

Comprehensive Action Plan (with Micro Planning) for Clean Air in Non-attainment Cities of Andhra Pradesh

Kadapa City



Andhra Pradesh Pollution Control Board

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Comprehensive Action Plan for Clean Air - Non-attainment Cities: Kadapa

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1. Hon'ble National Green Tribunal directions on non-attainment cities

Hon'ble National Green Tribunal, Delhi in its Orders, dated 06.08.2019 in O. A. No. 681 of 2018 on non-attainment cities has issued the following directions to comply with:

1. Actions Plans need to be prepared by States for the additional 20 NACs on the pattern of 102 NACs within three months and after its approval by CPCB within two months, States must initiate time bound action on remediation within next three months.

In this order the Hon'ble National Green Tribunal, Delhi has directed that the "pattern of such plans for 102 cities, already prepared". These earlier plans were made according to the NGT orders, dated 08.10.2018 in O. A. No. 681 of 2018 on non-attainment cities. These have given the following directions to comply with:

1. All the States and Union Territories with non-attainment cities must prepare appropriate action plans within two months, aimed to bring down the air pollution levels to the prescribed norms within six months from the date of finalization of action plans.
2. Action plans may be prepared by six-member Committee comprising of Directors of Environment, Transport, Industries, Urban Development, Agriculture and Member Secretary, State Pollution Control Board or Committee of the concerned State. The Committee may be called Air Quality Monitoring Committee (AQMC). The Committee will function under the overall supervision and coordination of Principal Secretary, Environment of the concerned State or the Union Territory. This may be further supervised by the Chief Secretaries concerned or their counter parts in Union Territories by ensuring intra-sectorial coordination.
3. The action plan will indicate steps to be taken to check different sources of pollution having speedy, definite and specific timelines for execution.
4. The Chief Secretaries of the State and Administrators / Advisors to Administrators of the Union Territories will be personally accountable for the failure to formulate action plans, as directed.

2. Constitution of Air Quality Monitoring Committee (AQMC)

In compliance to the directions of Hon'ble National Green Tribunal, Environment, Forests, Science & Technology Department, Govt. of Andhra Pradesh has issued the G. O. R. T. No. 167, dated 14.11.2018 constituting the Air Quality Monitoring Committee with the following members for preparation/ revision of action plans to control air pollution in the non-attainment cities of Andhra Pradesh. The same committee will look after the newly added eight non-attainment cities.

Table 1: Air Quality Monitoring Committee

S. No.	Member of the Committee	Designation
1	Commissioner, Transport	Member
2	Commissioner, Industries	Member
3	Commissioner & Director, MA&UD	Member
4	Commissioner & Director, Agriculture	Member
5	Member Secretary, APPCB	Member Convener
6	Special Secretary to Government Environment, Forest, Science & Technology Department	Member

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3. Newly Added Non-attainment Cities in Andhra Pradesh

Central Pollution Control Board (CPCB) had earlier identified five cities in Andhra Pradesh, namely, Visakhapatnam, Vijayawada, Guntur, Nellore and Kurnool as non-attainment cities. In addition to the above, Central Pollution Control Board (CPCB) has identified additional 08 cities and towns as non-attainment for not meeting the National Ambient Air Quality Standards (NAAQS) for PM₁₀ in Andhra Pradesh. These include Srikakulam, Vizianagaram, Rajamahendravaram, Eluru, Ongole, Chittoor, Kadapa and Anantapur. (see table 2: PM 10 values in the new Non-attainment cities of Andhra Pradesh)

CPCB has issued directions to APPCB under Section 18 (1) (b) of the Air (Prevention and Control of Pollution) Act, 1981 for preparation of action plans, in coordination with stakeholder departments for control air pollution in the said cities and towns.

Table 2: PM 10 values in the new Non-attainment cities of Andhra Pradesh

S. No.	Cities	Particulate Matter (PM 10) $\mu\text{g}/\text{m}^3$							Annual standard
		2014	2015	2016	2017	2018	2019	2020	
1	Srikakulam	-	-	-	68	70	63	57	60 $\mu\text{g}/\text{m}^3$
2	Vizianagaram	-	-	-	63	65	65	59	
3	Rajamahendravaram	70	61	62	65	75	63	56	
4	Eluru	97	79	70	70	70	63	60	
5	Ongole	63	67	65	65	65	60	50	
6	Chittoor	68	69	63	69	61	54	42	
7	Kadapa	-	-	-	69	61	52	43	
8	Anantapur	76	86	85	72	71	67	60	

The Air Quality Monitoring Committee has prepared the multi-sector clean air action plans based on the information available from the concerned departments and implementing bodies.

The AQMC has considered the guiding principles linked with the National Clean Air Programme (NCAP), the Air (Prevention and Control of Air Pollution) Act, 1981 and other concerned regulations in different sectors and the good practices that have bearing on the quality and effectiveness of the plans to meet the NCAP target of 20-30 percent reduction by 2024.

Accordingly, the approved action plans by AQMC for additional eight non-attainment cities namely Srikakulam, Vizianagaram, Rajamahendravaram, Eluru, Ongole, Chittoor, Kadapa & Ananthapur in the state of Andhra Pradesh have been submitted to CPCB on 27.12.2019 for further approval. CPCB vide letter dt: 23.01.2020 has issued certain recommendations to revise the action plans.

The multi-sector plans have drawn upon the regulatory requirements in each sector and have sought robust pollution source assessment, monitoring and advanced air quality management strategies for measurable improvement in air quality. Measures that are part of the national and state regulatory requirements are common to all cities. Some measures are unique to a city depending on the local imperatives. The plans also seek to align the budget lines of the different sectors for more effective leveraging of the available resources. The plans include measurable outcomes and service level benchmarks and also indicate the improvement needed in the processes. The plans seek to promote equitable, affordable and innovative solutions. This also seeks air shed approach to reduce the regional influence on local air quality. This has outlined the institutional arrangement for effective implementation.

4. Kadapa City and its Air Quality

Kadapa is the district headquarters of Y.S.R district, Andhra Pradesh. The city is situated in the Rayalaseema region of Andhra Pradesh. Kadapa city is located at 14.47°N 78.82°E and has a population of 3.4 lakh as per 2011 census.

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industries, Yerraguntla station was considered). Though NO₂ levels are well below the standards, they have been steadily increasing since 2013, possibly due to higher vehicular movement. The overall trend in PM₁₀ shows a declining trend (See Annexure I). The air quality within the city is also influenced by the pollution sources around the city. Air quality of the Kadapa city (excluding the Yerraguntla station) is given below.

Table 4: Air Quality Monitoring Results of Kadapa City

S. No	Parameter	2017	2018	2019	2020	Annual average Standard
1	PM ₁₀	69	61	52	43	60
2	SO ₂	4.8	5.0	5.2	5.3	50
3	NO _x	12.4	16.5	14.6	12.9	40
4	NH ₃	22.5	24.3	22.3	21.9	100
Average of no. of stations		1	4	4	4	---
5	PM _{2.5}	---	29	25	---	40
Average of no. of stations		---	2	3	---	---

Note: All values are expressed in µg/m³

5. National Air Quality Index and daily emergency response

The non-attainment cities under the NCAP are also required to adopt graded response action plan for short-term emergency response during smog episodes or high pollution days. The Ministry of Environment, Forest and Climate Change (MoEF & CC) had notified the National Air Quality Index (NAQI) and a corresponding health advisory in 2015. Based on this index, daily pollutant concentrations are classified and graded as good, satisfactory, moderate, poor, very poor and severe and color-coded so that the general public can understand the gravity of the problem. The health advisory has also been framed to indicate the expected health outcomes at varying severity of daily air pollution (see Table 5: National Air Quality Index of India and Table 6: Health Advisory at different AQI levels in India). This is designed to control daily pollution peaks and reduce exposure and associated health risk. Smog episodes largely occur when weather is adverse with calm atmosphere or no wind, cold temperature, and lower mixing height of air that traps air and pollution very close to the ground. Short-term policy action can control further loading of emissions and prevent higher smog peaks.

Table 5: National Air Quality Index of India

AQI Category (Range)	PM ₁₀ 24-hr	PM _{2.5} 24-hr	NO ₂ 24-hr	O ₃ 8-hr	CO 8-hr (mg/ m ³)	SO ₂ 24-hr	NH ₃ 24-hr	Pb 24-hr
Good (0-50)	0-50	0-30	0-40	0-50	0-1.0	0-40	0-200	0-0.5
Satisfactory (51-100)	51-100	31-60	41-80	51-100	1.1-2.0	41-80	201-400	0.5-1.0
Moderately polluted (101-200)	101-250	61-90	81-180	101-168	2.1-10	81-380	401-800	1.1-2.0
Poor (201-300)	251-350	91-120	181-280	169-208	Oct-17	381-800	801-1200	2.1-3.0
Very poor (301-400)	351-430	121-250	281-400	209-748*	17-34	801-1600	1200-1800	3.1-3.5
Severe (401-500)	430+	250+	400+	748+*	34+	1600+	1800+	3.5+

Note: Ambient concentration values of all regulated pollutants are compared with corresponding standards and an exceedance factor is used for qualitative assessment of air quality. Air quality for a particular pollutant is defined as good, satisfactory, moderate, poor, very poor and severe if concentration value is < 0.5, between 0.5 and 1.0, >1.0 but <1.5, and >1.5 times the standard value for that pollutant respectively.

Source: Ministry of Environment and Forest and Climate Change

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Table 6: Health advisory at different AQI levels in India

AQI	Associated health impacts
Good (0–50)	Minimal impact
Satisfactory (51–100)	Minor breathing discomfort to sensitive people
Moderately polluted (101–200)	May cause breathing discomfort to the people with lung disease such as asthma and discomfort to people with heart disease, children and older adults
Poor (201–300)	May cause breathing discomfort to people on prolonged exposure and discomfort to people with heart disease
Very poor (301–400)	May cause respiratory illness to the people on prolonged exposure. Effect may be more pronounced in people with lung and heart diseases
Severe (401–500)	May cause respiratory effects even on healthy people and serious health impacts on people with lung or heart diseases. The health impacts may be experienced even during light physical activity

Kadapa City would need to install real time Continuous Ambient Air Quality Monitoring (CAAQM) station for generation of real time air quality data and enable implementation of the air quality index and graded response action plans. Following that and based on the AQI categories emergency action can be defined and codified for implementation. The Air Quality Index (AQI) of all the cities of Andhra Pradesh state is being prepared by APPCB and placed in its website.

6. Air Pollution Sources at Kadapa City

As of 2020, pollution source inventory and source apportionment studies have not been carried out for the city. Broad review shows that the major sources contributing to PM₁₀ in Kadapa City are industrial activities, re-suspension of road dust, emissions from vehicle movement, burning of biomass, municipal solid waste and other waste streams, construction activities, transportation of construction material such as sand, crusher metal, soil, congested roads, vehicle service centers, use of wood and coal for domestic and commercial cooking activities among others. It is however not possible to assess their relative contribution.

Industrial emissions

The region consists of mainly Barium processing units, pulverizing industries and mining units. As per the CPCB Classification, there are 26 red category, 26 orange category and 10 green category industries in the radius of 15 kms. The city also does not have any major iron and steel plants in the vicinity. (See Table 7: List of red category industries within and upto 15 km radius of Kadapa City).

Though all the major plants are registered under the APPCB, granular data collection on stack emissions, fuel used and status of air pollution control devices is required, along with data on the state of implementation of Continuous Emission Monitoring System (CEMS), management of fugitive emissions and use of clean fuel.

Table 7: List of Red category industries within and upto 15 km radius of Kadapa City

S. No.	Name & Address of the Industry	Line of Activity	Distance in km
1	M/s. Indian Oil corporation Ltd, Bottling Plant, IDA, YSR Kadapa.	Bottling Plant	Within the city limits
2	M/s. Chaitanya Chemicals Unit-2, Plot No.5&6, IDA, Kadapa(M), YSR District	Manufacturing Barium compound	Within the city limits
3	M/s.Akshaya Chemicals, Plot No.109, IDA, Kadapa, YSR District	Manufacturing Barium compound	Within the city limits
4	M/s. Sree Pavan Chemicals & Minerals, Plot No: 14-B, IOP, Kadapa, YSR District	Manufacturing Barium compound	Within the city limits
5	M/s. Bhargav Chemicals, Plot No:32, IDA, Kadapa,	Manufacturing Barium compound	Within the city limits
6	M/s. PVS Chemicals, Plot No.99 & 100, IDA, Kadapa, YSR District	Manufacturing Barium compound	Within the city limits

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7	M/s. RCS Chemicals, Plot NO.141, IDA, Putlampalli(V), Kadapa (M), YSR District	Manufacturing Barium compound	Within the city limits
8	M/s. Jagadeeswari Chemicals (Formerly Sri Venkateswara Barium Salts), Plot No: 30, IDA, Putlampalli, YSR District	Manufacturing Barium compound	Within the city limits
9	M/s. Kadapa Barium Salts, (Formerly M/s. Kadapa Chemicals), Plot No: 74, YSR District	Manufacturing Barium compound	Within the city limits
10	M/s. Nandi Chemicals, Plot No.94, IDA, YSR District	Manufacturing Barium compound	Within the city limits
11	M/s. Meenakshi Allied Chemicals, Plot No.16, IDA, YSR District	Manufacturing Barium compound	Within the city limits
12	M/s. Agri Green Fertilizers & Chemicals (P) Ltd, D.NO: 5/157-1, R.V.Nagar, Chemmumiyapet (V), YSR District.	Fertilizer	Within the city limits
13	M/s. Balaji Fertilizers, D.NO: 5/157-1, R.V. Nagar, Chemmumiyapet (V), YSR District	Fertilizer	Within the city limits
14	M/s. Maheswari Fertilizers, Plot No.24&25, IDA, Kadapa, YSR District	Fertilizer	Within the city limits
15	M/s. Sri Venkateswara Bio-Crudes, Plot No: 95, IDA, Kadapa	Tyre Pyrolysis	Within the city limits
16	M/s. Indo Petro Products, Plot No: 101-B, IDA, Kadapa, YSR District	Reclamation oil unit	Within the city limits
17	M/s. Durga Industries, Plot No.155, IDA, Kadapa	Manufacturing of Sulphate compounds	Within the city limits
18	M/s. Sri Sai Lakshmi Narasimha Mines & Minerals, 6/9, Krishnappa Compound, Near Rly Station, YSR District	Mining of Barytes	Within the city limits
19	4.864 Ha. Road Metal & Building Stone and Gravel Mine of Smt S. Radhika, Sy.No 919/1 Part of Chinna Chowk Village, Kadapa (M)	Mining of Road metal & Building stone, Gravel	Within the city limits
20	Sri.O. Bala Kondaiah, (Mining of Road Metal & Building Stone) (Mine lease Area-3.998 Ha), Sy No.919/1, Chinna Chowk, Kadapa (M), YSR District.	Mining of Road Metal and Building Stone, Gravel	Within the city limits
21	M/s. Mani Associates, Pabbapuram (V), C.K. Dinne (M), YSR District	Painting Industry	7.1
22	M/s. ALCEDO Pharma Chemical Pvt. Ltd, (Formerly M/s. Venshiv Pharma Chem Pvt. Ltd.), Sy.No.1212Pt, 1213pt, 1214pt, 1215pt, Mega Industrial Park, (Kopparthi), Ambavaram Village, Vallur Mandal, YSR District	Bulk drug unit	10.2
23	M/s. Bindhu Pyro Industry, Plot No: 36/A, MIP, CK Dinne (M), YSR District	Tyre Pyrolysis	10.4
24	M/s. Pacific Mining Products Pvt. Ltd., (M/s. Tummaluru Iron Ore Mines), Sy.No.874/9, Tummaluru(V), Pendlimarri(M), Kadapa District	Iron Ore mining	11.1
25	The Occupier, M/s. Sri Kalahasthi Pipes Ltd, (Formerly M/s. LANCO industries Ltd, (Lime Stone & Dolomite Mining), Bakkannagaripalli Grampanchayat, Tallapalli Velamvaripali Revenue (V), Vempalli(M), YSR District	Mining Industry	11.6
26	M/s. Eagle Distilleries, Tadigitta (V), C.K. Dinne (M), YSR District	Distillery	12.1

Source: Andhra Pradesh Pollution Control Board.

Often due to the difference in pricing, polluting fuels like pet coke, fuel oil, furnace oil are used. Tyre pyrolysis oil is popular in unregulated smaller units. An approved fuel list for a clean fuel strategy along with a fuel pricing policy can help to reduce emissions.

Fuels containing high levels of sulphur lead to high emission of particulates; and gaseous emissions like SO_x and contribute to 'secondary' particulate load. High-sulphur fuels also contain heavy metals, which add to the toxicity and contamination of the environment. The Supreme Court of India vide order of 24 October 2017 has banned use and sale of petroleum, coke and fuel oil in Haryana, Rajasthan and Uttar Pradesh. Delhi had banned these fuels in 1998. Only the cement, lime kiln, calcium carbide and gasification industries are allowed to use this as feedstock but not

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fuel. Further, vide order dated 13 July 2018, the Supreme Court has asked for a ban on import of pet-coke into India, with specific exemptions given to these four categories of Industries. The Ministry of Commerce, GOI has issued an order dated 17 August 2018 to this effect. Further, under India's commitments to the WTO, the country's laws are bound to treat imported and domestic pet coke equally. As of November 2018, the Ministry of Commerce & MoEF & CC is considering restricting the usage of all pet coke in India—domestic and imported. In future, policy instruments such as tax incentives might be explored as an option to incentivize industries to upgrade technologies and fuel that will bring down emissions. Following this CPCB has asked state governments to frame a policy to discourage pet coke and furnace oil as combustion fuels.

In addition, following the Supreme Court order dated 29 January 2018, CPCB notified NO_x and SO_x standards for 16 groups of industries out of 35 industries as directed by the Supreme Court. This will have to be enforced nation-wide. Accordingly the 16 category of industries need to be identified for implementation.

Since most are large scale units, there needs to be thorough inspection to collect granular and transparent data on the following aspects to promote Best Available Technology (BAT):

- Stack emissions
- PM emission load per unit per day
- State of Air Pollution Control (APC) Devices
- State of CEMS monitoring
- Stack height
- Management of fugitive emissions
- Extent of green cover, buffer zones and plantations around major plants
- Paved roads within and around the factories to minimize dust due to freight and raw material transportation
- Detailed Environment Health and Safety norms inventory for all operating units

Address management and disposal of industrial waste in industrial areas that are vulnerable to open burning. Also to address emissions from large number of small and medium scale units adopt detailed mitigation strategies including common boiler policy, and clean fuel and pricing strategy.

Industrial Siting Policy

Like many other states, Andhra Pradesh Pollution Control Board has a siting policy in place. There are specific guidelines¹ for the establishment of cement factories, stone crushers, dairies, LPG bottling units, cashew processing units, rice mills, pesticide units and sponge iron manufactures. All units with investment of Rs. 10 Crores and above must be away from residential areas, educational institutions and national highways. Additionally, they must also have clearly demarcated buffer zones, which can only be used for the following.

1. Vehicle parking.
2. Administrative building and security office.
3. Green belt.
4. Electrical Substation / transformers.
5. Fuel Station.
6. Water supply sumps and
7. Other non-industrial activities

Brick Kilns and Stone Crushers

There are no stone crushers or brick kilns within the city limits and upto 15km radius from the city. But there are few pulverizing mills located within the city limits.

Thermal Power Plants

There are no power plants located within the city limits and upto 25km radius from the city limits.

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Municipal Solid Waste

The city generates 158 TPD of municipal solid waste and 152 TPD collected per day by municipal staff by a system of door-to-door collection and remaining 6 TPD is diverted to home composting at household level.

Dry and Wet waste segregation is carried out at the door-to-door level manually. The segregated dry waste is sent to MRF centre and wet waste is sent to Vermi Composting unit and some portion of wet waste is sent for home composting at door-to-door level.

There is no biomedical waste management facility within the district. Bio-Medical waste is separately collected by Sriven Environ Technologies, Anantapur and is taken for further processing. There are no bio-incinerators within the city limits and none are proposed for the near future. 100 per cent processing and treatment of waste and recycling will have to be planned to avoid any possibility of open burning of waste.

Construction and Demolition Waste

Due to a vast number of infrastructure projects that are ongoing in the city limits, there is a continuous problem of generation and management of construction and demolition waste (C&D). As of 2020, there are about 198 active construction sites within the city limits and about 6 Tonnes per day of C&D waste are generated in Kadapa. Most of it being stored at Kolumulola Palli MSW dump site without any scientific processing.

Infrastructure for collection, segregation, in-situ re-utilization in the construction sites, transportation, recycling plants and market uptake of recycled products in the construction industry will have to be planned according to the Construction and Demolition Rules, 2016.

In the year 2018, the Kadapa Municipal Corporation issued a circular, enforcing the implementation of C&D Waste Rules, 2016 within the city limits.

These guidelines are available for dust control from construction. These include adequate covering, barricades at construction sites, sprinkling, washing of vehicles, covering, use of gunny bags while plastering etc Planning secretaries are creating awareness among the Builders, site owners and Building owners about the CPCB guidelines and rules. Those not following the guidelines are penalized, and the building plan approvals are promptly cancelled.

Vehicular Emissions

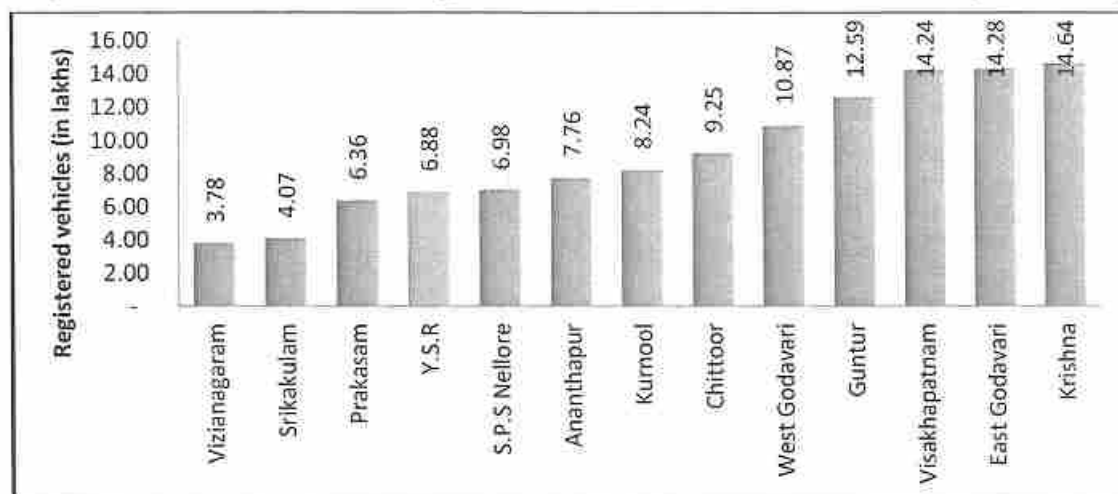
Vehicles are among the dominant sources of air pollution and are responsible for high toxic exposure. Therefore, mobility strategy is a critical intervention point to control toxic emissions and exposure from vehicles.

As of March 2019, the YSR district had about 5.78 per cent (i.e. 6.88 Lakhs) of the total registered vehicles in the state of Andhra Pradesh (i.e. 1.19 crores) (see **Error! Reference source not found.**). Between the years 2015-19, the vehicles in the district have grown at a rate of 8.5 per cent annually.

The share of two-wheelers in the district is high and dominates the fleet -- 78 per cent of the total registered vehicles are two-wheelers (see **Error! Reference source not found.**).

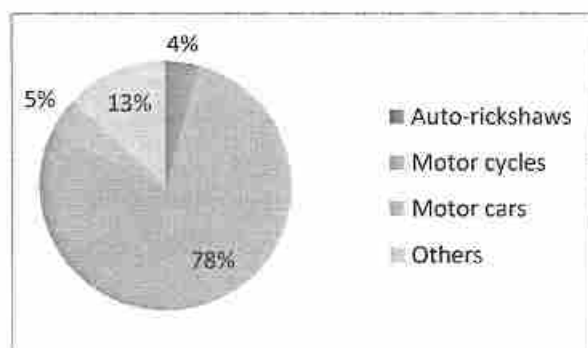
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Graph 1: District-wise number of registered motor vehicles in Andhra Pradesh [March 2019]



Source: Statistical abstract, 2019, Directorate of Economics and Statistics, Government of Andhra Pradesh

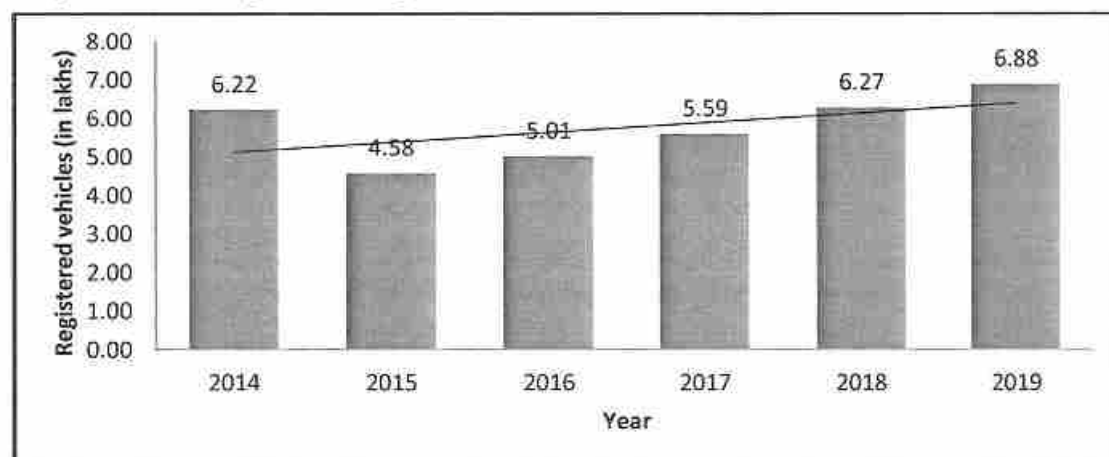
Graph 2: Percentage distribution of registered vehicles as per vehicle category in YSR district [March 2019]



Source: Statistical abstract, 2019, Directorate of Economics and Statistics, Government of Andhra Pradesh

The district is fourth lowest in terms of total registered vehicles and sixth highest in terms of vehicle per thousand population (i.e. 239) in the state (see **Error! Reference source not found.** and **Error! Reference source not found.**).

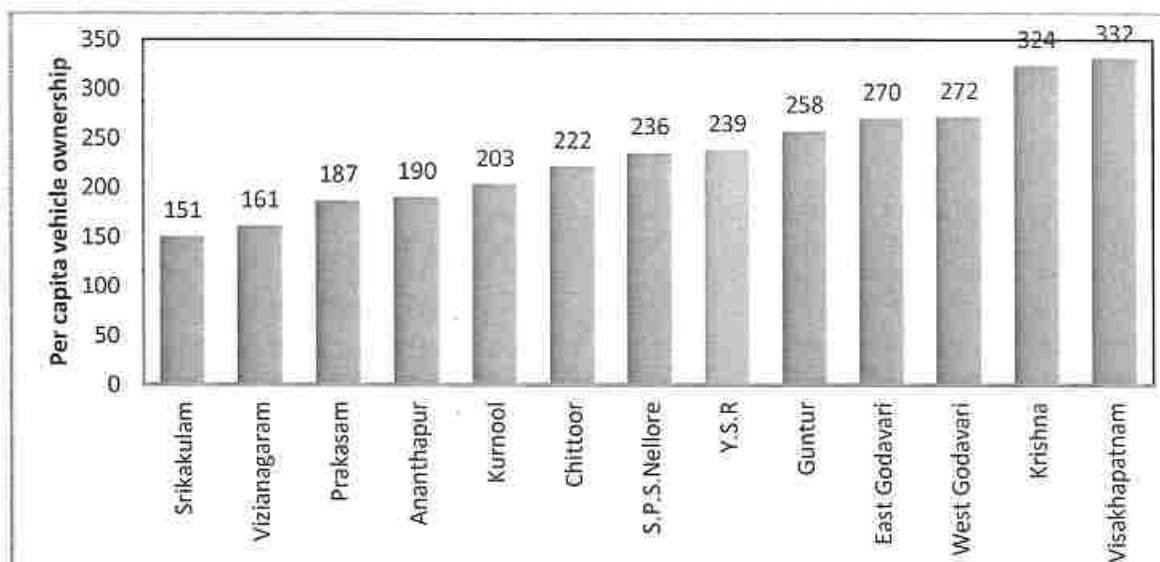
Graph 3: Year-wise growth of registered motor vehicles in YSR district



Source: Statistical abstract, 2014-19, Directorate of Economics and Statistics, Government of Andhra Pradesh

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Graph 4: District-wise registered motor vehicles per thousand population [March 2019]



Source: Statistical abstract, 2019, Directorate of Economics and Statistics, Government of Andhra Pradesh

There are several policy initiatives in place to address emissions from the on-road vehicular fleet. These include pollution under control certificate programme (PUC); checking of visibly polluting vehicles, green tax and gaseous fuel programme and electric vehicle programme.

Kadapa city has implemented PUC programme. There are about 4 PUC testing centres within the city. However, not all of them are connected to the e-Vahan database of the Ministry of Road Transport and Highways, though the process has been initiated. All of them have valid licences as of October 2020 and three of the four centres are mobile centres. In the year 2019, a total of 2,563 tests were carried out for diesel vehicles. For petrol vehicles, 2280 two-wheelers, 26 three wheelers and 503 four wheelers were tested. Granular data is required to check the failure rate and the overall compliance level. According to the transport department records the test figures are low as there are about 68.5 Lakhs two wheelers, 4.5 Lakhs auto rickshaws, 5.6 Lakhs four wheelers, 6731 school buses, 10308 RTC buses etc. plying every day on the roads of Kadapa City. This requires strategies for further strengthening of the PUC programme based on periodic auditing of the system for credible and reliable tests and stringent compliance strategy. At the city level, the traffic police also have a surveillance programme for detecting visibly polluting vehicles. These vehicles are heavily penalized.

Kadapa city has access to natural gas. This is an opportunity to expand the CNG programme especially for the public transport, intermediate public transport like autos and taxis, and small commercial vehicles. This requires a roadmap for targeted replacement of existing fleet with the vehicles on alternative fuels.

The State Government has also issued guidelines for levying "green tax"ⁱⁱⁱ, wherein older polluting vehicles are taxed higher to discourage them to ply. Vehicles over a certain age have to pay green tax, in accordance to the polluter pay's principle. Vehicles operating on LPG, CNG, Battery or Solar Power are exempted from paying green tax. This is expected to accelerate fleet renewal and phase out older vehicles. It must be noted that the green tax currently is very low (Transport vehicles need to pay Rs. 200 per annum after 7 years of registration and non-transport vehicles need to pay between Rs 250-500 for five years after 15 years of registration). It is recommended to incorporate a scrappage policy for older vehicles and implement green taxes more strictly.

Electric Mobilityⁱⁱⁱ

The State Government of Andhra Pradesh has notified the electric vehicle policy in the year 2018. The policy emphasizes on manufacturing of Electric Vehicles (EV) and its components, charging infrastructure, hydrogen generation and refuelling infrastructure, demand creation for EVs, and research and development.

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The policy aims to achieve the following targets:

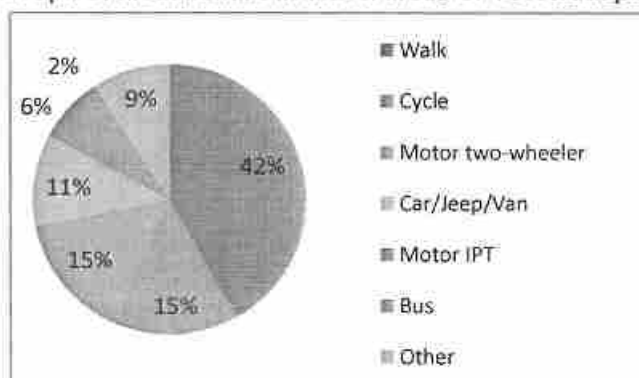
- Attract combined investments of over INR 30,000 crore in the next 5 years across the electric mobility ecosystem with an employment potential for 60,000 people.
- Target to bring in manufacturing units of high density energy storage of at least 10 GWh capacity in the next 5 years to cater to both domestic as well as export market.
- Target to convert 100 per cent of APSRTC bus fleet of over 11,000 buses into electric buses by 2029, with the first phase of 100 per cent conversion of bus fleet in top 4 cities by 2024.
- Phase out all fossil fuel based commercial fleets and logistics vehicles in top 4 cities by 2024 and all cities by 2030.
- All forms of government vehicles, including vehicles under government corporations, boards and government ambulances etc. will be converted to electric vehicles by 2024.
- Target to have 10 lakh EVs, combined across all segment of vehicles, by 2024.
- Target to have 1,00,000 slow and fast charging stations by 2024.

This is an opportunity to scale up zero emissions mobility in Kadapa. The state level policy may be complemented by a city level electric vehicle policy with targeted electrification over the next five years. Kadapa can set the milestones in terms of charging infrastructure and targeted electrification of three-wheelers, two-wheelers, small commercial vehicles, passenger feeder services and delivery fleet.

Connectivity & Mobility

The Kadapa city is well connected by the National Highway (NH) 18 with other cities and states. At the district level, according to the 2011 Census, 57 percent of the total work trips in urban areas of the YSR (Kadapa) district are being made by walk and bicycle followed by motor two-wheeler and others (see **Error! Reference source not found.**). Walk trip dominate at about 42 percent followed by cycling and two wheelers at 15 percent each. Cars are 11 percent. Share of bus transport is a mere 2 percent.

Graph 5: Modal share in urban areas of YSR Kadapa district



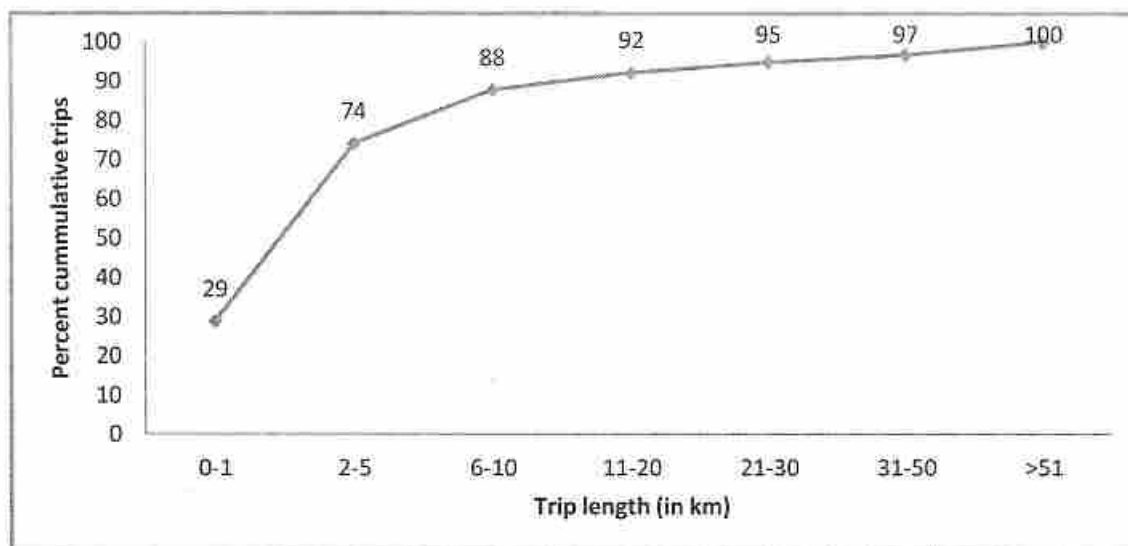
Note: Data does not include "no travel" and "distance not stated" category in Census statistics

Source: Census of India 2011

The distribution of trips as per trip length shows that more than 50 percent of the trips end within bicyclable distance which shows a potential to attract people towards bicycling provided adequate infrastructure (see Graph 6: Distribution of trip length from place of residence to workplace as per trip length in YSR Kadapa district).

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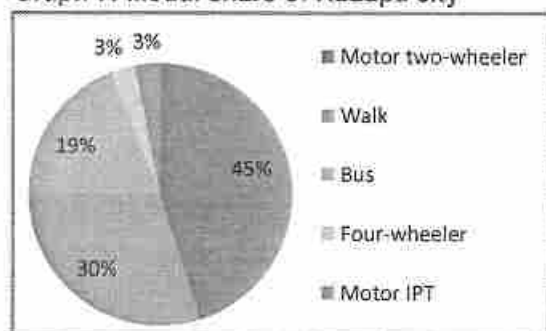
Graph 6: Distribution of trip length from place of residence to workplace as per trip length in YSR Kadapa district



Note: Data does not include "no travel" and "distance not stated" category in Census statistics.
Source: Census of India 2011

The Master Plan of Kadapa city shows that motor two wheelers dominate the modal share at 45 percent followed walk trip at 30 percent and bus at 19 percent. Cars are 3 percent. Dominance of two-wheelers is responsible for local congestion (see Graph 7: Modal share of Kadapa city). The average trip length of the city is just 3 km, which shows a high potential for encouraging people to walk and cycle or use non-motorised transport provided proper infrastructure and shading is provided for protection from hot weather^{iv}. It will also help in preventing the expected steady shift of two-wheelers to cars in future.

Graph 7: Modal share of Kadapa city



Source: Master Plan of Kadapa city

Public Transport Service

Kadapa city does not have dedicated bus transport system and is served by the buses of Andhra Pradesh State Road Transport Corporation (APSRTC) that runs inter-city bus service in the state. The total bus trips generated from the city on daily basis is 602. Presently, only 19 per cent of the trips are made by buses. It is proposed to introduce the minibuses by considering the travel pattern, road network pattern and road inventory data of city. City bus system should have routes that penetrate within the city and should be in accordance to accepted level as per MOUD service-level benchmark

Para Transit System

There exists only unorganized Intermediate Para Transit (IPT) in form of auto-rickshaw, which runs as a substitute for buses. The bulk of the public transport service in the city is provided by IPT systems including autos and shared services. These are low occupancy but high frequency

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services that meet the local requirement and provide efficient connectivity including the last mile connectivity. Kadapa should reorganize and modernize this system and upgrade these services with GPS, route rationalization, service level benchmark. This is an important opportunity to reduce dependence on personal vehicles. These vehicles can also be linked with electric vehicle programme.

Walking and Cycling

The condition of existing footpath is poor and full of encroachment that creates haphazard movement and decreases safety which forces pedestrians to walk on the carriage way. The existing hawking activities should be accommodated with design such that they do not encroach upon the road side walking space. Also, the roads lack zebra markings and other safety measures that increase accident risk. But given the fact that walking constitutes 30 percent of the modal share in the city and the average trip distance is below 3 kilometers, this presents an immense opportunity to promote infrastructure for walking and cycling to move towards zero emissions. This is an opportunity to reduce dependence on motorized travel for short distances. This can promote clean and active mobility for clean air.

Parking Strategy to Reduce Traffic Volume

Rapid urbanization, motorization, haphazard development, narrow streets, and unorganized parking are all contributing to traffic congestion in the city. Most of the city roads are encroached with haphazardly parked vehicles. The city needs to adopt a city wide parking policy and rules at the early stages that will enable adoption of parking area management plan. This will help to identify the legal parking area and lead to demarcation in all land uses enable enforcement against illegal parking, allow parking charges to manage demand and reduce parking pressure, and prevent parking from happening in green areas, parks, on footpaths and near intersections. This can help to improve integrated management of off-site and on-site parking management, maximise utilisation of the available parking spaces. This can help to promote park and walk strategies. This city wide approach can reduce parking chaos, congestion and pollution. Parking management is considered an important demand management and pollution reduction measure.

Traffic Management

Traffic management and enforcement of traffic rules is handled by the city's traffic police. There are total 5 signalized and 14 non-signalized major junctions in the city. CCTV cameras, RLPD, and ANPR are installed in all junctions that can alert the commuters about the traffic congestion from the control and command centre.

The total number of traffic violations detected between April, 2020 and June, 2020 are 10,459 which generated revenue of Rs 46.72 lakhs wherein the RLPD and ANPR detected a total of 756 traffic violations which generated revenue of Rs 1.97 lakhs. Presently, there is no lane driving available in the city. For diversion of the non-destined truck traffic is diverted to the existing outer ring road. In addition to all this, awareness campaigns are conducted for air pollution control, vehicle maintenance, minimizing use of personal vehicle, lane discipline, etc.

Road Dust

The city has about 35 percent metalled and 65 percent unmetalled roads. The municipal corporation has employed 2 mini sweeping machines and 1 Big Mechanical Sweeping Machines, which together cover an area of 12 Km within the city limits.

Most roads have end to end paving with green buffers along major traffic corridors, totaling a stretch of 9 km. However, a detailed plan is needed for metalling of the rest of the road network, green barriers, and paved footpaths to control dust generation.

7. Comprehensive Clean Air Action Plan (CAP) for Kadapa City

This pollution source-wise comprehensive action plan has been developed for Kadapa city to meet the NCAP objective of 20-30 percent reduction in particulate pollution by 2024. This plan indicates the nature, scale, scope and depth of action needed for effective reduction in different sectors.

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This plan has integrated the on-going action of the state government in each sector and has further built upon that based on good practices. Sufficient indicators are included in the plan to define the nature and scope of each strategy.

This plan has identified the agencies responsible for implementation of each action point and has also indicated the timeline for implementation. This can be monitored for reporting and compliance.

This section deals with department-wise clean air action plan and compliance strategy to meet clean air standards. The following tables indicate the short, medium and long-term action along with agencies responsible for implementation of the action points in the city of Kadapa. This plan indicates short term as six months; medium term as up to one year and long term 1-2 years.

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Comprehensive Action Plan (CAP): Short, medium and long-term measures Source-wise clean air action plan and compliance strategy for non-attainment cities to meet clean air standards.

1. Air Quality

S. No.	Source	Action Points	Micro level Action points	Present status	Agency responsible	Timeline for action	Budget
1.1.	Air quality monitoring and assessment	Installation and commissioning of CAAQM stations as per CPCB criteria.	Install and commission one or more CAAQM station as per CPCB criteria as real time monitoring is needed for GRAP. All stations should monitor parameters as specified in NAAQS, 2009 and weather parameters to have real time data.	There are 4 manual monitoring stations. Need minimum 1 real time station	APPCB and CPCB	One year	Departmental funds/ NCAP funds
1.2.	Air quality monitoring and assessment	Reporting daily air quality data to public	Plan for public dissemination— web-based, billboard-based, through audio visual media, etc. Adopt as per graded response action plan.	The AQI data is available on APPCB website and paryavaran app.	APPCB	Continuous	Departmental funds/ NCAP funds
1.3.	Air quality monitoring and assessment	Quality control and assurance system for air quality data.	Ensure all monitors are functioning and recording data. Adopt detailed protocol for transparent reporting of CEMS data (wherever applicable) for industrial emissions monitoring and NAMP data	The NAMP data is being uploaded in the CPCB website for public dissemination.	APPCB	Continuous	Departmental funds
1.4	Air quality monitoring and assessment	Adopt satellite-based monitoring complement ground-based air quality monitoring	Adopt an airshed approach for rural and peri-urban areas as recommended by NCAP and MoEF & CC Explore application of sensor based monitoring for areas where there is no regulatory monitors and cover unmonitored areas and agricultural burning/forest fires that impacts urban air quality	To be initiated	APPCB, CPCB, India Meteorological Department (IMD), Ministry of Earth Sciences (MoES)	One year	Departmental funds
1.5	Air quality monitoring and assessment	Adopt protocol for assessing annual and daily air quality trend for reporting compliance with the NAAQS and NCAP targets.	Adopt detailed protocol for transparent reporting of CEMS data (wherever applicable) for industrial emissions monitoring and NAMP data	The CEMS data of industries is connected to central server at APPCB head office and is being monitored for any abnormalities.	APPCB, CPCB	Six months	Departmental funds
1.6	Assessment of pollution sources	Source apportionment and Emission inventory	The SA study may be directed to a competent institution. The SA study must	National Knowledge Network (NKN) act as an	APPCB, CPCB	One year	Departmental funds/ NCAP

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		studies to be carried out for the city	include the surrounding airshed along with a Health Impact Study incorporating exposure impacts.	advisory board to the CPCB. CPCB along with the advisory board identified the Institute of Repute (IoR) to carry out the SA&EI studies in all the states of Non-attainment cities.		funds.
1.7	AQI forecasting	Adopt pollution forecasting system for implementation of graded response action plan.	This will also require monitoring of weather data and prior support from MOES and IMD. The system to be adopted could be on the lines of SAFAR	Department of Environment, APPCB, MoES of CPCB.	One year	Departmental funds/ NCAP funds

2. Industries

S. No.	Source	Action Points	Micro Level Action points	Present Status	Agency responsible	Timeline for action	Budget
2.1	Industrial emissions	Implement SOx and NOx standards	Standards notified by MoEF & CC on 29 January 2018 for 16 categories of industries in and around the city – as applicable.	Under implementation	APPCB	Six months	Nil
2.2	Industrial emissions	Management of emissions from MSME sector	Inspection and monitoring surveillance of small, medium and large-scale category of industries and necessary penal action for violation of standards	Regular and random inspections are being taken up by the APPCB	APPCB, CPCB	One year	Departmental funds
2.3.	Industrial emissions	Introduction of Clean Fuels Notify approved fuel list for the state and ban use of pet coke and furnace oil.	Notify approved list of fuels for the state Ban use of pet coke and furnace oil Ensure conversion to CNG/PNG from pet coke/ furnace oil Strict enforcement against use of high sulphur content fuels and levying fines on the violators. Implement phase-in plan to promote clean fuels in industry like natural gas.	A condition of not to use pet coke in industries is being included in the CFO as per Hon'ble NGT order.	APPCB	One year	Nil
2.4	Industrial emissions	Use of CEMS	Enforce monitoring of polluting industries within urban air-shed zones via CEMS. Check for installation, upkeep and data collection.	The CEMS data of industries is connected to central server at APPCB head office and is being monitored for any abnormalities.	APPCB	Six months	Nil

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S. No.	Source	Action Points	Micro Level Action points	Present Status	Agency responsible	Timeline for action	Budget
2.5	Industrial emissions	Control of fugitive emissions across all industries	Implementation of control measures during various industrial processes (in ancillary units, material transfer and handling etc). Construction of paved roads around all major industrial belts and estates; Installation of dust suppression system and green belt	All the required conditions are kept in the CFO and are being implemented by the concerned industries.	APPCB	Six months	Nil
2.6	Mining of Minerals						
2.6.1	Emissions from mine site	Control of Fugitive emissions from the mine site	Maintenance of internal roads and regular water sprinkling on haul roads to suppress the dust generation Development of greenbelt along the boundary and internal roads Ensure to avoid overfilling of vehicles and spillages on transportation routes. Ensure to transport mined material in covered vehicles	All the conditions required to achieve good mining practises are included in the CFO of the mining industries.	APPCB	Continuous	Nil
2.6.2	Solid waste management	Management of Overburden	Avoid dumping of overburden outside the mine site Ensure to stabilise the dump sites with vegetation/ green cover to avoid further dust generation		APPCB	Continuous	Nil
2.7	Chemical Industries (Barytes/ Barium salts industries) and Pulverising Units						
2.7.1	Industrial Emissions	Control and monitoring of stack emissions	Ensure to comply with the NAAQS, 2009 outside the premises and stack/ chimney emissions as specified in the CFO order.	All the required conditions are kept in the CFO and are being implemented by the concerned industries.	APPCB	Continuous	Nil
2.7.2	Industrial Emissions	Control of Fugitive emissions	Maintenance of internal roads and material transport need to be done in covered vehicles Raw materials should be stored in covered sheds and closed conveyors are to be used Ensure good housekeeping practices Solid waste generated should be disposed as specified in the CFO and avoid dumping in open areas. Greenbelt needs to be developed all along the boundary of the industry.	Industries not complying with the conditions are issued with notices, closure orders and reviewed in the Task Force Committee Meetings.	APPCB	Continuous	Nil
2.8	Bottling Plants						

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S. No.	Source	Action Points	Micro Level Action points	Present Status	Agency responsible	Timeline for action	Budget
2.8.1	Industrial Emissions	Control of emissions from the storage tank	Ensure to install automatic leak detection system with alarm Ensure to comply with the NAAQS, 2009 Ensure to develop and implement SOP for emergency conditions during mishap / episodic events.	The industries are implementing all the conditions as specified in the CFO	APPCB	Continuous	Nil
2.9	Fertilizer Industries						
2.9.1	Industrial Emissions	Control of acid fumes and Odour	Install and operate Air Pollution Controlling Equipment or Devices (APCE) Install odour detecting sensors within and around the industry Ensure to comply with the NAAQS, 2009 outside the premises and stack/ chimney emissions as specified in the CFO order.	The industries are implementing all the conditions as specified in the CFO	APPCB	Continuous	Nil

3. Hot Mix Plants and Stone Crushers

S. No.	Source	Action points	Micro level Action points	Present status	Agency responsible	Timeline	Budget
3.1	Hot mix plants	Use of clean fuels	Establish a protocol to use cleaner fuels & technology for asphalt mixing and minimizing the number of hot-mix plants. Keep buffer	To be initiated	MoRTH, Municipal Corporation, APPCB	One year	Departmental funds
3.2	Hot mix plants	Emissions monitoring	Stack heights of these plants should be atleast 25 meters (as prescribed by Haryana government) or prescribed by MoEF&CC should be maintained	To be initiated	Municipal Corporation, APPCB	One year	Departmental funds
3.3	Stone crushers						
3.3.1	Stone crushers	Relocation of stone crushers	Remove stone crushers that are close to the city; adopt stringent dust control measures and greening as applicable. Green buffer zone should be maintained with a minimum width of 10 meters shall be maintained	To be initiated	Local administration, APPCB, Department of Industries, Commerce and Enterprises, MSME	One year	Departmental funds

4. Vehicles

S. No.	Source	Action Points	Micro level action points	Present status	Agency responsible	Timeline	Budget
4.1	Vehicular emissions	Emission standards and fuel quality for new	Ensure implementation of Hon'ble Supreme Court order of October 24, 2018	Only BS VI compliant vehicles are being registered	Transport Department and Auto Industry	Ongoing	Nil

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S. No.	Source	Action Points	Micro level action points	Present status	Agency responsible	Timeline	Budget
		vehicles	and subsequent Central Government notification by MoRTH- Only BS VI compliant fuels and vehicles to be registered after April 1, 2020.	after April 1, 2020. Regular / random checks are being conducted by RTO's to ensure the implementation of Hon'ble Supreme Court order.	Associations		
4.2	Vehicular emissions	Gaseous programme for vehicles	Shifting/ replacement of petrol/diesel driven vehicles viz., auto rickshaws, taxis and buses to CNG/LPG based vehicles.	-	Transport Department, Department of ICE, MoPNG	1 year	Nil
4.3	Vehicular emissions	Encourage clean fuels	Introduce favorable fiscal measures such as reduction in road tax to promote clean fuels and vehicles.	The State Government has issued guidelines to exempt levy of green tax on vehicles operated by LPG, CNG, battery and solar power.	Transport Department	1 year	Nil
4.4	Tail pipe emissions	Strengthen periodic auditing and over- sight of PUC centres and calibration of equipment and third-party checks.	- Ensure PUC centers are upgraded to be capable of testing all the notified parameters and vehicles including BS VI. - Ensure further strengthening of ongoing linking of PUC centers with NIC vahan server to eliminate manual intervention in PUC testing. - Ensure all vehicles obtain valid PUC certificate vehicles without PUC certificates are not allowed to ply. Link PUC certificate with annual vehicle insurance.	Communication has made to the MoRTH for taking necessary action in this matter. Integration with NIC vahan software is initiated. PUC program in place, though all not linked to e-Vahan server	Transport Department	1 year	Departmental Funds.
4.5	Tail pipe emissions	Ensure universal linking of PUC centres with remote server and eliminate manual intervention in PUC testing.	Implement testing of all notified emissions parameters including Lambda testing for petrol cars as notified by MoRTH in 2004.	-	Transport Department	6 months	Nil
4.6	Tail pipe emissions	Integrate on-board diagnostic (OBD) system fitted in new vehicles with vehicle inspection.	As per the MoRTH advisory PUC centres have to check malfunctioning indicator light on dash boards of vehicles. If the light is found on vehicles to be sent back for testing in authorized workshops. Additionally, PUC centres need to check if	Presently there is no OBD system within the city.	Transport Department	6 months	Departmental funds

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S. No.	Source	Action Points	Micro level action points	Present status	Agency responsible	Timeline	Budget
4.7	Tail pipe emissions	Ensure availability of ammonia based urea for BS VI diesel vehicles	the OBD is functioning properly. Ensure availability of the auto grade urea for the vehicles fitted with SCR system (selective catalytic reducing system) for NOx control in BS VI vehicles in coordination with the oil companies.	Steps will be taken to ensure availability of ammonia based urea in fuel stations as and when BS VI fuels available in the market.	Transport Department, Department of Civil Supplies and Oil companies	6 months	Nil
4.8	Tail pipe emissions	Penalising the visibly polluting vehicles	Remove/impose penalty/ challans, and launch extensive awareness drive against visibly polluting vehicles.	Traffic department is imposing and collecting the penalties from owners of visibly polluting vehicles.	Transport Department	Continuous	Nil
4.9	Tail pipe emissions	Set up modern centralized inspection centres for upgraded emissions	Ensure annual fitness and road worthiness tests for commercial vehicles and diesel vehicles are conducted in well-equipped centralised testing centres. These centres can cater to the region	Transport department is regularly conducting the fitness checks to phase out vehicles which are 15 years & above and or completing the 2,50,000 km	Transport Department	6 months	Departmental funds
4.10	Emissions from older vehicles	Green Tax And Vehicle labelling or sticker programme to phase out old vehicles	Ensure measures to increase the green tax on petrol and diesel vehicles to encourage the LPG, CNG and battery operated vehicles. Ensure phasing out of old vehicles with the help of color coded sticker programme and age linked road tax policy. Set up scrapping infrastructure for scientific dismantling and disposal of old vehicles and material recovery as per the CPCB guidelines. Set up recycling units that are authorized with proper environmental guidelines and integrate the current informal scrapping units	The State Government has issued guidelines to exempt levy of green tax on vehicles operated by LPG, CNG, battery and solar power. Green tax need to be paid by Transport vehicles and Non-transport vehicles based on the age cap from the date of their registration.	Transport Department	6 months	Nil
4.11	Freight Transport						
4.11.1	Emissions from trucks	Diversion of truck traffic	- Rationalise movement pattern of heavy-duty trucks, and their routes and logistic infrastructure, spacing of warehouses/wholesale marts etc, entry points and timing to reduce exposure levels - Provide truck rest areas/parks along national and state highways to prevent	An outer ring road exist already exists and is being used for movement of non-destined vehicles thereby restricting the entry into the city limits.	District and local administration, Municipal Corporation and PWD, NHAI	6 months	Nil

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S. No.	Source	Action Points	Micro level action points	Present status	Agency responsible	Timeline	Budget
4.11.2	Emissions from trucks	Ensure fitness of trucks	entry of trucks into cities during the day time or peak hours to continue. - Local trucks can shift to LNG/CNG - Use of off-peak passenger travel times to move freight and restrict the entry of heavy vehicles into cities during the day to continue. Ensure fitness and road worthiness of trucks and compliance to set standards. Install weigh in motion bridges in all city entry points to control overloading	Required truck rest areas are provided at the entry of the city.	Transport Department	6 months	Departmental funds
4.12	Fuel Quality and Clean Fuel standards						
4.12.1	Poor fuel quality	Fuel quality testing to check adulteration	Ensure to create system to carry out regular/ periodic checks for fuel adulteration and monitoring the fuel quality through surprise fuel testing for all transport and non-transport fuels. Department of Civil Supplies is ensuring the regular fuel checks through oil companies. Total 423 Retail Outlets were inspected and 524 Petrol & 580 Diesel samples were tested by Oil Industry Mobile Labs in 2019-20 in Andhra Pradesh.		MoPNG, Oil marketing companies, Department of Civil Supplies	Continuous	Departmental funds
4.12.2	Poor fuel quality	Emission control at Fuel Stations Install vapor recovery systems in fuel refueling outlets to reduce benzene and VOC emissions in cities.	Install vapour recovery systems in fuel outlets to reduce benzene and VOC emissions to comply with the Hon'ble NGT directions in respect of installation of stage I and Stage II vapour recovery system in all new retail outlets with capacity 300 KL MS per month in cities with population more than 1 lakh.	There is no monitoring system for VOC emissions in the city.	Department of Civil Supplies, Transport department, State Oil Coordinator	6 months	Nil
4.12.3	Poor fuel quality	Adopt favourable taxation policy for clean fuels	Reduce VAT and cess on CNG	-	Transport Department	6 months	Nil

5. Urban Mobility

S. No.	Source	Action Points	Micro level action points	Present status	Agency responsible	Timeline	Budget
5.1	City Bus Service Improvement						
5.1.1	Vehicular emissions	Ensure setting up of	Implement intra city bus services based	Presently, there are no intra-	Bus Transport	1 - 2 years	Departmental

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S. No.	Source	Action Points	Micro level action points	Present status	Agency responsible	Timeline	Budget
		Public transport infra city bus services	on travel demand of city population. For a city size of Kadapa, mini /midi buses can be used for operation • Service level benchmark of Ministry of Housing and Urban Affairs should be followed to decide fleet size and network for adequate city penetration • Implement phase wise requirement of bus fleet, transit infrastructures i.e. depots, terminals and bus queue shelters etc. • Ensure adoption of EV buses through FAME II and notified state EV Policy. • Use modern technologies like Global Positioning Device (GPS), Public Information System (PIS) etc. to manage the services, locate buses and also to make it more attractive to commuters. • Introduction of Electronic Ticketing Machine for ticketing purposes. It helps to record and manage trip details, number of users, and other trip characteristics of public transport users.	city bus facility for the city	Undertaking		Funds
5.2	Intermediate Para Transit (Autos, Shared IPT, Taxis, and electric rickshaws)						
5.2.1	Vehicular emissions	Regularization operation of IPT through registration and planning	• Implementation of IPT operation plan and IPT route network connecting residential areas to important nodes (transport nodes, shopping areas, or other areas with high footfall) • Implement well planned dedicated parking and pick-up and drop-off points for IPT • Shared IPT/Autos – specify route, fix fare and carrying capacity. These should be mostly provided to connect very high footfall areas for easy pick-up and drop-off • Install GPS in autos for monitoring • Plan and enforce safety standards for IPT vehicles for driver safety and safety in driving etc to improve service	IPT system is un-organized. However, the city Masterplan provides for organising the IPT sector for better operation and congestion reduction	RTO, Transport Department GoAP, Urban Local Bodies	1 – 2 Years	Departmental Funds
5.3	Non-Motorized-Transport Network						
5.3.1	Vehicular emissions	Build adequate street	All major arterial and sub-arterial roads	The condition of existing	Urban Local Bodies	1 year	Departmental

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S. No.	Source	Action Points	Micro level action points	Present status	Agency responsible	Timeline	Budget Funds
5.4	Traffic Management						
5.4.1	Vehicular emissions	network that is walkable, cyclable and provides safe mobility for all road users Enforcement and monitoring of traffic movement to prevent congestion and ensure road safety	should be redesigned to have dedicated/protected space for walking, cycling. Earmark street vending activities with respect to complete street principles and universal accessibility <i>(For good street design, refer to Design Standards can be followed from Indian Road Congress (IRC): 103-2012, or improved draft IRC code on road design, or any other adopted standards and good practices. Street design Guidelines document in Delhi, published by UTTIPEC. can also be considered as a base document for improved road design needs)</i> • Ensure installation of traffic signals at all major junctions within the city. • Congestion reduction in road stretch of Madras Road from Gokul lodge to Krishna Talkies. • Levying and collection of hefty fines for traffic violation • Ensure removal of encroachments along the road stretches within the city • Explore use of Intelligent Transport Management System (ITMS) based monitoring for effectiveness and enforcement • Periodic safety audits of all the junctions within the city to ensure better planning, improvement and implementation.	footpath is poor which forces pedestrians to walk on the carriage way. Also, the roads lack zebra markings and other safety measures that increase accident risk. The city master plan has provision for improving pedestrian facilities in the city In the city there are total 19 major junctions, of them 5 are signalized and 14 are non-signalized. The traffic violations are being monitored through an IT based system. Commuters are being sensitized about the traffic congestion from the Command Control Office in the city.	Traffic Police and Urban Local Bodies	6 months	Departmental Funds
5.5	Parking Management						
5.5.1	Vehicular emissions	Implement city-wide Comprehensive Parking Policy and Parking Area Management Plans (PAMP)	• Physically identify, demarcate and delimit on-street and off-street parking areas in all municipal wards based on local area assessment • Ensure no parks and green spaces are converted into parking and all streets have at least one lane available all the time for	In the city there are no designated paid parking areas. As of now parking is free of charge. And Most of the city roads are encroached with haphazardly parked	Urban Local Bodies	1 year	Departmental Funds

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S. No.	Source	Action Points	Micro level action points	Present status	Agency responsible	Timeline	Budget
		(Examples/Reference documents – Delhi parking Rules 2019, Punjab Parking Policy for Municipal towns of Punjab 2017)	- free flow of traffic especially emergency vehicles. - Few major areas that includes Madras Road, Govt. Hospital Road, R.S. Road and Machupalli Bus stand junction should be done as priority - Introduce strict fines for illegal parking of vehicles in non-designated areas. - Introduce variable parking fees as per the location and time duration in all commercial and mixed use areas - In areas where both on-street and off-street parking is available, on-street parking charge should be higher than off-street parking charges - Wherever MLCP exists, it should be integrated with area level parking plan - On-street parking price should be higher than MLCP to maximize use of MLCP - Introduce residential parking permit for residential areas - Implement commuter information system on availability of parking spaces in off street parking facilities. - Identify streets for parking/night time parking of commercial vehicles	vehicles. City development plan is in place to develop the street parking facilities but in practice it should be more comprehensive with area level 'Parking management Plans'			

Adoption of Electric Mobility

S No	Source	Action Points	Micro level action points	Present status	Agency responsible	Timeline	Budget
5.6	Adoption of Electric vehicles (Implement the state's notified EV policy)(As EV technology is new and continuously evolving, the ideas may change further to comply with most updated technology)						
5.6.1	Vehicular emissions	Implementation of Electric Mobility policy notified by State Government. Integrating EV Infrastructure to create EV ecosystem (facilitate)	- Identify vehicle segment like IPT, buses, Two-wheelers – for targeted electrification - Ensure provision of required infrastructure like charging stations, maintenance depots/places, availability of spare parts, etc. - Amendment of Model building byelaws and state level building byelaws and	The electric vehicle policy is yet to be implemented. The electric vehicles are not much in use and public awareness programmes needed to be planned.	Transport Department, Urban Local Bodies, New and Renewable Energy Development Corporation of Andhra Pradesh Ltd. (NREDCAP).	1-2 year	Departmental Funds

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S.No	Source	Action Points	Micro level action points	Present status	Agency responsible	Timeline	Budget
		EV adoption through integrating EV in infrastructure changes through amendment in existing byelaws and regulations)	- design code to integrate these changes w.r.t electric vehicle ecosystem. - Introduce charging facilities at residential locations by installing a dedicated metering system in accordance with electricity and energy board - Implement based on ground assessment dedicated parking facilities or priority parking of electric vehicles in designated parking areas				
5.6.2	Battery waste	Management and Disposal of Batteries	- Develop and implement a policy for safe disposal of batteries after completion of their life time as per the Waste Management Rules, 2016 issued by MoEF & CC. - Notify the potential and authorised recycling facilities within the city	The electric vehicle policy is yet to be implemented.	APPCB and New and Renewable Energy Development Corporation of Andhra Pradesh Ltd. (NREDCAP)	1 year	Nil
5.6.3	Vehicular emissions	Enhance EV adaptation in IPT segment which is an important mode of public transport	- Incentives/schemes to IPT owners to transition from ICE vehicles to EV such as road tax rebate, concession on charges, credit on transition to EV, etc. - Provide registration for e-rickshaws	--		2 years	Nil
5.6.4	Vehicular emissions	Priority parking for EV (Provision of dedicated on-street parking spaces for commercial and personal vehicles)	- Carry out inventory of area where dedicated EV parking is feasible - Implement incentives like waiver of parking fees for electric vehicle among others.	--	Transport Department, Urban Local Bodies, APERC	1 year	Nil

6. Waste Management

S.No.	Source	Action Points	Micro level Action points	Present Status	Agency responsible	Timeline	Budget
6.1	Municipal Waste	Ensure Implementation of Solid Waste Management Rules, 2016 notified by MoEF & CC.	- Implement a plan for collection and management of waste based on the quantity of solid waste collected daily. Quantify waste stream for each municipality and peri urban areas to plan infrastructure for collection and recycling. - Implement household level segregation.	The Kadapa Municipal Corporation has issued a circular to implement Solid Waste Management Rules, 2016 in city limits. Regular inspection is done	Municipal Corporation, Office of the District Magistrate	6 months	Nil

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S.No.	Source	Action Points	Micro level Action points	Present Status	Agency responsible	Timeline	Budget
6.2	Municipal Waste	Management of Dumping yards and treatment facilities	- segregated transport, recycling facilities and composting facilities - Ensure GPS tracking of waste collection and transportation vehicles to dump yards and mobile spot check squads for enforcement. - Implement a plan to monitor garbage burning within city limits through sanitation team. - Levy and collect hefty fines from the violator's viz., dumping of solid waste in open areas or unauthorised places, burning of solid waste/ biomass and other waste. - Stringent implementation of amended by laws and collect fine from the violators - Mapping of all waste dumping grounds in the region as well as mobile spot check squads for enforcement. - Plan to convert Kolumulola Pali dumping yard into scientific processing facility to ensure further processing of municipal solid waste. - The processing facility should be planned and grounded in a time bound manner to avoid further open dumping of the collected solid waste - Ensure safety measures and management at dump yard to avoid spontaneous fire at the site. Use landfill management techniques based on CPCB guidelines.	by Ward Sanitation and environment secretaries to control open burning of solid waste. The solid waste collected from the household is being dumped at the Kolumulola Pali dump yard without any further treatment. Water facility is provided to arrest the fire in emergency situations.	Municipal Corporation, Office of the District Magistrate	1 Year	Departmental Funds.
6.3	Municipal Waste	Zero landfill policy	Adopt roadmap for zero landfill policy by promoting decentralized waste segregation, reuse and recycling.	About 20 per cent of dry waste treated by MRF system and 15 per cent of wet waste is processed by Home Composting and Vermi compost. Kolumulola Pali is the landfill site and is monitored for spontaneous	Municipal Corporation, APPCB	1 Year	Departmental funds

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S. No.	Source	Action Points	Micro level Action points	Present Status	Agency responsible	Timeline	Budget
6.4	Solid Waste	Control of burning of biomass and crop residue and	• Ensure proper collection of horticulture/ garden waste (bio-mass) from parks and open areas and its disposal through composting within the premises. • Ensure ban on burning of agriculture waste and crop residue and its implementation.	fire. Extensive programmes were launched by agriculture department like Polambadi & Polam plustandi, for creating awareness in Farming Community not to burn agricultural waste/ Stubbles	Agriculture department, MA & UD	6 months	Departmental Funds
6.5	Municipal Waste	Installation of waste to energy plant.	• Ensure to avoid installation of Waste to Energy plant if the city is having an efficient waste segregation system in place. • If required develop a proper plan with strong siting policy to locate the Waste to Energy plant away from habitation and sensitive areas including neighbourhoods of low-income groups. • Ensure stringent emission norms and real time monitoring of the emissions data through CEMS. Use of state-of-the-art technology and provide real time emissions data to APPCB.	No waste to energy plant is located either within the Kadapa city or YSR district.	Municipal Corporation, Office of the District Magistrate and APPCB	1 year	Departmental funds
6.6	Incinerators	Siting policy and CEMS.	Develop a siting policy for biomedical incinerators. Implement CEMS for incinerators and provide data on emissions on an open platform progressively.	No incinerators planned at this stage	APPCB	1 year	Departmental funds
6.7	Construction and Demolition waste	Ensure implementation of Construction & Demolition Waste Management Rules, 2016 and its subsequent amendments.	• Provide a C&D waste management facility for segregation and disposal of collected waste from the construction sites across the city. • The Waste Management Plan should be combined with building permits and made compulsory before any construction/demolition/remodeling activity by the bulk waste generators. • Adopt and implement dust control measures for all types of construction - buildings and infrastructure.	Around 6 TPD of C&D waste is being generated and dumped at the existing MSW dump site without further processing.	Municipal Corporation & APPCB	6 months	Departmental funds

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S. No.	Source	Action Points	Micro level Action points	Present Status	Agency responsible	Timeline	Budget
6.8	Construction and Demolition waste	Zoning of construction activities	- Underlake control measures for fugitive emissions from material handling, conveying, and screening operations through water sprinkling, curtains, barriers, and dust suppression units. Introduce steeper penalties for non-compliance in all construction sites. - The preventive measures as mentioned in CPCB guidelines. Construction agencies to be made liable. Impose penalty for non-compliance.	Guidelines were issued by the Municipal Corporation in line with the C&D Waste Management Rules, 2016 with respect to the dust generation and its management at the construction sites.	Municipal Corporations	6 months	Departmental funds
6.9	Construction and Demolition waste	Notify rules to segregate construction and demolition waste in accordance to the C&D waste management rules notified in 2016 by CPCB.	Provide a network of decentralized C&D waste segregation and collection sites across the city. For material handling, construction and demolition, it should be obligatory on part of the developers to provide evidence of debris on-site recycling and/or disposal at designated sites.	A notification was issued by Municipal Corporation, Kadapa for handling of C&D waste within the city limits.	Municipal Corporations	1-2 years	Departmental funds
6.10	Construction and Demolition waste	Set up facilities to recycle construction and demolition waste	Quantify C&D waste generation from both building and infrastructure construction. Mandate certain percentage of the material for new construction to be recycled construction waste. Implement provision of Central regulations for construction and demolition waste management rules of 2016.	-	District and local administration, Municipal Corporation, APPCB	1-2 years	Departmental funds

7. Household Emissions and Other Miscellaneous Sources

S. No.	Source	Action Points	Micro level Action points	Present Status	Agency responsible	Timeline	Budget
7.1	Renewable Energy	Maximum access of	A targeted programme towards 100	As of Q1 of 2020-21 total 1.38	Department of Civil	1 Year	Departmental

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S. No.	Source	Action Points	Micro level Action points	Present Status	Agency responsible	Timeline	Budget
	Policy Household Emissions and	LPG by low-income neighbourhoods, as well as eateries/dhabas/ roadside restaurants etc.	percent coverage of LPG supply to all the households and commercial activities like road site eateries/ dhabas/ restaurants, etc. •Mandate and link commercial license to clean fuels. •Create schemes like PMUY for low turnover eateries to access LPG	Crs LPG Connections are released in Andhra Pradesh which is 110% penetration of HHs as per 2011 Census. Additionally, Non-Domestic LPG connections are released by Oil Companies on continuous basis	Supplies and Oil Companies		Funds.
7.2	Gensets	Control of emissions from Diesel Generator (DG) sets.	•Ensure all the DG sets are meeting the emission norms and provided with acoustic enclosures. •Ensure power supply of 24/7 in the city to prevent usage of alternate power generating equipment. •Curtail use of DG sets in social events by providing temporary electric connections •Explore rooftop solar programme to reduce dependence on DG sets. •Ensure to obtain power connection prior to construction of large construction projects to avoid use of DG sets.	There is no or rare power cut in all over the state of Andhra Pradesh. In YSR district the power is being generated from renewable sources like wind, solar and biomass.	APPCB, APTRANSOCO, APGENCO	Immediate	Departmental funds
7.3	Multiple Sources	Public Awareness Campaign	•Organizing the continuous public awareness campaigns engaging the schools, colleges and other academic institutions. •Organizing deeper public engagement and forums for public consultation for public understanding of the nature of solutions needed to address the complex problem of sustainable industrial development and urban mobility.	-	APPCB in collaboration with a local Civic Society Organizations	6 months	Departmental Funds.
7.4	Others	Public Grievance Portal Redressal (PGRP)	•An online portal need to be created to register the complaints by public on air pollution along with a supervisory mechanism for its disposal at time bound manner. •Ensure to publicize about the online portal and its usage to all the citizens for deeper and better improvements. •Create a portal or a citizen's charter on	A PGRP system has been established in the APPCB website and concerned officers are attending the complaints lodged by the public.	APPCB and other concerned departments.	6 months	Departmental Funds.

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S. No.	Source	Action Points	Micro level Action points	Present Status	Agency responsible	Timeline	Budget
7.5	Others	Urban Green and Forests	- At least 15 – 20 % of the area in new development projects in urban areas should be developed as green cover. - Urban planning to provide for green roofs and vertical greens linked to infrastructure development. Green walling with plantations around dust generators and also to be dust barriers to be integrated with the Urban forestry and forest policy.	Around 26% of the city is under green cover and it will be maintained	Forest Department, Municipal corporations	1 year	Departmental Funds.
7.6	Episodic events: All kinds of fires, leakages and explosions	Use satellite-based monitoring and on-ground enforcement to control such episodes.	An online platform needs to be developed to integrate the meteorological and air quality data of the city for prompt and immediate actions from the emergency response system/ disaster management authority.	Andhra Pradesh State Disaster Management Authority is in the process of developing an online system for emergency situations.	APSDMA and APPCB	1 Year	Departmental Funds.
7.7	Seasonal/ Episodic events	Firecrackers during festival season	Ensure to regulate and control usage of fire crackers including restrictions on timing as per the Supreme Court and CPCB and PESO guidelines.	During Diwali festival PESO is taking steps to observe the safety like awareness programmes in public interest through print and electronic media, providing licenses for sale of the local fireworks and regular inspections to the ensure only licensed vendors are selling the crackers.	District and local administration, Police Department, APPCB, RWAs, Supported by Chief Controller of Explosives, Petroleum and Explosive Safety Organization (PESO)	Immediate	Departmental Funds.

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a. Graded Response Action Plan (GRAP) proposed for Kadapa City

The proposed Graded Response Action Plan is meant to be temporary measures for duration of smog episodes and is implemented according to the severity of the daily air pollution levels. Once the levels come down and stabilize, measures are withdrawn. The objective of the GRAP is to prevent pollution from getting worse when adverse weather conditions trap and spike pollution.

The proposed GRAP includes set of measures to be implemented with greater vigor and stringency to prevent and avoid high level of air pollution in cities. This is linked to the national air quality index that categorizes daily air quality as good, satisfactory, moderate, poor, very poor, severe, and emergency. All actions suggested for each category are cumulative and add up to the level of emergency as air quality worsens. For implementation of GRAP, the scientific Task Force under APPCB will advise the District Level monitoring committee on the daily pollution levels and forecasting based on real time monitoring. Accordingly, the Committee may issue notices to the city authorities to implement the pre-defined action. Each implementing department will appoint a nodal officer to facilitate implementation. The action notified for moderate and poor categories that are largely about stringent enforcement in different sectors can become default action for continuous implementation throughout the year. Additional measures meant for very poor and severe may be notified which such situation develops especially during calm and inversion conditions.

This will require daily air quality data reporting on the APPCB website and public dissemination system on air quality and health alert.

Graded Response Action Plan (GRAP) for Reducing Air Pollution in Non-attainment Cities of Andhra Pradesh

Moderate to poor	
Poor - When PM_{2.5} levels are between 91-120 µg/m³ or PM₁₀ levels are between 251-350 µg/m³	
Moderate - When PM_{2.5} is between 61-90 µg/m³ or PM₁₀ is between 101-250 µg/m³	
Action to be taken	Agency responsible
Stringently enforce/stop garbage burning in landfills and other places and impose heavy fines on person responsible	Municipal Corporations
Close/stringently enforce all pollution control regulations in brick kilns and industries	State Pollution Control Board
Stringently enforce pollution control in thermal power plants through Pollution Control Board monitoring	State Pollution Control Board
Do periodic mechanized sweeping on roads particularly in roads with heavy traffic and water sprinkling every two days	Municipal Corporations, Traffic Police, PWD
Strict vigilance and no tolerance for visible emissions – stop plying of visibly polluting vehicles by impounding or heavy fine	Department of Transport Traffic Police
Stringently enforce rules for dust control in construction activities and close non-compliant sites	District Administration, Police
Deploy traffic police for smooth traffic flow at identified vulnerable areas	Traffic Police
Divert non-destined truck traffic	Municipal Corporations, Traffic Police
Strictly enforce Supreme Court orders on firecrackers	SPCB, District Administration in consultation with Chief Controller of Explosives, Petroleum and Explosive Safety Organization (PESO); Police
Ensure fly ash ponds are watered every alternate day during summer months (March-May)	Plant in charge of Power Plants
Information dissemination, social media, mobile Apps should be used to inform people about the pollution levels, contact details of control room, enable them to report polluting activities/sources to the concerned authorities, and actions that will be taken by government based on the level of pollution.	State Pollution Control Board District Administration

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Very Poor When PM _{2.5} levels are between 121-250 µg/m ³ or PM ₁₀ levels are between 351-430 µg/m ³	
Action to be taken	Agency responsible
Control use of diesel generator sets by improving electricity supply	State Pollution Control Boards
Restrict parking and enhance parking fee by 3-4 times in commercial areas to reduce usage of personal vehicles	Municipal Corporations
Augment public transport services by increasing frequency and ensure adequate para transit services	Department of Transport State Transport Corporation
Stop use of coal/firewood in hotels and open eateries	Municipal Corporations
Alert in newspapers/TV to advise people with respiratory and cardiac problems to avoid polluted areas and restrict outdoor movement.	State Pollution Control Board

Severe When PM _{2.5} levels are above 250 µg/m ³ or PM ₁₀ levels are above 430 µg/m ³	
Action to be taken	Agency responsible
Close brick kilns, Hot Mix plants, Stone Crushers and other highly polluting units or as applicable locally	State Pollution Control Board District Administration Police
Shut down / minimize operation of coal based polluting industrial units and plants, if emissions are found to be beyond permissible limit; Allow plants on cleaner fuels like natural gas, electricity etc.	State Pollution Control Boards
Intensify public transport services. Introduce differential rates to encourage off-peak travel.	Transport Department State Transport Corporations
Increase frequency of mechanized cleaning of road and sprinkling of water on roads. Identify road stretches with high dust generation.	All road owning agencies including Municipal Corporations, Public Works Department and National Highway Authority of India
Restrict movement of trucks inside the coal field mine areas	State pollution control board, Department of Steel and mine

Severe + or Emergency When PM _{2.5} levels cross 300 µg/m ³ or PM ₁₀ levels cross 500 µg/m ³ (or 5 times above the standard) or persist for 48 hrs or more.	
Action to be taken	Agency responsible
Stop entry of diesel truck traffic into city (except essential commodities)	Traffic Police Municipal Corporations
Stop construction activities	Pollution Control Board Municipal Corporations
Introduce some form of vehicle restraint measures for private vehicles based on license plate numbers (odd/even scheme) or introduce low emissions zones in the city to stop entry of polluting vehicles (old and ageing and polluting diesel vehicles etc).	Transport Department Traffic Police
State Pollution Control Board Task Force to take decision on any additional steps including shutting of schools	SPCB

Action to be taken by public

While the National Air Quality Index (AQI) and health advisory will inform people about the dangers of exposure, people are also expected to take precautionary measures to protect themselves. Suggested actions by public are listed below:

Level according to AQI	Action
Very poor, severe	Those suffering from heart diseases, asthma, and other respiratory disease may consider avoiding undue and prolonged exposure
	Schools to suspend all outdoor activities and sport events
	Report visible emissions from vehicles, industries, power plants, garbage burning, and other non-compliances to the respective control rooms
	Do not use diesel and kerosene generators
	Maintain vehicles properly (PUC certificate, replace car air filter,

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Level according to AQI	Action
	maintain right tire pressure)
	Minimize unnecessary travel, use public transport & avoid using private vehicles

b. Monitoring Mechanism for Implementation

As per the directions of the Hon'ble National Green Tribunal, dated 08.10.2018, the Air Quality Monitoring Committee (AQMC) with six members has been constituted by the Govt. of Andhra Pradesh, vide G.O. Rt. No. 167, dated 14.11.2018 for the preparation of Action Plans. The Committee, as directed will function under the overall supervision coordination of Principle Secretary, Environment. This will further be supervised by Chief Secretary by ensuring intra sectorial coordination.

MoEF & CC vide its Letter No. D.O.No. Q-16017/12/2019-CPA Dated: 24.04.2019; requested to constitute three committees at state level for effective implementation of NCAP. Accordingly Govt. of Andhra Pradesh, vide G.O. Rt. No. 46, dated 11.06.2020 has constituted three committees namely **Steering Committee**: Headed by the Chief Secretary, **Monitoring Committee**: Head of the Departments and **Implementation Committee**: District Head/ In-charge for effective implementation of NCAP to control air pollution in the 13 Non-attainment cities and towns of Andhra Pradesh.

The Action Plans will further be communicated to all the stakeholders for compliance for control of ambient air quality in Kadapa city. Regular meetings will be convened by Implementation Committee to ensure implementation of the action plans at District level and the Compliance of the Action Plan points by the concerned stakeholder departments will be reviewed at regular intervals by the Principal Secretary, Environment & the Chief Secretary, Government of Andhra Pradesh.


MEMBER SECRETARY

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Annexure I - Kadapa City: Ambient Air Quality monitoring data - PM10 values

2017																
S. No.	Stations	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual average	Standard	
1	DIC Office, Near Kottireddy Circle					Monitoring started from August				76	67	63	61	77	69	60
2018																
S. No.	Stations	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual average	Standard	
1	DIC Office, Near Kottireddy Circle	68	70	65	61	56	60	54	48	45	65	62	70	60	60	
2	APPCB RO - Office, Kadapa	-	66	91	70	67	61	64	54	51	49	63	62	64		
3	RIMS, Putlumpally, Kadapa			Monitoring started from August					49	44	54	54	54	50		
4	Municipal Primary School, Police Line			Monitoring started from October							52	64	67	58		
	City average	68	68	78	66	62	61	59	50	47	55	61	63	61		
2019																
S. No.	Stations	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual average	Standard	
1	DIC Office, Near Kottireddy Circle	68	66	64	55	66	50	45	48	45	60	51	41	55	60	
2	APPCB RO - Office, Kadapa	66	70	70	65	71	48	38	30	36	37	54	46	53		
3	RIMS, Putlumpally, Kadapa	54	54	58	49	56	40	34	34	24	34	36	31	42		
4	Municipal Primary School, Police Line	66	70	63	58	65	47	52	49	51	53	64	48	57		
	City average	64	65	64	57	65	46	42	40	39	46	51	42	52		
2020																
S. No.	Stations	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual average	Standard	
1	DIC Office, Near Kottireddy Circle	44	44	49	No data		39	No data		54	58	69	63	53	60	
2	APPCB RO - Office, Kadapa	49	46	44	No data	38	28	36	38	36	46	53	58	43		
3	RIMS, Putlumpally, Kadapa	34	38	37	No data		28	24	37	29	40	53	73	37		
4	Municipal Primary School, Police Line	43	53	49	29.0	28	39	28	38	65	59	73	76	48		
	City average	43	45	45	29	33	34	29	38	46	51	62	63	43		

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Annexure II - Air Quality monitoring in the region

Andhra Pradesh Pollution Control Board (APPCB) is the regulatory body to oversee all air pollution activities all over the state. As per the provisions of the Air (Prevention and Control of Pollution) Act, 1981, APPCB is monitoring ambient air quality in cities and important towns including district headquarters of the State of Andhra Pradesh. Details of the cities and towns monitored for ambient air quality are as follows:

Table 8: Number of monitoring stations across Andhra Pradesh

S. No.	City/town	NAMP	SAAQM	CAAQMS	Total
1	Visakhapatnam	9	1	2	12
2	Vijayawada	9	---	1	10
3	Guntur	4	---	---	4
4	Vizianagaram	4	1	---	5
5	Kakinada	4	---	---	4
6	Rajamahendravaram	4	---	1	5
7	Eluru	4	---	---	4
8	Srikakulam	4	---	---	4
9	Ongole	4	---	---	4
10	Nellore	4	---	---	4
11	Tirupati	4	---	1	5
12	Tirumala	1	---	1	2
13	Chittoor	4	---	---	4
14	Anantapur	4	---	---	4
15	Kurnool	4	---	---	4
16	Yerraguntla	1	---	---	1
17	Eluru	4	---	---	4
18	Amaravati	---	---	1	1
Total		72	2	7	81

Source: APPCB, 2020

Note: NAMP – National Ambient Monitoring Program; CAAQMS: Continuous Ambient Air Quality Monitoring Station; SAAQMS: State Ambient Air Quality Monitoring Station

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