

The National Green Tribunal has been established under the National Green Tribunal Act, 2010 for effective and expeditious disposal of cases relating to environmental protection and conservation of forests and other natural resources including enforcement of any legal right relating to environment and giving relief and compensation for damages to persons and property and for matters connected therewith. The Chairperson of the Tribunal has been appointed. Consequent on coming into effect of the National Green Tribunal Act, 2010, the National Environment Tribunal Act stands repealed.

Environmental clearance to pending projects

630. DR. K.P. RAMALINGAM: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether Government has imposed a go no go policy for coal mining resulting in no new projects getting clearance in the last one year;

(b) if so, whether this move has stuck key power projects and several road highway projects passing through wildlife sanctuaries;

(c) if so, the details thereof;

(d) whether Government has proposed to provide all clearance to complete the pending projects without harming nation's wildlife and forest areas; and

(e) the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI JAIRAM RAMESH): (a) to (c) The Ministry of Environment and Forests through Forest Survey of India (FSI) and the Ministry of Coal through Central Mine Planning and Design Institute Limited (CMPDI) have jointly undertaken an exercise to overlay the forest cover map on the coal block boundaries in respect of 9 coalfields in the country and identified various coal blocks as category 'A' (No-Go) and Category 'B' (Go). As per this exercise, 153 coal blocks covering about 2.68 lakh ha have been categorized as category 'A' and 449 blocks covering about 3.80 lakh ha have been categorized as category 'B' out of total number of 602 coal blocks covering about 6.48 lakh ha.

The categorization of forest land as 'Go' and 'No-Go' was limited to coal blocks only having its implications for some thermal power projects. The details of the thermal power projects, thus impacted and under consideration, are given in Statement (*See below*). This has, however, no effect on road highway projects.

(d) and (e) Under the provisions of Forest (Conservation) Act, 1980, the Central Government accords prior approval for diversion of forest land for non-forestry purpose taking into account the impact of the project on forest and wildlife of the area.

Statement

Details of different thermal power projects impacted by the 'Go' and 'No-Go' categorization and under consideration of the Central Government.

Sl. No.	Name of Proposals	Forest area (in ha)	Name of user Agencies
1	2	3	4
1	Mahan coal block in Singaraulli coalfield, Madhya Pradesh	903.00	Allotted jointly to Essar and Hindalco Thermal Power Project (TPP)
2	Chhatrasal coal block in Singaraulli coalfield, Madhya Pradesh	768.00	Allotted to Sasan Ultra Mega Power Project (UMPP)
3	Parsa East coal block in Hasdeo-Arand coalfields, Chhattisgarh	1898.328	Allotted to Rajasthan Rajya Vidyut Utpadan Nigam Limited (RRVUNL)
4	Kante Basan coal block in Hasdeo-Arand coalfields, Chhattisgarh	1654.109	Allotted, to Rajasthan Rajya Vidyut Utpadan Nigam Limited (RRVUNL)
5	Morga-II coal block in Hasdeo-Arand coalfields, Chhattisgarh	1987.912	Allotted to Chhattisgarh Thermal Power Project
6	Parsa coal block in Hasdeo-Arand coalfields, Chhattisgarh	2076.532	Chhattisgarh State Electricity Board's Marwah TPP

1	2	3	4
7	Chakla coal block in North Karanpura coalfields, Jharkhand	444.00	Allotted to Essar's Tori TPP
8	Ashok Karkata coal block in North Karanpura coalfields, Jharkhand	2102.00	Allotted to Essar's Tori TPP
9	Sayang coal block in Hasdeo- Arand coalfields, Chhattisgarh	742.121	Allotted to AES Chhattisgarh Energy Pvt. Ltd.

Level of emission due to diesel driven SUVs

631. SHRI T.M. SELVAGANAPATHI: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

- (a) whether it is a fact that the transport sector contributed 75 per cent of emissions in the country and this was expected to rise to 15 per cent in 15 to 20 years;
- (b) whether it is also a fact that diesel driven SUVs contribute immensely to emission in the country;
- (c) if so, whether Government has any plan to reduce the level of emission by diesel driven SUVs; and
- (d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI JAIRAM RAMESH): (a) and (b) As per a recent report on Source Apportionment Study (SAS) carried out by the Central Pollution Control Board (CPCB) in collaboration with Ministry of Environment & Forests, in six cities namely Bangalore, Chennai, Delhi, Kanpur, Mumbai and Pune emissions of Particulate Matter (PM₁₀) from the transport sector is between 20 - 48% in these six cities with 20.5% in Delhi and 48.3% in Chennai.

The increase in number of vehicles directly causes more emissions and hence more air pollution. As regards the diesel Sport Utility Vehicles (SUVs), all diesel driven vehicles are known to cause higher emissions of Nitrogen Oxides (NOx) and particulate matter.