

Action Plan for Clean Air, DeraBassi



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**Directorate of Environment and Climate Change
Department of Science, Technology and Environment,
[Government of Punjab](#)**

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Chapter 1 - Introduction

1.1 About Air Pollution

- 1.1.1. Air pollutant means any solid, liquid or gaseous substance present in the atmosphere in such concentration as may be or tend to be injurious to human being or other living creatures or plants or property or environment. Air pollution means the presence of air pollutants in the atmosphere. The most common sources of air pollution include particulates, ozone, oxides of nitrogen, and sulphur dioxide.
- 1.1.2. The health effects caused by air pollution may include difficulty in breathing, wheezing, coughing, asthma and worsening of existing respiratory and cardiac conditions.

1.2 About DeraBassi

1.2.1. History

The DeraBassi town was formed from the early Kalsia State, whose headquarters were at Chhachhrauli. There was a big fort of Mughal era located at outskirts of DeraBassi. The fort still exists, albeit as a ruin. It was used as guest house by Kalsia rulers. In 1922, Ravi Sher Singh visited DeraBassi after his paramount as the monarch of Kalsai State. Earlier, the town was under Patiala district and after carving out SAS Nagar as district, the town has become a part of this district.

1.2.2. Area and Population

DeraBassi falls in district SAS Nagar. This town is located on National Highway-152 on Chandigarh-Delhi Highway, which spread over an area of about 20.00 Sq. Kms. and accommodates a population of about 1,35,648 in year 2016.

1.2.3. Industry and Trade

DeraBassi is most famous for its industrial belt, situated for the most part on Ramgarh and Barwala Road. There are various types of industries like Pharmaceutical, Chemicals, Dyeing, Electroplating, Slaughter Houses, Paper Mills, Stone Crushers, Screening-cum-Washing Plants, Refractories, Casting Units, Brick Kilns, Rice Shellers, Bottling Plants etc., situated in these areas. Besides this, lot of construction projects established / being established like residential colony/townships/ area development projects / restaurants / hotels / malls etc. due to its proximity from Chandigarh and Ambala.

1.2.4. Topography

Derabassi is located near the foothills of the Shivalik range of the Himalayas in northwest India. It has an average elevation of 321 metres (1053 ft). The town, lying in the northern plains, has vast fertile and flat land. The surrounding cities are the union territory of

Chandigarh, Mohali, Patiala, Zirakpur and Roopnagar in Punjab, Panchkula, and Ambala in Haryana.

1.2.5. **Climate**

Derabassi has a humid subtropical climate characterized by a seasonal rhythm: very hot summers, mild winters, unreliable rainfall and great variation in temperature (–1 °C to 46 °C OR 30.2 °F to 114 °F).

1.2.6. **Rainfall**

Derabassi receives moderate to heavy rainfall and sometimes heavy to very heavy rainfall (generally during the month of August or September), during monsoon period. Usually, the rain bearing monsoon winds blow from south-west/south-east. Mostly, the city receives heavy rain from south but it generally receives most of its rain during monsoon either from North-west or North-east. The city also receives occasional winter rains from the Western Disturbance originating over the Mediterranean Sea. The average annual rainfall is about 1100 mm.

1.3 **Government's past efforts for control of Air pollution**

- 1.3.1. The environment of DeraBassi has witnessed a lot of changes during the last few years due to rapid urbanization, industrialization, increase in population, vehicles and commercialization of land available within the town. The industrial cluster of DeraBassi consists of various types of industries like Pharmaceutical, Chemicals, Dyeing, Electroplating, Slaughter Houses, Paper Mills, Stone Crushers, Screening-cum-Washing Plants, Refractories, Casting Units, Brick Kilns, Rice Shellers, Bottling Plants etc. Besides above, non-agricultural activities are going on within the MC limits of DeraBassi but the area is surrounded by agricultural fields, as such, the burning of rice and wheat straw by the farmers is affecting the ambient air quality of the town. Due to all these sources, the quality of ambient air quality of the area is deteriorating.
- 1.3.2. The Punjab Pollution Control Board had been monitoring the aforementioned industries from time to time to ensure the concentration of various pollutants may not exceed from the prescribed standards laid down by the Board / MoEF&CC and guiding them for the adoption of new technologies which reduce the quantum of pollution from these industries.
- 1.3.3. Punjab Pollution Control Board had been working relentlessly for the control of burning of stubbles in the field in pursuance of ban order under Air (Prevention & Control of Pollution) Act, 1981 as well as NGT orders in this regard.

1.4 **About National Green Tribunal directions**

- 1.4.1. Nine cities of Punjab namely DeraBassi, Nangal, Patiala, DeraBassi, Khanna, Ludhiana, Jalandhar, Pathankot and Amritsar were declared non-attainment cities by Central Pollution Control Board (CPCB) on the basis of Ambient air data for the period of 2011-2015 for not

meeting the annual average of 60 µg/m³ for PM₁₀. Directions were issued to the Board by CPCB to prepare action plans for the above stated non-attainment cities of Punjab.

1.4.2. Subsequently, National Green Tribunal has taken cognizance of draft National Clean Air Program and passed directions in the matter of application no. 681 of 2018 dated 8/10/2018. The important points of the said directions given as under:

- (i) Action plans to be prepared within two months aimed at bringing the standards of air quality within the prescribed norms within six months from date of finalization of the action plans.
- (ii) The action plans may be prepared by six member committee comprising of Director of Environment, Transport, Industries, Urban Development, Agriculture and Member Secretary, State Pollution Control Board under the overall supervision of Principal Secretary, Environment and further supervised by Chief Secretary.
- (iii) The Action plans may take into account the GRAP, the CAP and the action plan prepared by CPCB as well as all other relevant factors.
- (iv) The Action Plan will include components like identification of source and its apportionment considering sectors like vehicular pollution, industrial pollution, dust pollution, construction activities, garbage burning, agricultural pollution including pollution caused by burning of crop residue, residential and indoor pollution etc.
- (v) The Action plan shall also consider measures for strengthening of Ambient Air Quality (AAQ) monitoring and steps for public awareness including issuing of advisory to public for prevention and control of air pollution and involvement of schools, colleges and other academic institutions and awareness programmes.
- (vi) The Action plan will indicate steps to be taken to check different sources of pollution having speedy, definite and specific timelines for execution.
- (vii) The Action plan should be consistent with the carrying capacity assessment of the non-attainment cities in terms of vehicular pollution, industrial emissions and population density, extent of construction and construction activities etc. The carrying capacity assessment shall also lay emphasis on agricultural and indoor pollution in rural areas. Depending upon assessed carrying capacity and source apportionment, the authorities may consider the need for regulating, number of vehicles and their parking and plying, population density, extent of construction and construction activities etc. Guidelines may accordingly be framed to regulate vehicles and industries in non-attainment cities in terms of carrying capacity assessment and source apportionment.
- (viii) The CPCB and SPCBs shall develop a public grievance redressal portal for redressal of public complaints on air pollution alongwith a supervisory mechanism for its disposal

in a time bound manner. Any visible air pollution can be reported at such portal by email/SMS.

- (ix) The CPCB and all SPCBs shall collectively workout and design a robust nationwide ambient air quality monitoring programme in a revised format by strengthening the existing monitoring network with respect to coverage of more cities / towns. The scope of monitoring should be expanded to include all twelve (12) notified parameters as per notification no. B-29016/20/90/PCI-L dated 18th November of CPCB. The Continuous Ambient Air Quality Monitoring Stations (AAQMS) should be preferred in comparison to manual monitoring stations. The CPCB and States shall file a composite action plan with timelines for its execution which shall not be more than three months.

1.4.3. Earlier, NGT had also issued various directions in OA No. 21 of 2014 titled as VardhamanKaushikVs. Union of India and Others for combating air pollution.

Chapter 2 – Vision, Mission and Strategy

2.1 Mission Tandarust Punjab

The Government of Punjab envisions to make Punjab the healthiest State with healthy people by ensuring the quality of air, water, food and a good living Environment.

2.2 Vision for Clean Air, DeraBassi

To restore the quality of air in DeraBassi to the prescribed standards to ensure health of the people, ecological balance and socio-economic well being of the people.

2.3 Mission Clean Air, DeraBassi

To prepare and implement a comprehensive action plan for clean DeraBassi:

- (i) Creating awareness about the adverse impact of air pollution
- (ii) Identifying the sources of air pollution, their apportionment
- (iii) Identifying action steps related to Awareness, Enforcement, Infrastructure or Policy for control of various sources of Air Pollution
- (iv) Designing effective systems for monitoring the progress of the implementation of action steps
- (v) Ensuring effective monitoring of the quality of air
- (vi) Mitigating adverse impact on health of the people due to air pollution

2.4 Strategy for Clean Air, DeraBassi

The key elements of strategy for Clean Air campaign for DeraBassi will include:

- (i) Identification of Government Stakeholders
- (ii) Identification of Non-Government Stakeholders
- (iii) Integration of Departmental plans – Creating synergies
- (iv) Nodal Department
- (v) Citizen Participation
- (vi) Monitoring and Governance

2.5 Non Government Stakeholders

2.5.1. There is need to involve various Industry associations of DeraBassi in this plan. Following Industry Associations of DeraBassi will be associated with the plan:

- (i) The President, DeraBassi Focal Point Association, DeraBassi.
- (ii) The President, DeraBassi Industry Association, DeraBassi.

2.5.2. These association will help in the following activities:

Generic

- (i) To stabilize the vehicular movement area within premises of the industries
- (ii) To persuade the member industries to comply with emission norms by PPCB
- (iii) To evolve more efficient machinery, boiler furnace and air pollution control devices which may be adopted by all the industries for better environment

Specific

- (i) To shift over the industries from coal / pet coke / furnace oil to PNG
- (ii) To shift over the industries from coal to PNG
- (iii) To upgradethe existing APCD consisting of canopy hood to the new APCD designed by PSCST, Chandigarh with side hood collection system

2.6 Identification of Government Stakeholders

In order to combat the challenges of air pollution, all the Stakeholders will have to make concerted efforts. Following Departments and agencies have been identified along with their responsibilities:

(i) Punjab Pollution Control Board

- (a) Monitoring of air pollution control devices installed by industries
- (b) Upgradation of existing air pollution control devices
- (c) Monitoring of ambient air quality and stack emissions
- (d) Provision of canopies on the existing D.G sets

(ii) Department of Local Government/ MC, DeraBassi

- (a) Development of engineered municipal solid waste dump site
- (b) Improvement of road infrastructure for smooth traffic movement
- (c) Regular and mechanical cleaning of roads
- (d) Sprinkling of in the parks and maintenance of fountains
- (e) Increasing green cover in city
- (f) Upgrading traffic lights for smooth traffic movement
- (g) Provide canopies on the existing D.G sets

(iii) Department of Transport

- (a) Plan for effective traffic management
- (b) Plan for phasing out old polluting vehicles
- (c) Shift to cleaner fuels viz. CNG etc.
- (d) Monitoring of vehicles without PUC certificate
- (e) Banning of pressure horns

(iv) Department of Police

- (a) Planning and enforcement of traffic management plan
- (b) Checking of vehicles running without PUC certificate

- (c) Impounding and challan of vehicles running without permission/ registration.
- (v) **Department of Forests**
 - (a) Preparation of afforestation plan
 - (b) Organizing awareness camps for Greener City
 - (c) Providing green belt around the industrial areas
- (vi) **Department of Industries and Commerce / PSIEC**
 - (a) Shifting of industries from non-designated areas
 - (b) Provision of environment infrastructure in Industrial Areas
- (vii) **PWD (B&R)**
 - (a) Improving road conditions for smooth movement of traffic
 - (b) Increasing green cover on roadside under their jurisdiction
- (viii) **Punjab State Council for Science and Technology**
 - (a) Evolving cost-effective cleaner technologies
- (ix) **Department of Agriculture**
 - (a) Promotion of bio-methanization and compost facilities for agri waste
 - (b) To provide Machinery for in-situ management
 - (c) To create awareness about ill-effects of stubble burning
 - (d) To create awareness regarding alternative crops to break wheat-rice cycle.
- (x) **District Administration**
 - (a) Coordination with all the Stakeholders promoting collaboration and resolving local issues
 - (b) Public Awareness Campaign

2.7 Nodal Department

The clean air plan for DeraBassi is part of Statewide campaign to control air pollution in non-attainment cities. In order to bring necessary impetus, support from other stakeholder departments, uniformity and consistency, there is need to have a Nodal Department. The Department of Science, Technology and Environment will be the nodal department for coordinating and monitoring activities of the plan. The Department has recently set up Directorate of Environment and Climate Change, which will provide necessary support at the headquarter for coordination and oversight and PPCB will provide necessary technical and field support.

2.8 Integration of Departmental plans

The Nodal Department will integrate plans of individual departments for control of pollution from various sources and prepare a comprehensive plan.

2.9 Citizen participation

Citizen participation will be key to the success of the plan. Effort will be made to seek citizen participation in various public awareness activities, feedback and support in various enforcement related activities. A strong social media and technology driven platform will be set up to seek citizens particularly youth participation.

2.10 Design of Monitoring System

2.10.1. Various measures envisaged under the action plan for control of pollution can be classified in the following categories:

- (i) Public Awareness
- (ii) Effective Enforcement
- (iii) Creation of new Infrastructure
- (iv) Maintenance related activities
- (v) Policy Advocacy
- (vi) Technology Support

2.10.2. Monitoring of various activities of the Action Plan will be key to achieve the outcomes envisaged under the Action Plan. Different kind of monitoring systems will be required for different categories of activities:

- (i) Design of effective online platform including social media to disseminate air pollution related information and seek citizen feedback and participation in the campaign. It will have a monitoring mechanism to see the level of participation and measures to increase the same.
- (ii) Design of effective online system to capture various enforcement activities by various agencies to monitor them, evaluate them and provide feedback and enforce accountability.
- (iii) Design of an effective monitoring system to monitor the progress of various infrastructure related activities as envisaged under the plan.
- (iv) Design of an effective monitoring system for policy advocacy within the Government for expediting formulation of various policies.
- (v) Design of an effective monitoring system for various technological interventions to reduce the air pollution.

2.10.3. Directorate of Environment and Climate Change and PPCB will set up a dedicated team for design of monitoring system and setting up of IT platform for tracking progress of the plan.

2.11 Governance

The monitoring of progress, coordination of various activities, corrective measures required and fixing of accountability will be done by Air Quality Monitoring Committees at the District level under Deputy Commissioner, State Level under Principal Secretary, Environment and Apex Committee under Chief Secretary.

Chapter 3 – Current Status and Trends of Air Quality in DeraBassi

3.1 Monitoring Mechanism:

DeraBassi is the major industrial hub in the Distt. SAS Nagar and the ambient air quality monitoring is being carried out regularly at 2 no. manually operated stations installed at DeraBassi under National Air Monitoring Programme (NAMP) sponsored by CPCB. The year wise data of PM₁₀, SO₂ and NO_x for the period 2014-18 is placed at **Annexure-A**. Further, the Board is planning to install one Continuous Ambient Air Quality Monitoring Station (CAAQMS) at DeraBassi and the real time data of the same will be displayed at National Highway-152.

3.2 Air Quality Index (AQI)

- 3.2.1. Awareness of daily levels of air pollution is important to the citizens, especially for those who suffer from illnesses caused by exposure to air pollution. Further, success of a nation to improve air quality depends on the support of its citizens who are well-informed about local and national air pollution problems and about the progress of mitigation efforts. Thus, a simple yet effective communication of air quality is important. The concept of an air quality index (AQI) that transforms weighted values of individual air pollution related parameters into a single number is widely used for air quality communication and decision making.
- 3.2.2. The AQI system is based on maximum operator of a function (i.e. selecting the maximum of subindices of individual pollutants as an overall AQI). The objective of an AQI is to quickly disseminate air quality information (almost in real-time) that entails the system to account for pollutants which have short-term impacts. Eight parameters (PM₁₀, PM_{2.5}, NO₂, SO₂, CO, O₃, NH₃, and Pb) having short-term standards have been considered for near real-time dissemination of AQI.
- 3.2.3. The AQI has further been classified in six categories as shown below:

AQI	Quality	Impact on health
0-50	Good	Minimal impact
51-100	Satisfactory	Minor breathing discomfort to sensitive people
101-200	Moderately polluted	Breathing discomfort to people with lungs, asthma and heart diseases
201-300	Poor	Breathing discomfort to most people on prolonged exposure
301-400	Very poor	Respiratory illness on prolonged exposure

>401	Severe	Affects healthy people and seriously impacts those with existing diseases.
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- 3.2.4. Based on this, the CPCB evolved a Graded Response Action plan (GRAP) which is implemented in the NCR, Delhi when the air quality deteriorates and various steps have been mentioned in GRAP to be taken to immediately control the deterioration of the air quality.

3.3 CPCB's norms for Air Quality

The CPCB on 18/10/2009 has revised National Ambient Air Quality Standards (NAAQS) which are reproduced as under:

S.N.	Pollutants	Time weighted average	Concentration of Ambient Air	
			Industrial, Residential, Rural and other areas	Notified Ecologically sensitive area
1	Sulphur Dioxide (SO ₂) µg/m ³	Annual	50	20
		24 hours	80	80
2	Nitrogen Dioxide (NO ₂) µg/m ³	Annual	40	30
		24 hours	80	80
3	Particulate Matter (size<10 µm) or PM ₁₀ µg/m ³	Annual	60	60
		24 hours	100	100
4	Particulate Matter (size<2.5 µm) or PM _{2.5} µg/m ³	Annual	40	40
		24 hours	60	60
5	Ozone (O ₃) µg/m ³	8 hours	100	100
		1 hour	180	180

6	Lead (Pb), $\mu\text{g}/\text{m}^3$	Annual	0.50	0.50
		24 hours	1.0	1.0
7	Carbon Monoxide (CO), mg/m^3	8 hours	02	02
		1 hour	04	04
8	Ammonia (NH_3), $\mu\text{g}/\text{m}^3$	Annual	100	100
		24 hours	400	400
9	Benzene (C_6H_6) $\mu\text{g}/\text{m}^3$	Annual	05	05
10	Benzo (a) Pyrene (BaP)- particulate phase only ng/m^3	Annual	01	01
11	Arsenic (As) ng/m^3	Annual	06	06
12	Nickel (Ni) ng/m^3	Annual	20	20

3.4 Trends of Quality of Air

3.4.1. The Board has installed 2 no. manually operated AAQM stations and the monitoring of PM₁₀, SO₂ & NO_x. Annual average of these parameters for the last 3 years is given as under:

Year	Station (installed at)	PM ₁₀ ($\mu\text{g}/\text{m}^3$)	NO _x ($\mu\text{g}/\text{m}^3$)	SO ₂ ($\mu\text{g}/\text{m}^3$)
2016	M/s PCCPL, DeraBassi	98	12	5
	M/s Winsome Yarns Ltd., DeraBassi	97	13	5
2017	M/s PCCPL, DeraBassi	94	12	6
	M/s Winsome Yarns Ltd., DeraBassi	94	12	6
2018	M/s PCCPL, DeraBassi	102	13	7

	M/s Winsome Yarns Ltd., DeraBassi	89	13	6
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- 3.4.2. The trend of the ambient air quality parameters shows that the concentration of SO₂, NO_x and SPM in the ambient air is almost in the same range with a very little up/down. After installation of CAAQM station at DeraBassi, the AQI will be obtained on real time basis.

3.5 Major parameters of concern

The major concern of the air quality in DeraBassi is PM₁₀. The perusal of data in **Annexure-A** clearly indicates that the concentration of SO₂ and NO_x in the ambient air are within the annual average value of 50 µg/m³ and 40 µg/m³. However, the concentration of RSPM (PM₁₀) is beyond the prescribed annual average value of 60 µg/m³. The sources of pollution and their apportionment are given in the next chapter.

Chapter 4 – Sources of Air Pollution in DeraBassi

4.1 Major Sources

4.1.1. The following are the major identified sources of air pollution:

- (i) Vehicular Emissions
- (ii) Road Dust
- (iii) Burning of Bio-mass & Garbage
- (iv) Industrial Emissions
- (v) Mining
- (vi) Construction and Demolition Activities
- (vii) Other Sources

4.1.2. Due to paucity of time, detailed studies regarding source apportionment and carrying capacity could not be done, however, the Board has made some projections based on its in house projections for DeraBassi. The estimated contribution of various sources in air pollution is given as under:

1.	Industrial Emissions	35 %
2.	Road Dust	25 %
3.	Vehicular Pollution	20 %
4.	Burning of Garbage and Biomass	4 %
5.	Construction and Demolition Activities	15 %
6.	Other Sources	1 %

4.1.3. PPCB shall carry out source apportionment for the city involving Expert Agency. The estimated cost to be incurred on the Source Apportionment study is Rs. 5.00 lacs.

4.2 Vehicular Emissions

4.2.1. Transport sector is one of the significant contributors to air pollution in DeraBassi due to movement of heavy goods vehicles carrying raw materials and products of the industries located in and around the city. At present about 13,000 vehicles (heavy transport vehicles, LMVs, cars & jeeps, two wheelers and three wheelers) are plying on the roads of DeraBassi. National Highway NH-152 passes through DeraBassi, which is connecting Chandigarh and Delhi (State Capital to National Capital).

4.3 Road Dust

4.3.1. The particles of dust that deposit from the atmosphere and accumulate along road sides are called road dust particles. Two main sources of road dust are deposition of previously suspended particles (atmospheric aerosols) and displaced soil. Some of the factors contributing to road dust are:

- (i) Emissions from the vehicular traffic.
- (ii) Construction and demolition activities, corrosion of metals structures etc.
- (iii) Presence of potholes on the road.
- (iv) Absence of metaled roads / stabilized roads / un-stabilized movement area within industries.
- (v) Presence of un-stabilized berms along the roads.
- (vi) Movement of overloaded transport vehicles.

4.4 Burning of Biomass and Garbage

4.4.1. There are only small patches of agricultural land within the DeraBassi city, however, the city is surrounded by agricultural area and a lot of biomass is generated during post harvesting paddy and wheat seasons. During wheat season biomass burning is lesser than paddy season as the farmers use the wheat crop residue as cattle fodder. The effect of biomass burning in the paddy season is augmented due to the cold climate conditions.

4.4.2. At present, Municipal solid waste generation of the city is estimated as 15 TPD, which is being dumped unscientifically in the present dumping site at Vill. Saidpura. The garbage burning increases during winter season as the general public tend to burn the waste for heating purposes.

4.5 Industrial Emissions

4.5.1. The main stationary sources of air pollution are the industrial units, which are emitting particulate matter, hydrocarbon, sulphur dioxide, oxides of nitrogen, VOCs and acid mist. As per inventory prepared by Regional Office, taking into consideration the ambient air quality impact from the industrial clusters of 5 km radius, which are using fossil / bio mass as fuel, thus, emitting the aforesaid pollutants, besides, emitting process / fugitive emissions.

4.5.2. The category wise detail of air polluting industries situated in the jurisdiction of DeraBassi area as under :

Sr. No.	Category	No. of Industries
1.	Dyeing Units	01
2.	Pharmaceuticals	18

3.	Meat Processing Unit/Slaughter House	02
4.	Pulp & Paper	03
5.	Distilleries	01
6.	Breweries	01
7.	Cupola Furnace	03
8.	Induction Furnace	04
9.	Plywood / Laminates	07
10.	Pesticides Units	01
11.	Brick Kilns	08
12.	Stone Crushers	41
13.	Rice Shellers	01
14.	Miscellaneous	28
15.	Construction Projects	13
16.	Total	132

- 4.5.3. It is pertinent to mention here that emission standards for most of the above said industries are the most stringent for such type of industries i.e. 150 mg/Nm³, except boiler furnaces which have load based emission standards ranging from 150 mg/Nm³ to 800 mg/Nm³.

4.6 Mining

Mining activities also contribute to the AQI, however, in DeraBassi area, presently no major mining activity is carried out. Further, some seasonal mining activities on very small scale being carried out to cater with need of brick manufacturing industries (brick kilns). As such, it has minimal contribution in the air quality index of DeraBassi.

4.7 Construction and Demolition Activities

- (a) There are about 13 construction projects falling in DeraBassi area. There is no other kind of significant air pollution from the construction projects except the air pollution and noise pollution from the DG sets, provided by the promoter companies as a power back up. For this following compliance is being ensured from the promoter companies;
- (b) The project proponent shall not consume any fuel except HSD in DG set complying with the norms i.e. fitted with canopy enclosure and meeting with emissions norms having adequate stack height for burning purposes without the prior written permission of the Board and shall comply with the stack emission standards prescribed by the MoEF vide notification No.GSR-520 (E) dated 1.7.2003 as amended from time to time or GSR-489(E) dated 7.9.2002 as amended from time to time, whichever is applicable to the applicant.
- (c) The project proponent shall comply with the noise limits prescribed by the Ministry of Environment & Forests (MoEF), New Delhi vide notification No.GSR-371(E) dated 17.5.2002 as amended from time to time.

4.8 Others

- 4.8.1. Other than above mentioned sources, episodic incidents like Holi, Dushera, Diwali, Gurupurab, New Year etc. are celebrated by bursting crackers, spraying colours etc. which also contribute to the ambient air quality.

Chapter 5 – Control of Vehicular Emissions

5.1 Key Activities

5.1.1. The vehicles are major pollution contributor, producing significant amount of nitrogen oxides, carbon monoxides and other polluting gases and particulate matter. To minimize the pollution generated from the vehicles, various actions have to be taken, which have been classified into following categories:

- (a) Public Awareness related,
- (b) Enforcement related,
- (c) Infrastructure related,
- (d) Policy related

5.1.2. Some activities may have more than one category but they have been kept in the category where it has the major requirement. Following are the key activities for control on vehicular emissions:

Public Awareness

- (i) CVE 1 - Public awareness campaign for control of vehicular emissions

Enforcement Related

- (i) CVE 2 - Remote sensor based PUC system
- (ii) CVE 3 - Extensive drive against polluting vehicles
- (iii) CVE 4 - Prevent parking of vehicles in non-designated areas
- (iv) CVE 5 - Check fuel adulteration

Infrastructure Related

- (i) CVE 6 - Widening of roads and improvement of infrastructure for decongestion of roads
- (ii) CVE 7 - Introduce intelligent traffic systems

Policy Related

- (i) CVE 08 – Phasing out commercial diesel vehicles more than 15 years old
- (ii) CVE 09 – Promotion of E- vehicles
- (iii) CVE 10 – Introduction of CNG based public transport
- (iv) CVE 11 – Retrofitting of particulate filters in diesel vehicles for BS-IV fuels

5.1.3. Various actions to be taken for the above activities are given below. Further, the details such as baseline, target, timeline, milestones have been given in **Annexure – B**.

5.2 CVE 1 - Public awareness campaign for control of vehicular emissions

Public support is essential for clean air mission to be successful. As part of overarching mission of clean air, DeraBassi, the public must be made aware of ill effects of air pollution on health and contribution of vehicular emissions in the same. The public has to be motivated to play their role in curbing the air pollution. Following action shall be taken:

- (i) Public awareness campaign in print and electronic media
- (ii) Use of Social Media facebook, twitter, Instagram
- (iii) Jingles on air pollution on local radio and tv
- (iv) Awareness drives in educational institutions
- (v) Public meetings
- (vi) Nukarnataks

5.3 CVE 2 - Remote sensor based PUC system

The Department of Transport will implement remote sensor based PUC system to eliminate the malpractices in the existing system of issuing PUCs. All PUC centres will be made online.

5.4 CVE 3 - Extensive drive against polluting vehicles

There is need to strictly enforce checking of PUC certificates so that unauthorized vehicles could be penalized. The traffic police shall place check points (Nakas) at differed locations and the performance of such check points shall be monitored. A whatsapp number shall be dedicated and publicized among general public so that complaints of public regarding polluting vehicles may be received and action taken.

Traffice Police and Department of Transport will be responsible for the activity.

5.5 CVE 4 - Prevent parking of vehicles in non-designated areas

4(a) Creating parking infrastructure: Presently, vehicles are being parked in a haphazard manner and on the roads as well, which leads to traffic congestion, thus, causing vehicular pollution. Hence, local government shall develop designated parking lots, Multi storey parking facilities, parking area for trucks/ commercial vehicles and ear –mark roadside parking by yellow line.

4(b) Enforcement: Traffic police shall impound vehicles parked in non-designated areas and shall compile the list of prominent areas of such violations & pay special attention to these areas. CCTV cameras shall be installed in such areas to capture the evidence. Number of challans shall be monitored.

5.6 CVE 5 - Check fuel adulteration

Online Automated System has been adopted by the State Level Coordinator, Oil industry, Punjab for transportation & checking the density of Petrol/Diesel. In case of complaint, Department of Food and Civil Supplies in coordination with local oil company officials shall

check fuel adulteration & if any discrepancy is noticed then action against the violator shall be taken by State Level Coordinator, Oil industry, Punjab.

5.7 CVE 6 - Widening of roads & improvement of infrastructure to decongest roads

The roads constructed within the city having traffic congestion shall be identified by the MC. The concerned department like PWD (B&R), PUDA, PSIEC, Mandi Board and Municipal Council shall widen these roads suitably to decongest the traffic.

5.8 CVE 7 - Introduce intelligent traffic systems

The traffic lights installed in the area shall be synchronized in such a way so as to achieve minimal stoppage of vehicles for a stretch of atleast 2 Kms. The traffic lights shall be placed at various intersection, so as to avoid traffic jams and smooth operation of the vehicles. Municipal Council in consultation with Traffic Police shall identify such places and provide traffic lights.

5.9 CVE 8 – Phasing out commercial diesel vehicles more than 15 years old

The Department of Transport frame policy at State level to phase out commercial diesel vehicles more than 15 years old.

5.10 CVE 9 - Promotion of E- vehicles

The framing of E-Vehicle policy is at an advance stage of finalization. The Department of Transport shall notify the policy to promote battery operated vehicles.

5.11 CVE 10 – Introduction of CNG based public transport

10 (a) Infrastructure development: The Department of Food & Civil Supplies shall facilitate and expedite development of requisite infrastructure such as laying of pipe line and setting up of CNG filling station to promote CNG based public transport.

10 (b) CNG based City Bus Service: Local Government shall take necessary measures to promote CNG based City Bus service.

10 (c) CNG based Auto Rickshaws/Taxis: The Department of Transport shall take necessary steps to promote CNG based Auto Rickshaws/Taxis.

5.13 CVE 11 - Retrofitting of particulate filters in diesel vehicles for BS-IV fuels

State Level Coordinator (Oil Industry) has informed that as per Government of India guidelines, India is going to skip adopting BS-5 norms and progress directly to adopting BS-6 norms by 2020. The steps for retrofitting of particulate filters in diesel vehicles is to be undertaken by Automotive industry under directions from Government of India as and when BS-VI fuels are available.

Chapter 6 – Control of Road Dust

6.1 Key Activities

- 6.1.1** The particles of dust that deposit from the atmosphere and accumulate along road sides are called road dust particles. Two main sources of road dust are deposition of previously suspended particles (atmospheric aerosols) and displaced soil. Additionally the emissions from the vehicular traffic, building construction and renovation, corrosion of metals structures etc. contribute directly to the road dust. To minimize the pollution generated from the dust emissions, following key activities are proposed:

Maintenance Related

- (i) CRD 1 – Maintain potholes free roads for free-flow of traffic
- (ii) CRD 2 – Water sprinkling
- (iii) CRD 3 – Mechanical sweeping

Infrastructure Related

- (i) CRD 4 -Creation of green buffers along along the road sides
- (ii) CRD 5 - Greening of Parks, open areas, community places, schools and housing societies
- (iii) CRD 6 - Water fountains at major traffic intersections
- (iv) CRD 7 - Blacktopping of metaled road including pavement of road sides

- 6.1.2** Various actions to be taken for the above activities are given below. Further, the details such as baseline, target, timeline, milestones have been given in **Annexure-C**.

6.2 CRD 1 – Maintain potholes free roads for free-flow of traffic

All the agencies such as MC/ PWD/PUDA/PSIEC/NHAI will put in place a system of regular inspections to identify the potholes and ensure its filled up. It shall be monitored on regular basis. A web based/ mobile app shall be set up for Public to lodge complaint against the pothole and it shall be monitored for repair.

6.3 CRD 2 – Water sprinkling

2(a) Water sprinkling on dust prone roads: Municipal Corporation shall identify the dust prone roads and shall prepare schedule for regular sprinkling of water on these roads to suppress dust emissions. This activity shall be started immediately. In order to save the water, the Municipal Corporation shall utilize the treated wastewater of STPs installed in the city.

2(b) Procurement of Water sprinkler: Municipal Corporation need to make arrangements for regular sprinkling of water on dust prone roads for which it may procure suitable number of water sprinklers.

6.4 CRD 3 – Mechanical sweeping

Municipal Council shall procure adequate number of automatic sweeping machines for efficient and fast sweeping of the road / streets. The frequency of the sweeping shall be fixed appropriately by the Municipal Council.

6.5 CRD 4 – Creation of green buffers along the road sides

Municipal Council shall identify the trees with the help of Deptt. of Horticulture which may be grown along the roads without any obstruction to the traffic. These trees shall be planted at the suitable places. The maintenance of these trees shall be done by the Municipal Council.

6.6 CRD 5 – Greening of Parks, open areas, community places, schools and housing societies

In order to increase greenery in the city, the Municipal Council shall identify open areas/ lawns/ vacant lands including community places and schools in the city and these places be allocated to the NGOs or Industrial Associations for tree plantation and their maintenance. The activity of identification of the suitable sites shall be completed in a time bound manner and shall be allotted to the NGOs or Industrial Associations.

6.7 CRD 6– Water fountains at major traffic intersections

Municipal Council shall explore the possibility of setting up of the water fountains at important traffic junctions to reduce the emission level including dust at these points.

6.8 CRD 7 – Blacktopping of roads including pavement of road sides

7(a) Kaccha/Brick Paved Roads to be made Pucca road: Some of the city roads are not properly metalled, which are the source of dust and gaseous emissions. These roads shall be converted into metalled road. Municipal Corporation shall undertake this activity in a time bound manner.

7(b) Existing roads requiring re carpeting: Roads require regular upkeep & re carpeting. The responsible agencies (MC/PWD/NHAI/PSIEC/PUDA) shall ensure re carpeting of damaged existing roads.

7(c) Pavement of road side using interlocking tiles to prevent road dust emissions: Berms along the roads need to be stabilized with interlocking tiles to prevent road dust emissions.

Chapter 7 – Control on Burning of Garbage and Biomass

7.1 Key Activities

- 7.1.1. There are only small patches of agricultural land within the DeraBassi city, however, the city is surrounded by agricultural area and a lot of biomass is generated during post harvesting paddy and wheat seasons. During wheat season biomass burning is lesser than paddy season as the farmers use the wheat crop residue as cattle fodder. The effect of biomass burning in the paddy season is augmented due to the cold climate conditions. To minimize the pollution generated from burning of garbage and biomass, following key activities are proposed:

Enforcement Related

- (i) CBGB 1 – Control on open burning of bio-mass in City
 - (ii) CBGB 2 – Control on burning of municipal solid waste
 - (iii) CBGB 3 – Control on burning of agriculture waste and crop residue
- 7.1.2. Various actions to be taken for the above activities are given below. Further, the details such as baseline, target, timeline, milestones have been given in **Annexure-D**.

7.2 CBGB 1 – Control on open burning of bio-mass in City

- 7.2.1 The burning of biomass like leaves of the trees creates lot of smoke in the area particularly during winter season, as such, the open burning of these biomass must be stopped. Municipal Council shall deploy its staff to have a check on various areas so as to forbid the inhabitants and sweepers open burning of the biomass.
- 7.2.2 Municipal Corporation shall provide education to the educational institutions, government offices, residents welfare associations regarding horticulture waste collection and its benefits by way of disposing the waste in the form of composting and encouraging the organic farming in the gardens and fields.
- 7.2.3 A whatsapp number shall provided to the public alongwith the setting up of the dedicated control room for receiving complaints of public through this system.

7.3 CBGB 2 – Control on burning of municipal solid waste

- 7.3.1 Presently, Municipal Council has one municipal waste dumping site along the GT Road, which has not been developed scientifically for the disposal of the municipal solid waste and consequently it has become the source of burning of waste on this dump. Lot of smoke is generated which contribute to the air pollution index. Similarly at the collection point and after sweeping the streets, the garbage collected may be burnt, instead of transporting to the dumping site.
- 7.3.2 Municipal Council shall identify and develop municipal waste dumping site as per the provisions of Municipal Solid Waste Rules, 2016 and the construction work of the said site shall be completed.

7.4 CBGB 3 – Control on burning of agriculture waste and crop residue

- 7.4.1 The city is surrounded by agricultural area and a lot of agricultural waste is generated during post harvesting paddy and wheat season. During wheat season stubble burning is lesser than paddy season as the farmers use the wheat crop residue as cattle fodder.
- 7.4.2 Punjab Pollution Control Board shall engage Punjab Remote Sensing Centre, Ludhiana for real time monitoring and reporting of stubble burning incidents. The District Administration shall constitute District Level Committees to verify the reported sites and issue challans to the violators besides filing of proceedings u/s 133 CrPc. Necessary directions / instructions shall be issued by the District Administration u/s 144 IPC to restrict harvesting of crops between 6.00 p.m to 6.00 a.m during crop harvesting seasons and attaching of the super SMS with the combine harvesters. Department of Agriculture to promote mechanical reincorporation of paddy straw to prevent its burning.

Chapter 8 – Control of Industrial Emissions

8.1 Key Activities

- 8.1.1. The main stationary sources of air pollution are the industrial units, which are emitting particulate matter, hydrocarbon, sulphur dioxide, oxides of nitrogen, VOCs and acid mist. As per inventory prepared by Regional Office, taking into consideration the ambient air quality impact from the industrial clusters of 5 km radius, which are using fossil / bio mass as fuel, thus, emitting the aforesaid pollutants, besides, emitting process / fugitive emissions. To minimize the pollution generated from the industries, following key activities are proposed:

Technology Intervention

- (i) CIE 1 – Conversion to sidehood suction in furnaces
- (ii) CIE 2 – Conversion to CNG/PNG from coal

Enforcement Related

- (i) CIE 3 – Conversion of natural draft brick kilns to induced draft
- (ii) CIE 4 – Action against non-complying industrial units

Infrastructure Related

- (i) CIE 5 – Shifting of industries from non-designated areas to industrial areas

- 8.1.2. Various actions to be taken for the above activities are given below. Further, the details such as baseline, target, timeline, milestones have been given in **Annexure-E**.

8.2 CIE 1 – Conversion to sidehood suction in furnances

PPCB with the technical support from Council for Science and Technology has improvised technology to provide for sidehood suction in furnaces to reduce the emissions. The sidehood suction shall be implemented in a time bound manner and shall be monitored by the Board monthly.

8.3 CIE 2 – Conversion to CNG/ PNG from Coal

A large number of units in DeraBassi using coal as source of energy. With the availability of CNG in the city, PPCB will motivate the industry to convert from Coal to CNG. The State government will be approached to reduce VAT to make it viable alternative.

8.4 CIE 3 - Conversion of natural draft brick kilns to induced draft

There are 8 no. brick kilns in the vicinity of DeraBassi city. The Punjab Pollution Control Board has issued directions to the existing brick kilns of the State to convert their conventional brick kilns to induced draft technology. The Brick kilns will be monitored for conversion to the new technology in a time bound manner.

8.5 CIE 4 – Action against non-complying industrial units:

The regular monitoring of industries is being carried out as per the policy of the Board. In case, any industry is found violating the provisions of the Air(Prevention and Control of Pollution) Act, 1981, action under the provisions of the said Act is initiated against the violating industries. The number of inspections carried out and action taken will be monitored regularly by the District Level Committee.

8.6 CIE 5 – Shifting of industries from non-designated areas to industrial areas

There are certain industries, which are located in non-designated areas and the Department of Industries and Commerce shall develop new areas to shift the industries from non-designated areas in coordination with Local Govt., Deptt. of Town & County Planning / Deptt. of Industries.

Chapter 9 – Control on Construction and Demolition activities

9.1 Key Activities

9.1.1 There are about 13 major construction projects falling in DeraBassi area. There is no other kind of significant air pollution from the construction projects except the air pollution due to dust emissions and noise pollution from the construction machinery & the DG sets, provided by the promoter companies as a power back up. Also, small construction activities are being carried out by the individual house holders / industrial units / commercial units and paving of streets by the MC on routine basis. To minimize the pollution generated from the construction and demolition activities, following key activities are proposed:

- (i) CCDA 1 – Enforcement of Construction & Demolition Rules.
- (ii) CCDA 2 – Control measures for fugitive emissions
- (iii) CCDA 3 – Ensure carriage of construction material in closed/covered vessels.

9.1.2 Various actions to be taken for the above activities are given below. Further, the details such as baseline, target, timeline, milestones have been given in **Annexure-F**.

9.2 CCDA 1 – Enforcement of Construction & Demolition (C& D) Rules, 2016:

1(a)- Enforcement: The necessary provisions of the C&D Rules, 2016 shall be implemented in the city to ensure proper management of these wastes. Municipal Council shall frame mechanism for challaning the violators found dumping the C&D waste on non-designated areas. The enforcement will be monitored through the use of technology and regular review.

1(b) – Infrastructure Development: Municipal Council shall identify suitable land and set up the processing plant for effective disposal of C&D waste.

9.3 CCDA 2 – Control measures for fugitive emissions

Municipal Council shall ensure that

- (i) The builders provide proper curtains / sheets on the construction sites to avoid spreading of dust emissions into the environment.
- (ii) No dust should be emitted during demolition.
- (iii) No construction materials should be kept on the roads. The construction material inside the plots should also be kept in covered conditions and labour should be provided with required personal protective equipments during the course of construction to safeguard from ill effects of fugitive emissions.

9.4 CCDA 3 – Ensure carriage of construction material in closed/covered vessels

The relevant enforcement authorities will ensure that the construction material to be transported through trucks / vehicles shall be covered with tarpaulin to avoid the dust emissions.

Chapter 10 Control through Other Steps

10.1 Key Activities

10.1.1. Apart from various measures being taken to control various sources of pollution, following activities will also be undertaken to control the pollution:

Public Awareness

(i) COS 1 – Dissemination of information on Air Quality Index

Infrastructure

(ii) COS 2 – Establish an Air Quality Management Division at SPCB HQ

(iii) COS 3 – Setup helpline in each city/town as well as SPCB HQ

Enforcement

(iv) COS 4 - Monitoring of DG sets and action against violations

10.1.2. Various actions to be taken for the above activities are given below. Further, the details such as baseline, target, timeline, milestones have been given in **Annexure-G**.

10.2 COS 1 – Dissemination of information on Air Quality Index

Punjab Pollution Control Board shall display the air quality index of the city at its prominent places for the awareness of the public including website, social media and print media.

10.3 COS 2 – Establish an Air Quality Management Division at SPCB HQ

There is need to strengthen technical capability pertaining to air pollution. The Board will identify the requisite skill sets and number of technical staff required along with future roadmap for the Board's activities.

10.4 COS 3 – Setup helpline in each city/town as well as SPCB HQ

The Board shall set up a helpline system at headquarter and each city to receive the complaints from public and have effective feedback system.

10.5 COS 4 - Monitoring of DG sets and action against violations

The concerned agency shall identify the commercial activities where the DG sets have been set up without fulfilling the norms for control of emissions and noise. Time bound action plan shall be prepared by the Municipal Council for removal of these DG sets. Punjab Pollution Control Board shall identify the illegal DG sets manufacturers and necessary directions for their non-operation / closure shall be issued. Punjab Pollution Control Board shall identify the industries where the DG sets have been set up without fulfilling the norms for control of emissions and noise.

Chapter 11–Graded Response Action Plan for Derabassi

11.1 Graded Responses

In order to mitigate the impact of higher level of pollution when AQI crosses satisfactory level, Graded Response Action Plan has been prepared for DeraBassi for implementation under different Air Quality Index (AQI) categories namely, Moderate & Poor, Very Poor and Severe.

11.2 Agency Responsible for Graded Response

The concerned authorities responsible for taking action when AQI reaches various levels have been indicated against the proposed action. The authorities will work in coordination with and under the overall supervision of the District Level Committee.

11.3 Action in case of Severe AQI (Value ≥ 401)

Following action shall be taken by the concerned authorities:

S.N.	Severe (AQI value becomes 401-500)	Agency responsible / Implementing Agency
1	Temporary closure of brick kilns, hot mix plant, induction furnaces, rolling mills etc.	PPCB
2	Stop construction activity	MC, DeraBassi
3	Alert in newspapers / local cable TV to advise people with respiratory and cardiac patients to avoid polluted areas and restrict outdoor movement.	MC, Distt. Administration & PPCB
4	Sprinkling of water at the various dust emission points	MC, DeraBassi
5	Deploy Traffic police for smooth traffic flow at the identified vulnerable areas	Traffic Police
6	Stringently enforce / stop garbage burning in landfills and other places and impose heavy fines on person responsible.	MC, DeraBassi
7	To increase the frequency of mechanized sweeping on roads with heavy traffic and water sprinkling also on unpaved roads.	MC, DeraBassi
8	Stop entry of heavy good vehicles except essential commodities into DeraBassi	Traffic Police
9	To take decision regarding closing of schools	District Administration

11.4 Action in case of Very Poor AQI (Value between 301 to 400)

Following action shall be taken by the concerned authorities:

S.N.	Very Poor (AQI value becomes 301-400)	Agency responsible / Implementing Agency
1	Restraining the operation of air polluting industries i.e. induction furnaces, rolling mills, brick kilns etc. for 8 hours/day	PPCB
2	Banning of construction activities	MC, DeraBassi
3	Stop of garbage burning in the landfill areas or in the open fields	MC, DeraBassi
4	Water sprinklings at the dust emission points etc.	MC, DeraBassi
5	Strict vigil and enforcement of PUC norms	Traffic Police
6	Strict vigil and no tolerance for visible emissions from the vehicles and industries	PPCB and Traffic Police
7.	Strictly enforce Supreme Court ban on fire crackers	MC, DeraBassi and Distt Administration
8	Strictly enforce all pollution control regulations in the air polluting industries like induction furnaces, rolling mills, brick kilns etc.	PPCB

11.5 Action in case of Poor AQI (Value between 201 to 300)

Following action shall be taken by the concerned authorities:

S.N.	Poor (AQI value becomes 201-300)	Agency responsible / Implementing Agency
1	Strictly enforce garbage burning in landfill and other places and impose heavy fines on person responsible	MC, DeraBassi
2	Increase frequency of mechanized cleaning of road and sprinkling of water on roads. Identify road stretches with high dust generation.	MC, DeraBassi
3	Stop use of coal / firewood in open eateries	MC, DeraBassi
4	Strictly enforce rules for dust control in construction activities and close non-complaint sites.	MC, DeraBassi
5	Close / Strictly enforce all pollution control regulations in the air polluting industries like induction furnaces, rolling mills, brick kilns etc.	PPCB
6	Restricting air polluting industries i.e. induction furnaces, rolling mills, brick kilns etc. for 12 hours/day	PPCB

11.6 Action in case of moderately polluted AQI (Value between 101 to 200)

Following action shall be taken:

S.N.	Moderately polluted (AQI value becomes 101-200)	Agency responsible / Implementing Agency
1	Increasing the frequency of mechanized cleaning the roads etc.	MC, DeraBassi
2	Sprinkling of water at the dust emitting points	MC, DeraBassi
3	To stop open burning of garbage and municipal solid waste	MC, DeraBassi
4	Close / strictly enforce all pollution control regulations in the air polluting industries like induction furnaces, rolling mills, brick kilns etc.	PPCB

Chapter 12 – Monitoring Requirements and Formats

12.1 Monitoring Requirements

12.1.1. Following are the key components of monitoring requirements of the Plan:

- (i) Monitoring of activities for control on Vehicular Emissions
- (ii) Monitoring of activities for control on Road Dust
- (iii) Monitoring of activities for control on Burning of Garbage and Biomass
- (iv) Monitoring of activities for control on Industrial Emissions
- (v) Monitoring of activities for control on Construction and Demolition activities
- (vi) Monitoring of activities for control on other sources

12.1.2. Further, various activities can be classified into one of the following categories:

- (i) Public Awareness
- (ii) Enforcement
- (iii) New Infrastructure
- (iv) Maintenance activities
- (v) Policy Advocacy
- (vi) Technology Support

12.2 Development of Environment Protection Monitoring System (EPMS)

In order to keep track of the progress made by concerned stakeholder departments on various projects, activities and initiatives, it is proposed to develop a dedicated IT platform namely Environment Protection Monitoring System (EPMS).

12.1.3. To work out detailed formats and setting up online system to track progress of various activities, a dedicated team of PPCB and NIC is working on it.

12.1.4. The system will ensure that information is captured at source and transmitted to the System and the system will be able to analyse and report it in the prescribed format. The system will generate different reports for use at different levels. The System will also have dashboard to present the key indicators and metrics.

Chapter 13 – Governance and Supervision

13.1 Three Tier Monitoring

13.1.1. Monitoring will be done by the Departments concerned, which are executing or responsible for particular activities. In addition, there will be three level of Air Quality Monitoring Committees (AQMC) to review and monitor the status:

- (i) AQMC at District Level under Deputy Commissioner
- (ii) AQMC at State level under Principal Secretary, Environment
- (iii) Steering Committee under Chief Secretary

13.1.2. PPCB will set up a dedicated team for supporting coordination and monitoring of the Action Plan. It will also develop suitable IT platform for monitoring purposes.

13.2 AQMC at District Level

District Level Committee will be constituted under the chairmanship of Deputy Commissioner, Fatehgarh and the monthly meeting of the District Level Committee will be conducted to discuss / monitor the progress of the activities to be performed under the Action plan. The committee shall involve civil society organization and their participation will be ensured for achieving various targets mentioned in the Action plan.

The district level committee shall constitute the followings:

1	The Deputy Commissioner, SAS Nagar	Chairman
2	The Senior Superintendent of Police, SAS Nagar	Member
3	The Environmental Engineer, Punjab Pollution Control Board, Regional Office, SAS Nagar	Convener
4	The Executive Officer, Municipal Council, DeraBassi	Member
5	The Divisional Forest Officer, SAS Nagar	Member
6	Sub Divisional Magistrate, DeraBassi	Member
7	The Executive Engineer, PWD (B & R), Division DeraBassi	Member
8	The Civil Surgeon, SAS Nagar	Member
9	The Executive Engineer, Punjab Small Industries & Export Corporation, 18, HimalyaMarg, UdyogBhawan, Sector-17-A, Chandigarh	Member
10	The General Manager, District Industries Centre, SAS Nagar	Member
11	The Asstt. Executive Engineer, Punjab Small Industries & Export Corporation, DeraBassi	Member

12	The District Agriculture Officer, Deptt. Of Agriculture, SAS Nagar	Member
13	The General Manager-cum- Project Director, NHAI, 17-L, Model Town, Ambala City.	Member
14	The District Food Supplies Controller, Department Of Food Civil Supplies And Consumer Affairs, SAS Nagar	Member
15	The President, DeraBassi Focal Point Association, DeraBassi	Member
16	The President, DeraBassi Industry Association, DeraBassi	Member
17	Representative of service provider for PNG/ CNG in the city.	Member

13.3 AQMC at State Level

13.3.1 State Level Air Quality Monitoring Committee (AQMC) will comprise of the following:

1	Administrative Secretary, Department of Environment	Chairman
2	Director, Local Government	Member
3	Director, Transport	Member
4	Director, Industries and Commerce	Member
5	ADGP, Traffic	Member
6	Director, Directorate of Environment & Climate Change	Member
7	Chairman, PPCB	Member
8	Representatives of NGO/ Expert Members	Member
9	Representatives of NGO/ Expert Members	Member
10	Joint Director, Directorate of Environment & Climate Change	Convener

13.3.2 The State level Committee would meet every month to review the progress of the action plan and take corrective measures and also escalate issued to the Steering committee for intervention.

13.4 Steering Committee

13.4.1 There will be a Steering Committee under Chief Secretary and comprising of Administrative Secretaries of relevant administrative departments for monitoring the progress, resolving issues and enforcing accountability.

13.4.2 The Committee will comprise of the following:

1	Chief Secretary	Chairman
2	Administrative Secretary, Environment	Member
3	Administrative Secretary, Local Government	Member
4	Administrative Secretary, Industries and Commerce	Member
5	Administrative Secretary, Transport	Member
6	Administrative Secretary, PWD	Member
7	ADGP, Traffic	Member
8	Director, Directorate of Environment & Climate Change	Member
9	Chairman, PPCB	Member
10	Additional Secretary, Environment	Convener

Chapter 14 – Risk Mitigation Plan

14.1 Identification of Major Risks

Following are the major risks

- (i) Lack of formal source apportionment study
- (ii) Accuracy and completeness of baseline data, targets and milestones
- (iii) Lack of formal analysis of implementation barriers

14.2 Source Apportionment Study

It is important to have the assessment of various sources and their contribution to the air pollution and accordingly focus on controlling those sources. Currently no such study has been done. In order to mitigate the risk, Punjab Pollution Control Board shall get source apportionment study of the city conducted to adjudge various sources contributing air pollution in the area and mitigation thereof. The same will be incorporated in the Action Plan.

14.3 Accuracy and completeness of baseline data, targets and milestones

The baseline data, targets and milestones are not very accurate or complete. During the course of implementation detailed surveys and analysis will be carried out and the baseline data, targets and milestones will be suitably updated and same will be reviewed in the AQMC meeting at District Level.

14.4 Lack of formal analysis of implementation barriers

Various activities included in the action plan need to be carefully analysed with respect to implementation challenges so that suitable remedial measures could be envisaged. Efforts will be made to study various barriers and improving the efficacy and effectiveness of the proposed activities by overcoming the shortcomings in the present system.

Chapter 15 –Action plan for Training and Capacity Building

15.1 Importance

It is important to enhance the capability and skills of the officers of stakeholder departments for effective implementation of Air Action Plans. Therefore, training and capacity building programmes related to various technical aspects are required to be conducted for different functionaries of relevant departments & organizations at various levels of hierarchies.

15.2 Objectives

- (i) Raising awareness and changing the mindset.
- (ii) Building trust and appreciation for the purpose of various Environment Protection Plans, environmental concerns, issues, roles and responsibilities of different stakeholders.
- (iii) Improving skills regarding existing practices, procedures and methodologies.
- (iv) Promoting an integrated and holistic approach for addressing the concerns.
- (v) Enhancing core competencies of concerned stakeholders in relevant areas of environment improvement.
- (vi) Strengthening institutional arrangements
- (vii) Reinforcing accountabilities and identifying aspects that require improvement
- (viii) Understanding new challenges and requirements

15.3 Need Assessment

Specific modules for training of nodal and other responsible officers of various line departments involved in implementation of Air Action Plan are required to be developed for which need assessment would be carried out.

15.4 Involvement of Institutions and Experts

Organizations of national & international repute having expertise in the area of environment in general and air pollution in particular shall be involved for conducting need specific trainings & capacity building programmes for various target groups and officials of stakeholder departments. Experts would also be involved in developing knowledge products and information material on various issues & technologies for creating mass awareness to build a responsible society with an aim to reduce air pollution in cities. Further, the details such as baseline, target, timeline, milestones have been given in **Annexure-H**

Annexure A – Trends in Air Quality of DeraBassi

Station at M/s PCPL, Ramgarh Road, DeraBassi

Month Year	RSPM ($\mu\text{g}/\text{m}^3$) (PM ₁₀)					NO _x ($\mu\text{g}/\text{m}^3$)					SO ₂ ($\mu\text{g}/\text{m}^3$)				
	2014	2015	2016	2017	2018	2014	2015	2016	2017	2018	2014	2015	2016	2017	2018
January	105	126	108	91	95	18	17	12	12	11	8	6	5	5	6
February	121	101	106	86	87	13	15	13	12	11	5	5	5	5	5
March	113	96	105	90	81	16	15	12	11	12	5	6	5	5	7
April	125	92	111	93	96	16	14	13	12	16	6	6	6	6	8
May	109	104	105	88	94	14	19	12	12	15	5	6	5	5	8
June	107	91	91	84	178	13	20	13	11	15	5	5	5	6	7
July	109	100	93	83	85	18	18	14	11	14	5	5	6	6	6
August	156	156	82	68	99	18	18	12	11	17	7	7	5	6	6

September	162	75	76	65	111	16	14	11	11	10	6	5	5	6	7
October	125	87	102	135	114	18	12	12	15	11	7	5	6	7	7
November	125	116	101	160	115	20	14	11	14	11	6	5	6	6	7
December	113	109	96	84	74	14	13	11	11	11	5	5	6	7	6
Annual Avg.	123	104	98	94	102	16	16	12	12	13	6	6	5	6	7

Station at M/s Winsome Yarns Ltd., Barwala Road, DeraBassi

Month Year	RSPM ($\mu\text{g}/\text{m}^3$)					NO _x ($\mu\text{g}/\text{m}^3$)					SO ₂ ($\mu\text{g}/\text{m}^3$)				
	(PM ₁₀)														
	2014	2015	2016	2017	2018	2014	2015	2016	2017	2018	2014	2015	2016	2017	2018
January	110	115	110	93	72	17	14	14	11	11	6	5	5	6	5
February	97	89	94	100	62	12	14	13	12	10	4	4	5	6	5

March	97	82	94	91	60	13	12	12	11	12	5	4	5	5	5
April	107	90	100	97	76	12	13	12	11	15	5	4	5	5	5
May	108	91	106	89	91	14	13	12	11	16	6	4	5	5	5
June	98	94	104	87	129	12	12	13	11	13	5	4	5	5	6
July	94	86	90	72	98	14	14	12	10	15	5	4	5	5	7
August	110	78	76	62	89	15	18	11	10	17	5	5	5	6	6
September	98	79	74	69	111	12	19	13	11	10	5	6	5	6	7
October	117	88	105	136	111	19	18	14	15	10	7	6	5	6	7
November	119	113	116	145	111	19	14	12	14	11	6	4	6	6	7
December	108	106	93	85	58	15	13	12	11	10	4	5	6	6	6
Annual Avg.	105	93	97	94	89	15	15	13	12	13	5	5	5	6	6

Annexure B – Action Plan for Control on Vehicular Emissions

Sr. No.	Activity	Implementation period (Short/Medium/Long term)	Responsible Agencies	Base Line	Target to be achieved	Target Date	Milestones (Monthly / Quarterly)	Financial Implications, if any (Estimated Cost)
1	CVE 1 - Public awareness campaign for control of vehicular emissions	Short Term	Department of Transport	Presently, awareness is being done in the Educational Institutes under SadakSurakhya Abhiyan	The public has to be motivated to play their role in curbing the air pollution	Regular Activity	1. Public awareness campaign in print and electronic media-Twice a month 2. Use of Social Media Facebook, twitter, Instagram-Regular 3. Jingles on air pollution on local radio and TV-Local FM Radio will be hired 4. Awareness drives in educational institutions-Monthly 5. Public meetings-Monthly 6. Nukarnataks-Quarterly	Nil
			Traffic Police	Organized 24 No. of awareness camps upto 2019 by Traffic Education Cell	Public awareness campaigns to be continued	Regular Activity		Nil
2	CVE 2 - Remote sensor based PUC system	Medium Term	Department of Transport	Manual checking at Pollution Check Centre (PCC) exists	All PC centres will be linked with VAHAN 4.0 software of the Transport deptt.	31.03.2020	1.Preparation of RFP for selection of vendors - Under Process	Nil

							2. Allotment of work after selection of vendors – 2 Months 3. Development of software solution to link all PUC centres – 9 months 4. Linking of software to VAHAN 4.0 software of the transport Deptt.- 1 Month	
3	CVE 3 - Extensive drive against polluting vehicles	Short Term	Traffic Police	2 challans issued for violating vehicles with regard to invalid PUC certificates	Regular inspection to be continued and violators to be challaned.	Regular activity	-	Nil
4	CVE 4 (a) – Prevent parking of vehicles in non-designated areas by improvement of parking infrastructure	Medium Term	Municipal Council	Designated parking lots : 2 No.	Additional Designated parking lots to be constructed : 2 No.	30.06.2021	Tendering & work allotment under process	Rs. 50 lacs
				Multi storey parkings: Nil	Multi storey parkings to be made : Nil			
				Parking for trucks/ commercial vehicles : Nil	• Parking for trucks/ commercial vehicles to be made: Nil.			
	CVE 4b – Enforcement	Short Term	Traffic Police.	145 no. of challans issued during 2018	Regular inspection to be continued and violators to be challaned	Regular activity	--	Nil

		NA	Municipal Council	Roadside parking earmarked by yellow line : Nil	Roadside parking for earmarking - Nil	NA	NA	-
				"No Parking" sign Boards installed - Nil.	"No Parking" sign Boardsto be installed in non designated areas.-Nil			
5	CVE 5 - Check fuel adulteration	Short Term	Department of Food and Civil Supplies/Oil Industry	As informed by Deptt.of Food & Civil Supplies, the Oil Companies have adopted Online Automated System for transportation & checking the density of Petrol/Diesel.	State Level Coordinator, Oil Companies will conduct inspections on annual, quarterly & random basis. In case of complaint, Department of Food & Civil Supplies in coordination with local oil company officials shall check fuel adulteration & if any discrepancy is noticed then action against the violator shall be taken by State	Regular activity		Nil

					Level Coordinator of Oil Company.			
6	CVE 6 - Widening of road and infrastructure for decongestion of roads	Medium Term	Municipal Council	9 Km stretch of 4 roads identified : 1.Dhandrala road 2.Bankerpur road 3.Mehmadpur road 4.Mahiwala road	Identified roads to be widened.	31.03.2020	Tendering –Underprocess	Rs.20 lacs
7	CVE 7 - Introduce intelligent traffic systems	NA	Municipal Council	Presently, conventional traffic light exists	There is no need of intelligent traffic systems as the stretch passing from the city is less than 2 kms.	-	-	Nil
8	CVE 8– Phasing out of commercial diesel vehicles more than 15 years old	Long term	Department of Transport	New commercial diesel vehicles is registered for 2 years and thereafter, fitness certificate is being issued every year.	Matter of fixing the age of commercial diesel vehicle is being examined legally.	-		Nil
9	CVE 9 – Promotion of E- vehicles	Medium Term	Department of Transport.	Presently, most of the vehicles are running on diesel and petrol. -Framing of the E-vehicle policy is in the final stages.	After approval from Competent Authority E-Vehicle policy will be notified.	31.03.2020	1. Framing & Notification of E-vehicle policy – 9 months 2. Providing public charging points for E-vehicles as per Govt. policy.	Nil

10	CVE 10 (a) – Introduction of CNG based public transport (Infrastructure development)	Medium Term	Department of Food & Civil Supplies	No CNG Stations exists · Work being executed by M/s Torent	· To upgrade 2 no. conventional filling stations to CNG filling stations.	31.03.2020	Upgradation & commissioning of CNG filling stations	Nil
	CVE 10 (b) CNG based city bus service	Long term	Deptt. of Transport	At present, no CNG based city bus service exists.	CNG based city bus service not required.	-	-	Nil
	CVE 10 (c) CNG based Autos/ Taxis	Long term	Deptt. of Transport	At present, no CNG based auto/ taxis exists.	To take measures to introduce CNG based auto/ taxis	-	-	NIL
11	CVE 11 – Retrofitting of particulate filters in diesel vehicles for BS-IV fuels	Long term	Deptt. of Transport	Presently, India is implementing BS-IV standards	India is going to skip adopting BS-IV norms and shift directly to adopting BS-VI norms by 2020	-	The steps for retrofitting of particulate filters in diesel vehicles is to be undertaken by Automotive industry under directions from Government of India as and when BS-VI fuels are available	Nil

Annexure C – Action Plan for Control on Road Dust

Sr. no.	Activity	Implementation period (Short/ Medium/ Long Term)*	Responsible Agencies	Base Line	Target to be achieved	Target Date	Milestones (Monthly / Quarterly)	Financial Implications, if any (Estimated Cost)
1	CRD 1 – Maintain pothole free roads for free-flow of traffic	Medium term	Municipal Council	4 km has been Identified to make pothole free	Identified road to be repaired	31.07.2020	Tendering - Under process	Rs. 50 lacs
2	CRD 2 (a) – Water sprinkling	Medium Term	Municipal Council	5 km of Road length Identified for water sprinkling.	Regular Water sprinkling to be carried out on identified roads	Regular activity	NA	Nil
	CRD 2 (b) – Procurement of Water sprinkler	Medium term	Municipal Council	2 water sprinklers already exists	3 water sprinklers to be procured	31.01.2020	Tendering– Underprocess	Rs.2 lacs
3	CRD 3 – Mechanical sweeping	NA	Municipal Council	Mechanical sweeping not feasible	-	NA	-	NA
4	CRD 4- Creation of green buffers along the road sides	Short term	Municipal Council	1000 trees planted along the road sides.	1350 trees to be planted in the identified area.	31.01.2020	1.Identification of area- Completed 2. Plantation- To be started in rainy season	Nil
			PSIEC	800 plants have already been	400 plants to be planted along	Regular Activity	Plantation to be started in Monsoon	Rs 10 Lacs

				planted along road sides.	road sides in industrial area			
5	CRD 5 - Greening of Parks, open areas community places, schools and housing societies	Short term	Municipal Council	8 Nos of total parks under MC.	350 trees to be planted in the identified area.	30.09.2019	1. Identification of open areas- Completed 2. Plantation- To be started in rainy season	Rs. 20 lacs
6	CRD 6 - Water fountains at major traffic intersections	NA	Municipal Council	No water fountains at intersection of roads	Not Required	-	-	Nil
7	CRD 7 (a) Kaccha/Brick Paved Roads to be made pucca roads	Medium term	Municipal Council	Identified 4 Km of kutchha / brick paved roads for making pucca road	Identified kachha roads to be made pucca roads.	31.12.2019	Tendering- Under Process.	Rs. 2 Crores
	CRD 7 (b) Existing roads requiring re-carpeting	Short term	PSIEC	3 Km of existing roads identified for re-carpeting.	Identified roads to be recarpetted.	31.12.2019	Proposal- under process	Rs. 3.60 Crore
	CRD 7 (c) - Pavement of road side using interlocking tilesany other methods to prevent road dust emissions	Medium term	Municipal Council	2 Km identified for Pavement of road side using interlocking tiles	Pavement of road side using interlocking tiles to be completed	31.12.2019	Tendering- Under process	Rs. 10 lacs

Annexure D – Action Plan for Control on Burning of Garbage and Biomass

Sr.No.	Activity	Implementation period (Short/Medium/Long Term)*	Responsible Agencies	Base Line	Target to be achieved	Target Date	Milestones (Monthly / Quarterly)	Financial Implications, if any (Estimated Cost)
1	CBGB 1 – Control on open burning of bio-mass	Short term	Municipal Council	- 8 no. Parks under MC - 40 locations identified for construction of compost pits. Out of which 26 have already been constructed.	Remaining 14 compost pits to be constructed	30.09.2020	1. Identification- Completed 2. Construction of compost pits- Within 6 months	Rs. 4 lacs
2	CBGB 2 (a) – Control on burning of municipal solid wastes	Short term	Municipal Council	No. of Inspections made – 40 No. No. of Challans issued -9 No. No. of Awareness camps during 2018 – 5 No.	Regular inspections to be continued for Control on burning of municipal solid wastes and Challans to be issued to the violators.	Regular activity	-	Nil
3	CBGB 3 – Control on burning of agriculture waste and	Short Term	District Administration, Department of Agriculture, Police, PSPCL,	- Identification of sites by PRSC - Regular monitoring	Continuous monitoring during the season by	During rice/ wheat harvesting season	1. To create awareness among farmers regarding health effects of residue burning	Nil

	crop residue		Revenue Department & PPCB	under supervision of DC - In District SAS Nagar, 40 challans issued imposing Rs 1,50,000/- as Environmental compensation during 2018 by PPCB.	concerned agencies.		2. Deptt. of Agriculture to provide subsidy for equipment/ machinery as per Govt. policy 3. Teams will be constituted one month prior to start of each harvesting season. 4. Identification of no. of fire incidents by PRSC. 5. Visit to identified sites 6. Imposing Environmental compensation on defaulters 7. PSPCL shall ensure electricity for in-situ management 8. Progress review in District Level Air Quality Monitoring Committee meeting	
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Annexure E – Action Plan for Control on Industrial Emissions

Sr. No.	Activity	Implementation period (Short/Medium/Long term)	Responsible Agencies	Base Line	Target to be achieved	Target Date	Milestones (Monthly / Quarterly)	Financial Implications, if any (Estimated Cost)
1	CIE 1 – Conversion to sidehood suction in furnaces	Short term	PPCB	4 induction furnaces require conversion to sidehood suction.	4 identified Induction furnaces to be converted by 30.06.2019	30.06.2019	--	Nil
2	CIE 2 – Conversion to CNG/PNG from coal	NA	PPCB	No such unit exists	--	--	--	Nil
3	CIE 3 – Conversion of natural draft brick kilns to induced draft	Short term	PPCB	8 conventional brick kilns exists.	Identified brick kilns to be converted to induced draft	30.09.2019	--	Nil
4	CIE 4 – Action against non-complying industrial units	Short Term	PPCB	Regular inspection as per policy of the Board	- Action against defaulting industries. - Checking the adequacy of APCD installed by the industries	Regular activity	Regular inspections by PPCB	Nil
5	CIE 5 – Shifting of industries from non-designated	NA	Local Govt. / Deptt of Town & Country	No industry exists in the nondesignated area	-	-	-	Nil

	areas to industrial areas		Planning/ Deptt of Industries.					
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Annexure F – Action Plan for Control on Construction and Demolition Activities

Sr. No .	Activity	Implementation period (Short/Medium /Long term)	Responsible Agencies	Base Line	Target to be achieved	Target Date	Milestones (Monthly / Quarterly)	Financial Implications, if any (Estimated Cost)
1	CCDA 1 (a) – Enforcement of Construction & Demolition Rules	Short Term	Municipal Council	Inspection of bigger/commercial & road projects is being carried out as per need.	Regular inspection will be made for Control of Construction & Demolition waste. Counter verification to be done by ATP/EO.	Regular activity	Monthly review meetings at District Level	Nil
	CCDA 1 (b) – Infrastructure of Construction & Demolition waste	Long term	Municipal Council	No site exist for handling C&D waste	2 sites will be identified at village Saidpura and Mahiwala.	30.06.2019	1. Identification- Three months 2. Land acquisition- Oct 2020 3. Estimate-Three months 4. Tendering-Six months. 5. Development & Commissioning - Oct 2021	Rs. 20 lacs

2	CCDA 2 – Control measures for fugitive emissions	Short Term	Municipal Council	At present, minimal measures being taken by the building contractors.	Proper curtains / sheets on the construction sites to be provided & the construction material be kept in covered conditions Regular inspection to be made and challan issued to violators	Regular activity	Regular inspections	Nil
3	CCDA 3 – Ensure carriage of construction material in closed/ covered vessels.	Short Term	Municipal Council	MC has already directed all contractors to carry building materials and malba in enclosed/ covered vessels.	Regular inspection will be made to ensure implementation of directions given to contractors to carry the building materials and malba in enclosed/ covered vessels.	Regular activity	Monthly review meetings at District Level	Nil

Annexure G – Action Plan for Control through Other Steps

Sr. No.	Activity	Implementation period (Short/Medium/ Long term)	Responsible Agencies	Base Line	Target to be achieved	Target Date	Milestones (Monthly / Quarterly)	Financial Implications, if any (Estimated Cost)
1	COS 1 – Dissemination of Air Quality Index	Medium term	Punjab Pollution Control Board	Two manual AAQM stations exists	1 No. CAAQMS required	31.03.2020	1. Expected Allotment of Station by CPCB on 50:50 sharing basis 2. Finalization of specifications by CPCB 31.05.2019. 3. Tendering- 31.07.2019 4. Identification of site and its approval from CPCB (Simultaneously with tendering-31.07.2019). 5. Procurement & installation of CAAQMS- 31.01.2020 6. Calibration, Commissioning & data procurement – 31.03.2020.	Rs. 10 Lacs

2	COS 2 – Establish an Air Quality Management Division at SPCB HQ	Medium term	Punjab Pollution Control Board	No such division exists	One required	31.03.2020	1. Develop methodology-Three months 2. Providing infrastructure-Six months 3. Implementation-Three months	Rs 2 Lacs
3	COS 3 – Setup helpline in each city/town as well as SPCB HQ	Medium term	Punjab Pollution Control Board	No such helpline exists	Providing helpline	31.03.2020	1. Providing infrastructure-Nine months 2. Implementation-Three months	Rs 0.5 lacs
4	COS 4 - Monitoring of DG sets and action against violations	Short term	Punjab Pollution Control Board	Manual monitoring exists	No non-complying DG set operated	30.09.2019	1. Identification-Three months 2. Implementation-Three months	Nil
5	COS 5 – Source Apportionment Study	Short Term	PPCB	Source Apportionment Study not carried out	Source Apportionment Study to be carried out through selected Agency.	31.03.2020	Selection of Agency Develop scope of work Allotment of work	Rs.5.00 lacs

Annexure H – Action Plan for Training & Capacity Building Programmes

Sr. No.	Activity	Implementation period (Short/ Medium/ Long term)	Responsible Agencies	Base Line	Target to be achieved	Target Date	Milestones (Monthly / Quarterly)	Financial Implications, if any (Estimated Cost)
1	TCB1 – Training & Capacity Building Programmes	Short Term	PPCB	Officers get trainings under various programmes organized by the concerned departments	• District/City level training programmes – 1 Nos. • State level training programmes – 1 Nos.	31.03.2020	Selecting agencies/ experts for organizing theme specific trainings. Organization of programmes at City/District and level.	Rs.2.00 lacs

Note: 'Short Term' refers to activities to be carried out during next 6 months, 'Medium Term' refers to activities to be carried out during next 2 years and 'Long Term' refers to activities to be carried out in more than 2 years time period.
