

12.00 NOON

श्री नीरज शेखर (उत्तर प्रदेश): महोदय, मैं इससे अपने आपको सम्बद्ध करता हूँ।

श्री अरविन्द कुमार सिंह (उत्तर प्रदेश): महोदय, मैं इससे अपने आपको सम्बद्ध करता हूँ।

डा. विजयलक्ष्मी साधौ (मध्य प्रदेश): महोदय, मैं इससे अपने आपको सम्बद्ध करती हूँ।

(MR. CHAIRMAN *in the Chair*.)

ORAL ANSWERS TO QUESTIONS**Curtailment of lifespan by air quality in the country**

*76. SHRI PALVAI GOVARDHAN REDDY: Will the Minister of ENVIRONMENT, FOREST AND CLIMATE CHANGE be pleased to state:

(a) whether it is a fact that as per the Energy Policy Institute, Chicago, air quality in the country curtails lifespan by three years;

(b) the details of States /regions that are not complying with the 2.5 Particulate Matter (PM) standard of 40 microgramme per cubic metre;

(c) whether it is also a fact that almost every Indian lives in an area with PM_{2.5} pollution level which is much above the WHO's 10 microgramme per cubic meter guidelines; and

(d) in what manner Ministry looks at it and the steps being taken to address this problem?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE (SHRI PRAKASH JAVADEKAR) : (a) to (d) A Statement is laid on the Table of the House.

Statement

(a) The Energy Policy Institute, Chicago, based on a study, has released a special article on 'Lower pollution, longer lives - life expectancy gains if India reduced Particulate Matter (PM)'. The article was published on 23rd February, 2015 in Economic and Political Weekly. The study revealed that 660 million people in India now live in areas where PM_{2.5} levels exceeds the country's national air-quality standards. The study estimates that the excess pollution alone reduces life expectancy

at birth by 3.2 years on average for a total of 2.1 billion life years. The study was conducted by economists at the universities of Chicago, Harvard and Yale.

The above article is based on the previous study by World Health Organization wherein ambient air pollution database with regard to particulate matter (PM_{10} and $PM_{2.5}$), for 1600 cities covering 91 countries was released. This WHO study extrapolated the data of $PM_{2.5}$ and conclusions are based on the estimates and not based on the actual measurements.

(b) and (c), Under the National Air Quality Monitoring Programme (NAMP), $PM_{2.5}$ is being monitored in eight million plus cities *i.e.* Delhi, Ahmedabad, Jaipur, Madurai, Mumbai, Chennai, Coimbatore and Tiruchirappalli. Out of these cities, Delhi and Coimbatore are in violation of $PM_{2.5}$.

WHO guidelines for ambient air quality provide a reliable guidance to policy-makers in the entire world and are not legally binding criteria. Therefore, CPCB has considered the NAAQS for calculating the exceedence and not the WHO Guideline.

(d) The Ministry has recently took initiatives at the level of Minister and Secretary and interacted with Government of Delhi, Uttar Pradesh, Rajasthan and Haryana to tackle the problem of air pollution in Delhi and NCR particularly with reference to $PM_{2.5}$. In addition, the Government has already taken various measures to control air pollution in the country which *inter-alia* include, the following:

- Bharat Stage-IV (BS-IV) emission norms have been implemented in 39 cities including NCR and BS-III emission norms have been notified in 2010 throughout country.
- Introduced Pre-mix 2T in petrol at all petrol outlets.
- Operation of CNG mode as fuel in all public transport vehicles in Delhi.
- Introduction of metro to promote use of mass public transport system.
- Formulation of industry specific emission standards.
- Source-apportionment studies for fine particulate matter in ambient air in six cities namely, Delhi, Kanpur, Mumbai, Chennai, Bangalore and Pune.
- Strengthening the network of air quality monitoring stations.
- Promotion of cleaner technologies.

SHRI PALVAI GOVARDHAN REDDY: Sir, one of the major causes of pollution is vehicles. In reply to part (d) of the question, the Minister has admitted that we are

still following Bharat Stage-III Norms throughout the country, and Bharat Stage-IV Norms are yet to be notified all over the country. They are applicable only in 39 cities, whereas the Western countries had graduated to Stage-V and VI Norms long back.

So, will the hon. Minister consider directing the automobile industry to adopt Bharat Stage-V and VI Norms by 2016, which otherwise have to be adopted by 2019? If not, reasons may be given.

Part (b) is: what decision has been taken by the Government to ban ...

MR. CHAIRMAN: Please ask one question.

SHRI PALVAI GOVARDHAN REDDY: ... 80,000 trucks that are entering into Delhi from Haryana, U.P., Rajasthan and other States, which are the primary cause of pollution in Delhi?

SHRI PRAKASH JAVADEKAR: Sir, it is a very important issue because the air quality of Delhi has become critical. I am happy that hon. Members and everybody is now aware of this.

Sir, this has not happened in the last two-three months. This has been happening over a period of the last 10-15 years. We held two meetings of the concerned Departments, which included the Haryana Government, the Punjab Government, the Rajasthan Government, the Delhi Government, the Uttar Pradesh Government, D.D.A, N.D.M.C., all the three Municipal Corporations, Traffic Police and all other related agencies. Now, the Government has come up with a three-month Action Plan, which is very important, and we have given it to all these State Governments and other agencies that I mentioned. I will also lay it on the Table of the House. There is a continuous action now on all fronts because we want to address it very seriously. Secondly, we will review the situation after three months. Now, every day's record is there. Nineteen stations are there. We will have the air quality index from tomorrow, that is, the first of May. We are issuing a bulletin of comprehensive air quality index of 7-8 cities, out of those ten cities which are continuously monitored. And it is not only Particulate Matter 2.5, but it is also Particulate Matter 10, and it is SO_x, NO_x, Benzene, Ozone and other polluting agents. I will request the media also because today many newspapers publish data...

MR. CHAIRMAN: Please confine yourself to the Question.

SHRI PRAKASH JAVADEKAR: ...based on one Embassy's data. Instead of that, we are giving official data of all centres, and I hope media will publish that also.

So, the answer is that we have already introduced the Euro Norm 4 for fuel in the

NCR area, because it was only for the Delhi area. Now, the Ministry has already done it for the whole National Capital Region. So, that is the status.

MR. CHAIRMAN: Thank you. Second Supplementary.

SHRI PALVAI GOVARDHAN REDDY: Sir, last year, the WHO Report said that Indian cities are 'death traps' because of very high levels of air pollution. The Government did not accept this by saying that they are not binding and it has done something more sinister by not taking any action even on the Report of the CPCB and the Chittaranjan National Cancer Institute, Kolkata...

MR. CHAIRMAN: What is the question?

SHRI PALVAI GOVARDHAN REDDY: I am asking, Sir.

MR. CHAIRMAN: Please don't read from the text.

SHRI PALVAI GOVARDHAN REDDY: This report had shown that every third child in Delhi had reduced lung function due to air pollution. And, as per the 2014 Global Burden of Diseases Report, air pollution is the 5th largest killer in India.

श्री सभापति : आप पढ़िए मत, सवाल पूछिए।

SHRI PALVAI GOVARDHAN REDDY: Sir, I would like to know from the hon. Minister as to whether he will consider imposing 'congestion tax', the proceedings of which can be used to reduce pollution in the country. If not, the reasons may be mentioned.

SHRI PRAKASH JAVADEKAR: Sir, the study, which the hon. Member is mentioning, has come out with a data, but there are some discrepancies. These also must be known. Firstly, the study has revealed that 660 million people in India now live in areas where the PM is more than 2.5. So, the thirteen cities, which are polluted, have the population of 60 million and not 600 million. That is one thing. But, more importantly, the research paper itself has said that these are inferences and constructed estimates based on PM10 data. So, that is the formula that they have worked out. But that is not an actual primary data. That also must be noted. Still we are addressing this very seriously because we want clean air and it has the role of all agencies plus people's participation. लोग लेन डिसिप्लिन कर सकते हैं, लोग कंजेस्टेड लेन को टाल सकते हैं, लोग कभी एकाध दिन व्हीकल को छुट्टी दे सकते हैं, पब्लिक ट्रांसपोर्ट को ज्यादा श्रेय दे सकते हैं और लोग भी उसमें पार्टिसिपेट कर सकते हैं। So, we are making all-out efforts. यहां दिल्ली में जो वेस्ट की बर्निंग होती थी, उसकी इंफॉर्मेशन भी लोग व्हाट्सएप पर क्लिक करके भेज रहे हैं। हमने स्वीपर्स के प्रशिक्षण का भी एक बड़ा कार्यक्रम हाथ में लिया है। So, the Government is very serious in dealing with this issue which has been neglected for the last so many years.

MR. CHAIRMAN: Shri H.K. Dua. ...(*Interruptions*)...

SHRI PALVAI GOVARDHAN REDDY: Sir, one more question.

MR. CHAIRMAN: No. You have had enough. Please sit down.

SHRI H.K. DUA: Sir, I am glad that the Minister has read the reports, which appeared in Delhi newspapers, which have been serializing the problem in the capital alone and the situation is only slightly less bad in other metros and other towns. The fact is that 34 per cent children in Delhi are suffering from breathing problems. The situation for senior citizens is no better.

MR. CHAIRMAN: What is the question?

SHRI H.K. DUA: There are pregnant women who are suffering from breathing problems. So, apart from the collection of data, what steps are exactly being taken for the capital of India and other metros?

SHRI PRAKASH JAVADEKAR: Sir, there were two meetings with all the concerned agencies because it is not just the Delhi city which is important. It is a question of airshed. Just like the watershed, this also has to be treated throughout the airshed. So, it covers the NCR as well as the extended NCR areas. And, therefore, (a) we have involved all the State Governments. And (b) construction waste is a major menace and, in Delhi, there is roaring construction activity happening, which is a good sign, but that construction dust should be managed properly. When I went and saw the metro rail digging work, every day, they dig so many tons of dusts but there is no pollution because of metro's tunneling work. So, we are now imbibing all those technologies and their protocol into our construction waste rules, and, next week, we are publishing the construction waste rules. That is a concrete step. As I told you, there will be a ban on burning of biomass, that is, collected leaves and things. Sweepers do it many times. But dust management is just one aspect. The second aspect is also stopping the stubble burning which, after the Rabi crop, happens. In respect of that also, all the State Governments have taken pro-active action. So, we are very serious in addressing this issue.

श्री अविनाश राय खन्ना : सर, पहले मैं मंत्री जी को बधाई देता हूँ कि उन्होंने काफी स्टेप्स लिए हैं, ताकि एयर पॉल्यूशन ठीक हो। मैं मंत्री जी से यह जानना चाहता हूँ कि गाड़ियों का जो पॉल्यूशन है, उसको कम करने के लिए बैटरी से चलने वाली गाड़ी और साइकिल का ज्यादा उपयोग हो, क्या इसको एनकरेज करने के लिए सरकार की तरफ से कोई योजना है? जो लोग इनको यूज करते हैं, क्या उनको एनकरेजमेंट देने की कोई योजना है?

श्री प्रकाश जावडेकर : जैसा आपको पता है कि हमने यह बिल पास किया है कि एक लाख ई-रिक्शाएँ चलेंगी। यह प्रदूषण कम करने की दिशा में एक बहुत बड़ा कदम है। जैसा प्रधान मंत्री जी ने कहा, क्यों न हम सभी लोग एक दिन साईकिल यूज करें और मैं तो चाहूंगा कि हमारे सारे मेम्बर्स भी कम से कम नज़दीक जाने के लिए इसका इस्तेमाल कर सकते हैं। यह केवल एक शुरुआत है, एक जन-आन्दोलन है।

SHRI BHUBANESWAR KALITA: I would like to know whether you are going to construct special lanes for the cyclists. You are going to put them into a problem.

SHRI PRAKASH JAVADEKAR: No, no; we are not going to put them into a problem. Last, but not least, the problem has to be tackled. The Petroleum Ministry and the Transport Ministry, both are already actively considering the proposal whether they can pre-poned the emission norms' new standards which we were adopting. We had a plan up to 24th. They are actively considering whether that can be pre-poned.

श्री रवि प्रकाश वर्मा : धन्यवाद, सर, आपने मुझे इस महत्वपूर्ण सवाल पर प्रश्न पूछने का मौका दिया। सर, मैं आपके माध्यम से माननीय मंत्री जी से यह जानना चाहता हूँ कि हवा में जो भी pollutants हैं, इसमें carbon particles हैं, benzene है, monoxides हैं या sulphur dioxide हैं अथवा इंडस्ट्रीज के माध्यम से हवा में जो suspended particles, chemicals या gases छोड़ी जाती हैं, क्या इनको neutralize करने के लिए आप कोई मेकेनिज्म सोच रहे हैं या नहीं? बाहर कई जगह इस काम को किया गया है, ऐसा मुझे पता लगा है।

श्री प्रकाश जावडेकर : अगर आपके पास ऐसी कोई जानकारी है, तो वह हमें जरूर दीजिए, लेकिन मैं आपसे यह कहना चाहता हूँ कि यह प्रॉब्लम आज सारी दुनिया के अन्दर है। वाहनों से और धूल से भी 2.5 particulate matter आता है। नॉर्थ इंडिया में loose soil है, इस loose soil से और Tropical countries में जो धूल उड़ती है, that is also one reason.

अमरीका और बाकी यूरोपियन कंट्रीज में धूल तो नहीं होती है, लेकिन वहां पर ozone और benzene की समस्या है। जिस संस्था ने भारत की स्टडी की है, एक्वुअली उन्होंने 91 देशों के 1600 शहरों का अध्ययन किया, लेकिन उनके बारे में उन्होंने कुछ नहीं लिखा है, केवल भारत के 13 शहरों के बारे में ही उन्होंने लिखा है। ये लोग ऐसा क्यों कर रहे हैं, यह भी एक मुद्दा है। अमरीका और यूरोप में जो ozone और benzene से क्या-क्या प्रॉब्लम हो रही है, वह स्टडी भी हमारे पास मौजूद है, हम उसकी जानकारी भी आपको देंगे।

Management of CFLs waste

*77. SHRI RAJ BABBAR: Will the Minister of ENVIRONMENT, FOREST AND CLIMATE CHANGE be pleased to state:

(a) whether Government has estimated the CFL waste which gets accumulated in and around cities and if so, the details thereof;