. So I would like to know what assistance the Government is giving to these small-scale industrial units to shift those units outside Mathura or outside Howrah, as the case may be.

SHRI KAMAL NATH: Madam, in the National Pollution Control Policy, announced a couple of months ago which I had placed in the Library of Parliament, we had mentioned two specific things. One is the question of fiscal incentives and assistance to small-scale industries. As far as clusters of small-scale industries are concerned, there is a scheme whereby some element of subsidy is provided and the terms are very flexible. With regard to fiscal incentives, industry-wise, a large number of proposals have come for specific industries to provide incentives and disincentives. These proposals are being worked out. Some industries have been given fiscal incentives and some others are being processed and we are recommending action to the Finance Ministry in this regard. We just cannot have incentives alone. We are going to have some disincentives also to make it prohibitive for certain types of industries to remain in that area and operate.

On the specific question of Mathura, I would like to state that Mathura is a problem area because of its close proximity to the Taj and steps are being taken. I have personally also held discussions with the Mathura industries' associations to find out ways whereby the pollutant load in that area could be reduced.

THE DEPUTY CHAIRMAN: Now, Mr. Murasoli Maran.

SHRI MURASOLI MARAN: Madam, the honourable Minister has, in his statement identified 19 areas as critically polluted areas amongst which two fall in Tamil Nadu, that is, Sl. No. 7—Manali-Madras (Tamil Nadu) and Sl. No. 17—North Arcot (Tamil Nadu). My *chchota* question is this: Have any specific steps been taken by the Government to reduce pollution in these two areas?

SHRI KAMAL NATH: Madam, the pollution here is very large in these areas, that is, in Manali-Madras region and in North Arcot in Tamil Nadu. In the North Arcot district in Tamil Nadu, there are 800 industries. There are not a few, but there are 800 industries, large, medium and small. Apart from these,

there are clusters of industries in the small-scale sector which are located in various places around there. This is a major problem. There are tanneries, also. There are 850 tanneries in the State out of which 558 are located in the North Arcot district alone. The analysis of the COD and BOD levels has shown that action is required here, especially for the tanneries. There is an action plan. There is not only an action plan, but there is also a scheme of fiscal incentives and that scheme is being implemented.

So far as Manali in Tamil Nadu is concerned, this again is an area where the ground water has been contaminated by fluoride, nitrate and various other forms of contaminants and in many areas it is not fit for drinking. This is an area which is saturated with industries generating hazardous pollution. Having taken this up as one of the critically polluted areas, we are taking steps. It is not just a question of critical industries. But we are looking into it from the focus of specific areas which are polluted because of various factors like large clusters of industries, their nature, their type, unplanned expansion, unplanned habitation, etc. This is being looked into in a holistic manner and there is an action plan and I will send it to the honourable Member.

THE DEPUTY CHAIRMAN: Mr. Hari Prasad.

SHRI B. K. HARIPRASAD: Madam, the statement given by the honourable Minister has identified only one critically polluted area in Karnataka. But, I am afraid, there are more polluted areas in Karnataka, especially areas in Bangalore City and the district. I just want to know the reasons for not identifying those areas. I would also like to know whether the Government is aware of the serious pollution at Hariher caused by the discharge of pollutants by the polyester fibre factories into the Thunga river which has been causing crippling diseases amongst the users of the water of this river for years. I would like to know whether any action has

been taken, whether any corrective steps have been taken, in this regard.

**SHRI KAMAL NATH:** Madam, the statement which I have made is with regard to the critically polluted areas. There are many polluted areas. We have made a distinction between "critically polluted" and "polluted". So, in Karnataka, only Bhadravati has been identified as a critically polluted area. Of course, the honourable Member is correct when he says that there may be other areas which are polluted. With regard to the specific area which he has mentioned, I shall look into it and examine it.

**THE DEPUTY CHAIRMAN:** I think there are lots of questions, lots of supplementaries, on this... (*Interruptions*)

...But we cannot go on with so many questions on this. I will call Mr. Jagesh Desai now. I am trying to cover every State... (*Interruptions*)...

**SHRI JAGESH DESAI:** Madam Deputy Chairman, ... (*Interruptions*)...

**SHRI ANANTRAY DEVSHANKER DAVE:** Madam, what is the difference between "polluted" and "critically polluted"... (*Interruptions*)...

**THE DEPUTY CHAIRMAN:** I think there are critical areas in this House also... (*Interruptions*)... Yes, Mr. Desai.

**SHRI JAGESH DESAI:** Madam Deputy Chairperson, a study was made on behalf of the UNO by eminent experts, and that study called "Development and Taxation" has been released by the WHO. There they have suggested that there are some chemicals which are low cost, which produce effluents to a degree which is not tolerable. They said that the industries use such chemicals which are low cost but not the high cost chemicals which do not have that kind of polluting effluents. And what they suggested was that there should be some tax on such chemicals, on the value and the quantity that they are using, so that this menace can be kept in check. So, I want to know whether the Government

will start at least in these critical areas some kind of taxation on chemicals which are low cost but produce polluting effluents so that the revenue realised from them can be utilised for other purposes, for the control of pollution.

**SHRI KAMAL NATH:** Madam, there are certain chemicals which are essentially required, and we have to look at it to see whether putting any levy will increase the ultimate cost. But there is another aspect to this. There are some chemicals which are banned for production in foreign countries, but are not banned for use. Now, these chemicals are being manufactured in India, and these are exported to those countries where the usage is not banned but production is banned, production being banned because these are heavily polluting. We are looking into this matter, identifying such industries and seeing what kind of levy can be put on these industries whose products are banned abroad, but are being manufactured in India for exports solely to these countries. So, we are going to put some kind of fiscal levy, financial levy on this.

**AN HON. MEMBER:** Why not ban it?

**THE DEPUTY CHAIRMAN:** Levy or penalty?

**SHRI KAMAL NATH:** Well, by whatever name it is called, it shall be a charge. We are evolving a scheme.

**THE DEPUTY CHAIRMAN:** It should be. They are polluting. (*Interruptions*) I have got 25 supplementaries. So, we cannot go ahead on this. (*Interruptions*) Question No. 562.

**श्री सुरेश पवारी :** मंडम हाफ एन डाइर डिस्कशन एलाउ कर दीजिए, प्लीज ।

**THE DEPUTY CHAIRMAN:** Just a minute. Pollution is an important question. The Minister has taken care to answer most of the supplementaries. But, we cannot ask all the 30 supplementaries. 25 are there and 5 already asked. (*Interruptions*) Please. We are trying to

change the rules. We will find in the next session ways and means to discuss such issues in a different manner, not in the Question Hour, so that more Members can participate on these issues, instead of just asking a question. So, we are working on that...

**श्री रजनी रंजन साहू :** बहुत सही सलाह दिया है ।

**THE DEPUTY CHAIRMAN:**...because we cannot discuss the whole country in the Question Hour. And the Minister has been able to answer quite a lot of questions. Question No. 562.

**Closing of Patna-Farakka route by Inland water Transport Authority**

\*562. **SHRI MOHAMMED AFZAL**  
alias MEEM AFZAL;†  
**SHRIMATI KAMLA SINHA:**

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that the Inland Water Transport Authority was created as a means of cheaper transport;

(b) whether it is also a fact that Water Transport is environmentally-friendly and a low cost transport; and

(c) if so, the reasons for closing down Patna-Farakka route?

**THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER):** (a) Inland Waterways Authority of India was set up for the development and regulation of National Waterways.

(b) It is environmentally friendly and from point to point between places on the river front has lower cost of Transportation than other modes.

(c) Government have no intention to close down the Patna-Farakka route.

†The question was actually asked on the floor of the House by Shri Mohammad Afzal alias Meem Afzal.

**श्री मोहम्मद अफजल उर्फ मौम अफजल :** मैडम डिप्टी चैयरमैन साहिबा, वजीरे मौसूम ने यह कबूल किया है कि माहौलयात यानी एन्वायरमेंट के हिसाब से यह अच्छा और कम खर्चे ट्रांसपोर्ट का एक जरिया है। मैडम, मैं आपकी तबस्सुत से वजीरे साहब से जानना चाहता हूँ कि आपकी वज्जारत का यह प्रोग्राम, इन्तलैड वाटरवेज, ग्रयारिटी जो कायम की है उसको किस साल में शुरू किया और किन-किन इलाकों में शुरू किया, आपने उसके लिए कितने बैसल्स खरीदे और पहले साल में इसका बजट क्या था और 1992 में इसका बजट क्या है ?

شرعی محمد افضل عرف م افضل  
میدم چیرمین صاحبہ وزیر موصوف نے  
یہ قبول کیا ہے کہ ماحولیات یعنی انوائرنمنٹ  
کے حساب سے یہ اچھا اور کم خرچ ٹرانسپورٹ  
کا ایک ذریعہ ہے۔ میڈم میں آپ کے  
توسط سے وزیر صاحب سے جاننا چاہتا  
ہوں کہ آپکی وزارت کا یہ پروگرام انوائرنمنٹ  
وائرینڈ اتھارٹی جو قائم کی ہے اس کو  
کتنی سال میں شروع کیا اور کن کن  
علاقوں میں شروع کیا۔ آپ نے اس کے  
لئے کتنے ویسلز خریدے اور پہلے سال  
میں اس کا بجٹ کیا تھا اور ۱۹۹۲ میں  
اس کا بجٹ کیا ہے۔

**उपसभापति :** देखिए, इतने सवाल मात्र पूछिए, एक सवाल पूछिए। दूसरों को भी मौका दीजिए।

**श्री मोहम्मद अफजल उर्फ मौम अफजल :** पहले साल में इसका बजट कितना था ? वर्ष 1991-92 में इसका बजट क्या है ? और, इसकी ग्रामदनी घट रही है या बढ़ रही है ?

Transliteration in Arabic Script.