

**BEFORE THE HON'BLE NATIONAL GREEN TRIBUNAL,
PRINCIPAL BENCH, NEW DELHI**

In the matter of:

Original Application No. 807/2018

News item published in "The Times of India" Authored by Paras Singh
Titled "Ignoring NGT orders, Mayapuri 'graveyard' spews toxic fumes."

AND

Original Application No. 996/2018

News item published in "The Times of India" Authored by Paras Singh
Titled "In factory setting, Mayapuri's scraping through."

NDOH:-19.11.2019

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Filed by

DPCC and GNCTD

New Delhi:

Dated: 16.11.2019.

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**STATUS REPORT ON BEHALF OF GOVERNMENT OF NCT OF DELHI
AND DELHI POLLUTION CONTROL COMMITTEE WITH RESPECT
TO ORDER DATED 17.7.2019**

1. That this Hon'ble Tribunal, has taken up the matter on 17.07.2019 and pleased to adjourn for 19.11.2019 after appreciating the steps taken by the GNCTD and its agencies and has made observations as below:

"we are of the view that the steps initiated should be continued in the right earnest and a further report furnished after three months"

2. That, as submitted to this Hon'ble Tribunal through affidavit dated 11.7.2019, a comprehensive survey was carried out from 14.5.2019 upto 30.5.2019 covering A, C, D, D1, D2, D3, GI, W Blocks of Mayapuri industrial Area, Phase-II. The details of the actions taken against the defaulting units are given once again as indicated in the Table below:

Sl. No	Particulars	No. of units
1	Number of occupiers	2682
	(a) Number of premises which are vacant/locked/under construction/closed etc.	384
	(b) Number of Occupiers engaged in trading/shops/office	1545
	(c) Total number of industrial units	753
	(i) Number of industrial units (white category), not requiring consent	512
	(ii) Number of industrial units requiring consents	241
2	Number of units out of 241 (at serial 1(c)(ii) above) which were violating environmental laws	122
	(a) Number of units of Red/Orange category found operating without consent	41
	(b) Number of units of Green category found operating without consent	61
	(c) Number of units where pollution control systems were found deficient	20
3	Number of units which have been effectively closed	41
4	Environmental Damages Compensation	
	(a) Amount of Environmental Compensation levied against 122 (at serial 2 above) defaulting units	Rs. 3.74 Cr
	(b) Amount of Environmental Compensation collected	Rs 3.54 Cr
5	Number of units against whom prosecution has been launched u/s 43, 49 of Water Act, 1974 and 37, 43 of Air Act, 1981 in the Court of ACMM Delhi	41

Out of the 122 units, all the units have deposited EC except 3 units, which are lying effectively closed.

- In addition to levying EDC on these defaulting units, DPCC has also launched prosecution proceedings against 41 units by filing complaints under Sections 25, 43 and 49 of the Water Act, 1974 and Sections 37, 43 of the Air Act, 1981

in the Court of Additional Chief Metropolitan Magistrate, Delhi and the proceedings are under way.

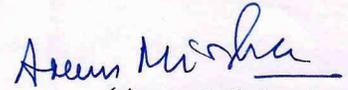
4. That, following steps have been taken by GNCTD and the agencies which are part of the STF subsequent to hearing held on 17.07.2019:

- (a) That, survey of remaining Blocks in Phase-II of Mayapuri industrial Area, namely 'B' and 'F', was carried during August 2019. In total, 589 occupiers have been found during the survey out of which, 58 occupiers were found to be engaged in the industrial activity. Two units were found to be operating without Consent to Operate and these two units have been closed effectively apart from imposing EC of Rs. 5522000/- on M/s Satguru Enterprises, B-66, Phase-II and Rs. 322500/- on M/s Babaji Aqua Minerals, F-116, Phase-II, Mayapuri Industrial Area. Launching of prosecution proceedings has also been taken by filing complaints before ACMM, Delhi under Water Act, 1974 and Air Act, 1981.
- (b) That the Special Task Force (STF) constituted as per the orders of Hon'ble NGT in the matter of OA 807/2018 on 23.10.2018 is keeping an active & regular watch in the area to take action against those who are dismantling vehicles etc on roads /streets, and confiscate tools and vehicles etc on weekly basis. Inspections have been carried out by the STF members on 27.08.2019 and 28.08.2019 and found no vehicle dismantling activity on the roads and public land. Copy of the inspection report is enclosed as **Annexure-1**.
- (c) That DPCC had constituted 16 teams on 28.9.2019 to carry out night patrolling of industrial areas of NCT of Delhi to identify dumping and burning of any type of waste apart from identifying the industries emitting black smoke/emissions to levy Environmental Compensation (EC). During the night patrolling of Mayapuri Industrial Area from 29.09.2019 to 06.10.2019 (9.00 PM – 12.00 AM), DPCC has found no vehicle dismantling activity on the roads and public spaces. Copy of the report is enclosed as **Annexure-2**.

- (d) That, DPCC has already sanctioned 61.5 lakhs to DSIIDC for installation of CCTV cameras at vulnerable points inside the Mayapuri Industrial Area where illegal vehicle dismantling used to take place earlier. The DSIIDC has already issued work order, to M/s ANG India Limited, 30, Community Centre, East of Kailash, Delhi-65, vide letter dated 16.10.2019 for commissioning within two months. Copy of the work order issued by the DSIIDC is enclosed as **Annexure-3**. The work has already started and is under progress.
- (e) That DPCC has interacted with the Industrial Area Associations regularly to sensitize their members to operate industrial activities in consonance with environment laws, on 16.9.2019 and 23.10.2019. During the interaction, provisions of Environmental Laws have been explained apart from explaining the directions of this Hon'ble Tribunal for compliance. Copy enclosed as **Annexure-4**.
- (f) That on the directions of the Chief Secretary, DSIIDC has floated tenders for upgradation of 20 Kms of roads and 12 kms of drains in both phases of Mayapuri industrial Area with an estimated cost of Rs. 66.59 Crores. Tender has already been invited and technical bids have been opened. DSIIDC is carrying out sprinkling of the unpaved roads to suppress the dust.
- (g) That the Special Task Force (STF) has met on two occasions i.e. 04.10.2019 and 21.10.2019 and reviewed the actions taken and to be taken by various stakeholder agencies.
- (h) That review meetings with STF members were taken by the Member Secretary, DPCC and Chairman, DPCC on 26.8.2019 and 09.10.2019 respectively. Progress made by various agencies on the assurances made to Hon'ble NGT has been reviewed in these meetings.
- (i) That the Chief Secretary, GNCTD also took a meeting with STF members on 15.11.2019 and reviewed the compliance status of the directions issued by this Hon'ble Tribunal. Copy of the minutes of the meeting is enclosed as **Annexure-5**.

- (j) That so as to reuse the treated wastewater from the Mayapuri CETP, directions were issued to DSIIDC and SDMC for using the treated wastewater in the parks of the area.
- (k) That Justice (Retd.) Pratibha Rani, Chairperson the Oversight Committee has also carried out inspection of the area on 29.8.2019 in the presence of Deputy Commissioner of West Zone (Nodal officer of STF), Additional DCP and senior officers of DSIIDC, DPCC and Revenue department. Report is to be filed by the Oversight Committee in this Hon'ble Tribunal.
- (l) That Additional Commissioner of Police vide letter dated 12.9.2019 has informed that motorcycles have been engaged specifically to take rounds and to keep check all over the area so that no illegal vehicle dismantling activities takes place. The beat officers of the area have also been sensitized enough to keep strict vigil especially during night and odd hours. Besides, night checking officer of Mayapuri Police Station has also been directed to take regular rounds in the area to curb any type of illegal activities of vehicle dismantling. Further, the letter stated that the SHO of the area has informed that no activity of vehicle dismantling on the roads and public space exists either in day or night/odd hours. Copy of the letter dated 12.9.2019 is enclosed as **Annexure-6.**
- (m) That, the Ministry of Road Transport and Highways, GOI informed that the Ministry has circulated a policy paper on 20.9.2019 on creation of eco-system for scrapping of older vehicles for transition to environment friendly vehicles for inter-ministerial consultation. Draft guidelines for setting up/authorisation and operation of vehicle scrapping centres has been prepared and uploaded on the website of the Ministry vide letter dated 14.10.2019 seeking public comments. Further, Ministry has also circulated a draft note for the Cabinet on the same subject for inter-ministerial consultation on 30.10.2019. Copies of the draft policy and draft guidelines are enclosed as **Annexure-7 (Colly)**

5. That steps being taken by various agencies will be continued and it will be ensured that no vehicle dismantling activity resurfaces at Mayapuri Industrial Area.
6. The status report may kindly be taken on record in compliance of the order of the Hon'ble Tribunal passed vide dated 17.7.2019, in the interest of justice and dispose of the matter as no cause of action survives in the present matter.


(Arun Mishra)

Member Secretary, DPCC

**Visit of Mayapuri Industrial Area, Phase-II on 27.08.2019 & 28.08.2019
(Ref. NGT matter O.A. No 807/2018)**

A team comprising the officers from Revenue Department, DSIIDC and Mayapuri Police Station SHO along with the officers of DPCC visited the C, D, E, GI & D Blocks of Phase-II, Mayapuri Industrial Area on 27.08.2019 & 28.08.2019. This visit was made to check the present status of action taken by different departments for removal of unauthorized dismantling / scraping activity on public land. During this visit, following observations are made:-

- (i) No unauthorized dismantling / scraping of vehicles activity observed on public land/road.
- (ii) Public roads found encroachment free and old motor parts/ engine and other iron materials observed within the boundary of respective premises / shops.
- (iii) At C Block nearby M/s Jackson Industries, a meeting was convened with stakeholders to sensitize about the pollution caused by illegal dismantling / scraping activity by way of encroachment on public land.
- (iv) Officers concerned had a meeting with various shop owners of C Block and they were directed to carry out their activities in accordance with the laws and permission granted by concerned agencies in case of non compliance strict action would be taken against the violators.
- (v) In a meeting with the Association of D Block, they were asked to have a coordinated approach with their members to ensure compliance with all relevant Statutes and to check the pollution control mechanism on regular basis.
- (vi) During the visit, the dhalaos at C & GI Blocks are found with garbage spread in and around on the designated area for which SDMC was asked to take necessary action.
- (vii) Unpaved roads observed. Responsibility of maintenance of roads and drains of the area is vested with the DSIIDC.
- (viii) In E & GI Blocks, road condition was observed very bad with storage of rain water.
- (ix) DSIIDC engineers present during the visit are asked to expedite installation of CCTV cameras, as decided in previous meetings for which DPCC already had transferred about Rs. 61 lakhs, for the monitoring of the illegal activities taking place in the area and also requested to maintain the road which are found in very bad shape.

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- (x) On the basis of visit, SDMC and SHO were asked to maintain a continued vigil to keep the area pollution free and encroachment free in future. MCD and Delhi Police are required to ensure that illegal activity could not resurface.

SDM and Assistant Commissioner of West Zone were present during the inspection were advised to maintain the area encroachment free and to start night paroling for preventing unauthorized activity.

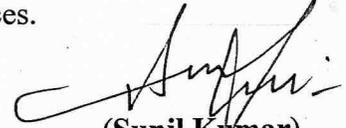
S. Parthasarathy
(Dr. Siddhantha Paulam)
SPIL

SDMC
(TARIQ SHAFI)
DSIIDC

PH
Revenue Department

NIGHT PATROLLING REPORT

An office order No. DPCC/CMC-III/2019/6433 dated 28.9.2019 was issued constituting 16 teams to carry out night patrolling of industrial areas of NCT of Delhi to identify dumping and burning of any type of waste apart from identifying the industries emitting black smoke/emissions to levy Environmental Compensation (EC). Undersigned had visited Mayapuri Industrial Area from 29.09.2019 to 06.10.2019 during 9.00 PM – 12.00 AM and found no vehicle dismantling activity on the roads and public spaces.

**(Sunil Kumar)****Environmental Engineer, CMC-I****SUNIL KUMAR**

Env. Engineer
Delhi Pollution Control Committee
4th & 5th Floor, ISBT Building,
Kashmere Gate, New Delhi-110005

DELHI STATE INDUSTRIAL & INFRASTRUCTURE DEVELOPMENT CORPN. LTD.
TECHNICAL CENTER BUILDING RING ROAD WAZIRPUR DELHI
(OFFICE OF THE EXECUTIVE ENGINEER (ED-IV))

10

LETTER OF ACCEPTANCE

No:- DSIIDC/EE(ED-IV)/CCTV/MPIA/LOA/2019-20/403

Date:- 16/10/2019

To,

M/s ANG India Ltd.,
30, Community Center,
1st Floor, East of Kailash,
New Delhi - 110065.

Name of Work: - Supply, Installation, Testing & commissioning of IP based CCTV Surveillance system at
Mayapuri Industrial Area, Delhi.

Tender ID. :- 2019_DSIDC_179265_1

Sir,

Your tender for the work mentioned above has been accepted on behalf of the Managing Director, DSIIDC, for an amount of Rs. 42,01,259/- i.e. (Rupees Forty two Lakh one thousand two hundred fifty nine only) which is 2.97% below the estimated cost of Rs. 43,29,810/- (Rupees forty three Lakh twenty nine thousand eight hundred ten only).

You are requested to submit the performance guarantee of Rs. 2,10,063.00 (Rs. Two lakh ten thousand sixty three only) within 07 (Seven) days from the date of issue of this letter. The performance guarantee shall be in the prescribed form as provided in clause-I of the General Conditions of contracts for DSIIDC works and shall be valid up to 25/02/2020.

On receipt of the prescribed performance guarantee, necessary letter to commence the work shall be issued and the site of work shall be handed over to you thereafter.

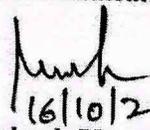
Please note that the time allowed for carrying out the work as entered in the tender is 60 Days for the work of "Supply, Installation, Testing and Commissioning of IP based CCTV surveillance system at Mayapuri Industrial Area Delhi" shall be reckoned from the 7th day after the date of issue of this letter.

If you fail to furnish the prescribed performance guarantee within prescribed period, MD, DSIIDC LTD or his successor shall without prejudice to any other right or remedy, be at liberty to forfeit the said earnest money absolutely.

Thanking you

Encl:- Schedule of quantity.

Yours faithfully,


16/10/2019
(Mukesh Kumar)
Executive Engineer (ED-IV)

OFFICE OF THE EXECUTIVE ENGINEER (ED-IV)

No:- DSIIDC/EE(ED-IV)/MPIA/PH-II/CCTV/2019-20/ 408

Date:- 04/11/2019

Awareness Camp

In the series of ongoing programme to implement pollution control laws and order(s) passed by Hon'ble National Green Tribunal (NGT) in the matter of dismantling of unauthorized vehicles by encroachment on public roads (O.A. No. 807/2018 and 996/2018). DPCC had organized a camp along with STF members and industrial area association on 23rd October, 2019 at 3:00 PM for awareness and effective work on ground level. List of participants is annexed herewith. Response from association found encouraging and they have assured that encroachment will not take place and also assured to comply with all related norms. Association representatives as well as other units holders have requested that such camp should be organized on regular basis for imparting the knowledge and to eliminate the fear / confusion among the stakeholders so that a healthy environment could prevail for related compliance in letter and spirit.

Area SDM, DSIIDC, and local police station personnel/officials those have participated, submitted that they will carry out the monitoring regularly to check the encroachment and unauthorized activities. DPCC also stated that Hon'ble NGT orders will be implemented religiously and action will be initiated against the defaulters.

To check unauthorized activities on public road, installation of CCTV cameras has been finalized by DSIIDC. Furthermore DSIIDC has informed that it has already been decided that the control room is to be provided in the police station Mayapuri after completion and the same to be handed over to Delhi Police for further monitoring of the area. To identify the locations, the said issue is also discussed with association for identifying vulnerable locations for unauthorized dismantling. All STFs representing department officials have visited along with area association to identify the locations for installing the CCTVs. After visit and discussions, following locations are identified:-

Sr. No.	Location	No. of Camera's (Proposed)	No. of pole (Proposed)
1	E-143 (T point)	3	1
2	C-315 (Choke)	3	1
3	C-257 (T Point)	2	1
4	A/1 (T Point)	2	1
5	C-268 (T Point)	2	1
6	W-145 (T point)	3	1
7	C-238 (T point)	2	1
8	D-1/21 (T point)	3	1
9	D-1/100 (T point)	2	1

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13/11/19

10	D-1/130 (T point) Masjid	3	1
11	W-121 (T point)	3	1
12	WS 67-68 (T point)	2	1
13	WS 31 (T point)	2	1
14	C-226 (T point)	2	1
15	C-204 (T point)	2	1
	Total	36	15

12

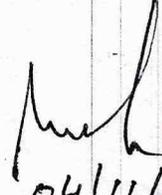
(MUKESH KUMAR)
Executive Engineer (ED-IV)

Copy to:-

1. Dy. Commissioner (West Zone), SDMC, Chairperson of STF (dcwestzone@gmail.com)
2. Ms. Manju Paul, Addl. Commissioner, DDA (manjupaul16@gmail.com)
3. SDM (Delhi Cantt.) (sdmdelhicantt@gmail.com)
4. ✓ Dr. Siddhartha Gautam, Environment Engineer, DPCC (sgatuamdpc@gmail.com)
5. SHO, Mayapuri Police Station.

Copy for information please:-

1. Sr. PA to Managing Director, DSIIDC.
2. Sr. PA to Executive Director, DSIIDC.
3. Chief Engineer (Electrical), DSIIDC.
4. Supdt. Engineer (Electrical), DSIIDC.


04/11/2019
(MUKESH KUMAR)
Executive Engineer (ED-IV)

Meeting with Phase-II, Mayapuri Industrial Area Associations on 23-10-2019

Ref: O.A. No. 807/2018

Attendance Sheet

(13)

S. No.	Name of the Prop./ Owner	Name & Address of the Unit	Mobile No.	Email Id	Signature
1	PIYUSH LOHANKAR SDM, DELHI CANTT	office of DM, New Delhi	890040427.		
2	R. S. Dabas F.I. / SDMC	Factory Deptt. / SDMC	8178914040		
3	Ajit Kumar F.I. / SDMC	Factory Deptt. / SDMC	9871861396		
4	Katekhri / Kanchik LI / SDMC / W2	LI / W2 / SDMC	971161162		
5	MUKESH KUMAR EECE DSLDC	DSLDC	9899018400		
6	Tanuj Shek EE (C)	DSLDC	9873798734		
7	Sarwop Singh	W-150/2 Mayapuri Phase II	9717189839		
8	Jasbanswal	W-226 MAYAPURI	9818751123		
9	Kamathi	B-9 Mayapuri II	9810453182		
10	Harkishan Singh	B-9 Mayapuri Bk-II	9891155555		
11	RTS				
12	RTT	W/50- Mayapuri II	9811344705		
13	Kewajeeet Singh	C-223/1 Mayapuri			
14	2015111257	C203/6 Mayapuri			
15	Sunder Cush	C210/2 Mayapuri			

Attendance Sheet

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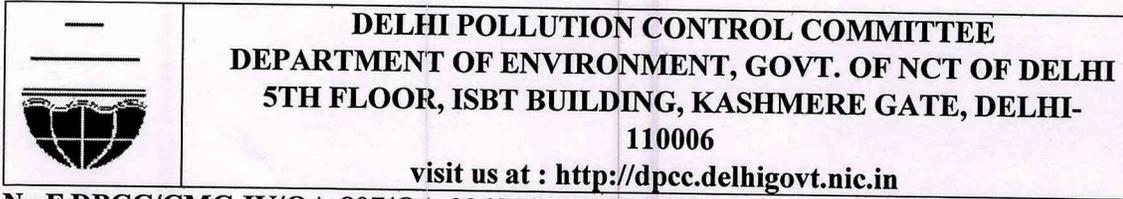
S. No.	Name of the Prop./ Owner	Name & Address of the Unit	Mobile No.	Email Id	Signature
16	Gurmeet Singh	W-116 Mayapuri	9811137334		
17	Malvinder Singh	W-116 Mayapuri Noida	9810583380		
18	Gurmeet Singh	W-195	9818066551		Gurmeet Singh
19	Sanjay SALUJA	W-53 Mayapuri	9811137977		
20	Shiv	W-6	9854726084		
21	Gurbachan Singh	W-218	9873953559		
22	Atar Singh	W-158	9210861269		
23	Harmeet Singh	W-150	8802181085		
24	Pankaj Chhabra	W-139	9811043815		
25	Harpreet	W-157	9873141490		
26	Gurdeep Singh	W-178	9882685476		
27	PARMEET Singh	D-27	9810100562		
28	Varinder Kumar	D-27	9212060220		
29	Rohit Dua	W-60	9810154449		
30	GURMAIL SINGH	W-88	9891427768		

Attendance Sheet

16

S. No.	Name of the Prop./ Owner	Name & Address of the Unit	Mobile No.	Email Id	Signature
	Harbol Singh	Harbol Singh W-20 Mayapuri	9810948338		
	Amarjit Singh	D/114 Mayapuri	9811123353		
	Suinder Singh	D-1/60, Mayapuri Phase II	9810770037		S. Singh
	INDERJEET SINGH	W-49 MAYA PURI	9310023804		
	Dilwan Singh	W-1 - Mayapuri	9312222118		
	Paramjit Singh	W-4, Mayapuri	9810063423		
		W-58/2 Mayapuri	28111090		
	P. SALUJA	W-53 Mayapuri Phase II	9810079448		
	Khama	W 156 Maya Puri	98183 61062		
	BAZDAR SINGH	D-90 Mayapuri	828 7967220		
	J.S. Chh	C 222/2	9871121388		
	Amarjit Singh	W-92	98106 63058		
	Vipin	W-07	9212488887		
	Gulzar	E-70	9811179017		
	Parvinder	C 225/1	9212649832		

By email



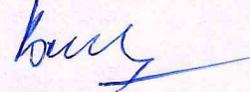
No.F.DPCC/CMC-IV/OA-807/OA-996/NGT/2019/3753

Dated: 15.11.2019

Minutes of the Meeting

Please find enclosed here with the minutes of the meeting taken by the Chief Secretary, GNCTD with the agencies which are part of the Special Task Force (STF), constituted in the matter of OA No. 807/2018, at 05.30 PM on 15.11.2019 in the Conference Room of the Chief Secretary, 5th Level, A-Wing, Delhi Secretariat, IP Estate, New Delhi-110002. All concerned are requested to take necessary action as per the decisions taken in the meeting.

Yours sincerely,



(Dr BMS Reddy)
Incharge, CMC-IV

To,

1. Deputy Commissioner (West Zone), SDMC, Chairperson of STF. dcwestzone@gmail.com
2. Deputy Commissioner, New Delhi District dcnd@nic.in
3. Deputy Commissioner of Police, West dcp-west-dl@nic.in
4. Dr. Ajay Aggarwal, Additional Director, CPCB pcissidivision7@gmail.com
5. Dr. Siddharth Gautam, DPCC sgautampcc@gmail.com
6. Ms Manju Pal, Addl Commissioner-I, DDA manjupaul16@gmail.com
7. Sh. Tariq Shafi, EE(C), DSIIDC tariqshafi2010@yahoo.com
8. Sh. Ritesh Juneja, SDM, Delhi Cantt smdelhicantt@gmail.com
9. MS, DPCC. msdpcc@nic.in
10. Law Officer, DPCC jindaldelhi@gmail.com
11. PS to the Chairman, DPCC for information of the Chairman, DPCC. senv@nic.in

(19)

Minutes of the meeting of the Chief Secretary with members of Special Task Force constituted by Hon'ble NGT in the matter of OA No. 807/2018 in respect of Mayapuri area titled as "graveyard spews toxic fumes" on 15.11.2019 at 05:30 PM.

A meeting was taken by the Chief Secretary, GNCTD to review the status of compliance of the directions issued by the Hon'ble NGT in OA No. 807/2018 and 996/2018 in respect of Mayapuri on 15.11.2019 at 05.30 PM. List of participants is Annexed at **Annexure-A**. Following are the decisions taken in the said meeting:

1. Nodal officer of the STF explained various measures taken by all the stakeholder agencies, to the Chief Secretary, in Mayapuri Ind Area subsequent to the hearing dated 17.7.2019. Nodal Officer further informed the Chief Secretary that inspection of the area was carried out on various occasions and found no encroachment of public land and found no vehicle dismantling.
2. Chief Secretary was informed about the inspection, by the Justice (Retd.) Pratibha Rani, Chairperson of the Oversight Committee, of the Mayapuri Ind Area, Phase-II on 29.8.2019 along with the STF members and found all encroachments removed in the area.
3. MS, DPCC informed about constitution of 16 teams by DPCC vide order dated 28.9.2019 to carry out night patrolling of industrial areas of NCT of Delhi to identify dumping and burning of any type of waste apart from identifying the industries emitting black smoke/emissions to levy Environmental Compensation (EC). During the night patrolling of Mayapuri Industrial Area from 29.09.2019 to 06.10.2019 (9.00 PM – 12.00 AM), DPCC has found no vehicle dismantling activity on the roads and public spaces
4. MD, DSIIDC informed that the agency has floated tenders for upgradation of 20 Kms of roads and 12 kms of drains in both phases of Mayapuri industrial Area with an estimated cost of Rs. 66.59 Crores. He further informed that tender has already been invited and technical bids have been opened. Chief Secretary desired a concrete time line within which the task is completed. MD, DSIIDC further informed that they are carrying out sprinkling of the unpaved roads to suppress the dust.
5. Nodal Officer of the STF informed the CS that, Special Task Force (STF) has met on two occasions i.e. 04.10.2019 and 21.10.2019 and reviewed the actions taken and

to be taken by various stakeholder agencies. He further informed that the STF has carried out inspection of the area on 27.08.2019 and 28.08.2019 and found no vehicle dismantling activity on the roads and public land.

6. MS, DPCC informed the Chief Secretary that review meetings with STF members were taken by the Member Secretary, DPCC and Chairman, DPCC on 26.8.2019 and 09.10.2019 respectively and suitable instructions have been given to the agencies which are part of the STF.
7. Representative of the Ministry of Road Transport and Highways, GOI informed that the Ministry has circulated a policy paper on 20.9.2019 on creation of eco-system for scrapping of older vehicles for transition to environment friendly vehicles for inter-ministerial consultation. Draft guidelines for setting up/authorisation and operation of vehicle scrapping centres has been prepared and uploaded on the website of the Ministry vide letter dated 14.10.2019 seeking public comments. Further, Ministry has also circulated a draft note for the Cabinet on the same subject for inter-ministerial consultation on 30.10.2019. Chief Secretary desired a quick and time bound action on the matter.
8. Chief Secretary directed all the agencies to continue the measures so as to ensure no vehicle dismantling resurfaces and also to keep constant vigil on the encroachment of the roads and public land.

Meeting ended with vote of thanks to the chair.

ATTENDANCE SHEET

Date: 15.11.2019

Time: 5.30 PM

Sub: Meeting reg. 1. OA No.606 - Implementation of Solid Waste Management and other Rules, 2. OA No.807/2018 - Review of STF Reports, 3. Creating awareness reg. Fundamental Duties, 4. Mayapuri Industrial Area, 5. OA No. 25/2019 Abdul Farukh Vs. GNCTD reg. Sealing of Illegal Borewells, 6. Implementation of directions of Hon. Supreme Court of India in the Air Pollution matter

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17	Shivish Sharma	DC (West) SDMC	7046302111		
18	Gyandh Bhatia	Commissioner SDMC	9868884009		
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ATTENDANCE SHEET

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37	DR. RITU YADAV	MO (PHW-IV) DMS	8745011784	dr.rityadav@gmail.com	<u>Ritu Yadav</u>

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ATTENDANCE SHEET

Date: 15.11.2019

Time: 5.30 PM

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24

MSP/8739
24/9/19

**OFFICE OF THE DEPUTY COMMISSIONER OF POLICE,
WEST DISTRICT: NEW DELHI**

No. 30485 /X-I/West District dated Delhi, the 12/09 /2019.
To

Sh. Arun Mishra (Member Secretary)
Delhi Pollution Control Committee
5th Floor, ISBT Building, Kashmere Gate, Delhi-06.

Delhi Pollution Control Committee
Dairy No. 57929
23 SEP 2019
MS
Sign. of Receiving Officer

Subject: - Regarding Keeping strict vigil on the night-time illegal activities in the Mayapuri Industrial Area- NGT matters of OA Nos. 807 and 996 of 2018.

Memo.

Kindly refer to your office letter no. F.DPCC/CMC-IV/NGT/2018/5570-5572 dated 19.06.19 on the subject cited above; I am to state that it is being ensured on daily basis that no unscrupulous element could carry out illegal activities of vehicle dismantling on the roads and public space during night and wee hours. The motorcycles is specially has been engaged to take rounds and keep check all over the area so that no such activity could take place. The beat officers have also been sensitized enough to keep strict vigil in the area especially in the night/odd hours and not to allow any illegal activities of vehicle dismantling. Surprise checking is also being conducted time to time in the area to keep check on these types of activities. Besides this, the night checking officer of the PS Mayapuri have also been directed to take regular rounds in the area and also to check complete industrial area to curb any type of illegal activities of vehicle dismantling.

SHO/Mayapuri further reassured that by this time, no activity of vehicle dismantling on the roads and public space is being taken place in the Mayapuri Industrial Area either in day time or in night/odd hours.

SHO/Mayapuri has further directed to make proper DD entries and Videography during Night Checking/Surprise Checking.

These efforts can be intensified with participation of the area stakeholders like SDMC and Revenue authorities who may provide their staff for joint surveys/inspections from time to time.

Handwritten signatures and initials: (99), CMCIV, and others.

(SAMEER SHARMA) IPS
Addl. Deputy Commissioner of Police,
West Distt.: New Delhi
/2019.

No. /X-I/West District dated Delhi, the /2019.

Copy to SO/Jt.CP/WR w.r.t PHQs endst. no. F-24(182)/19/W/3608/Compt./WR dt. 11.07.19 for information.

ANNEXURE - 7

25

No. RT-23013/01/2018-T

Government of India

Ministry of Road Transport & Highways

Transport Section

Transport Bhawan, 1, Parliament Street, New Delhi-110001

Date: 15th November, 2019

OFFICE MEMORANDUM

Subject: Vehicle Scrapping Policy-reg.

The undersigned is directed to refer to the DPCC meeting notice dated 05.11.2019 regarding Hon'ble NGT directions in OA no. 807/2018 and 996/2018 (Mayapuri Order) and intimate as under:

- i. Ministry of Road Transport and Highways has circulated a Policy Paper on 20.09.2019 on creation of eco-system for scrapping of older vehicles for transition to environment friendly vehicles for inter-ministerial consultation. The Note proposes a Policy framework on phasing out of older and polluting vehicles and setting up/ operation of eco-friendly vehicle scrapping centers. A copy of policy paper is enclosed for reference.
- ii. Draft Guidelines for setting up, authorization and operation of Vehicle Scrapping Centres has been uploaded on MoRTH website vide letter dated 14.10.2019 for public comments. A copy of draft guidelines is enclosed for reference.
- iii. Ministry has also circulated a draft note for Cabinet on the same subject for inter-Ministerial consultation on 30.10.2019.

Encl: As above



(Sudip Dutta)

Under Secretary to the Government of India
Tele: 011-23357125

To,

Dr Siddhartha Gautam,
Delhi Pollution Control Committee,
Department of Environment,
Govt of NCT of Delhi,
5th Floor, ISBT Building,
Kashmere Gate, Delhi-110006.

Draft Policy paper to promote phasing out of older polluting vehicles

1. Background:

1.1 The Committee of Secretaries for Energy Conservation & Efficiency identified replacement of heavy-duty vehicles as a key initiative.

1.2 The transport sector contributes about 14% of the total global emissions of greenhouse gases including CO₂. As per India's Intended Nationally Determined Contribution (INDC) submission at COP21, India aims to reduce the emissions intensity of its GDP by 33 to 35% by the year 2030 from the 2005 level. Air pollution has also become a critical problem for India, with vehicular emissions being one of the non-trivial contributors. The main forms of pollutants in vehicular emissions are Carbon Mono-Oxide (CO), Hydrocarbons (HC), Nitrogen Oxides (NO_x) and Particulate matter (PM), which are known to cause several respiratory diseases and even cancer.

1.3 The increasing number of vehicles is the key reason for rising vehicular pollution in India. More than 20 crore vehicles are registered - a surge of more than 8 times over last 25 years. Analysis of segment and age of vehicles causing air pollution shows that commercial vehicles comprising Medium and Heavy Commercial Vehicles (MHCVs - trucks and buses), and the Light Commercial Vehicles (LCVs - primarily Taxis and three-wheelers), contribute to nearly 65-70% of the vehicular pollution even though they constitute only about 5% of the total fleet. Of these, the older commercial vehicles, typically manufactured before 2000 when the emission norms were implemented, constitute less than 1% of the total fleet but contribute to about 15% of the total vehicular pollution as these pollute 10-25 times more than a modern vehicle. Older vehicles also have lower fuel efficiency leading to higher fuel consumption per km travelled, as compared to new vehicles, resulting

in significant losses in energy efficiency and higher CO₂ emissions. Hence, targeting scrapping of old commercial vehicles and replacing them with newer, "greener" fleet, which are environment friendly, will go a long way in reducing vehicular emissions in the country.

2. Proposal:

2.1 In view of the issues relating to vehicular pollution as well global warming, it is necessary to phase out the older vehicles operating on roads. The vehicles that would replace such phased out older polluting vehicles would be environment friendly new generation vehicles with improved fuel efficiency. It is proposed to create a policy independent of incentivisation for purchase of new vehicles through cash or through tax rebates. MoRTH proposes to adopt a two-pronged strategy of disincentivising the older polluting vehicles and simultaneously promoting the scrapping of older vehicles in authorised scrapping centres, using environment friendly processes.

2.2 As a key player in the value chain, the Original Equipment Manufacturers (OEMs) will have to play a critical role in ensuring smooth implementation of the scheme in the country. Specifically, support from OEMs could come in the form of facilitating collection of scrapped vehicles, ensuring supply of new vehicles and providing financial incentives in the form of discounts/ additional benefits to the buyers of the new vehicles in lieu of the old scrapped vehicles. The Society of Indian Automobile Manufacturers (SIAM) has assured support from OEMs to the proposal of the Ministry of Road Transport and Highways. It is expected that the OEMs would come out with a concrete proposal with committed discounts for the new vehicles bought against the vehicles scrapped through authorised scrapping centres.

2.3 The main objective behind the scrapping policy is to drive the older polluting vehicles off the road. All types of vehicles would be covered by the policy. However, the commercial vehicles in view of higher mileage covered by them, require focussed attention. Potential

deterrents towards use of older pollution vehicles have been explored and are listed as below:

A. Raising the registration fee for renewal of registration after completion of 15 years: Under the Motor Vehicles Act, 1988, the private vehicles (vehicles other than transport vehicles) are initially registered for a period of 15 years after which the registration can be renewed for a further period of five years in one go. The Central Government is empowered to prescribe the registration fee to be paid by different categories of vehicles at the time of first registration as well as renewal. Over the years the Ministry has created infrastructure through the 'Vahan Platform' to digitise and integrate the database of all the vehicles; the platform also records compliances. The states have also invested in capacity building to provide for inline services to the vehicle owners. Therefore, it is necessary that a vehicle which is to be retained in the database should be charged some amount to share the cost of digital infrastructure and registration formalities. The Ministry proposes to raise the registration fee for renewal of registration for private vehicles after 15 years of life. The proposed fee is as under:

Vehicle Category	Existing fee for fresh registration / Renewal of Registration	Proposed fee for renewal of Registration
Private 2-Wheeler	300	2000
Private 3-Wheeler	300	5000
Private Four-Wheeler	600	15000

This would also act as a disincentive to older vehicles plying on the road. The new vehicles bought against the scrapping of the older vehicles would be exempted from payment of registration fee, provided the scrapping has been undertaken by a centre duly authorised by the transport department of the state. The proposed waiver of registration

fee for new vehicles bought against the scrapping certificate would promote development of an organised scrapping industry which is compliant with extant regulations. This would ensure that the vehicles are scrapped in an environment friendly manner.

B. Raising the Fitness certification fee for commercial vehicles older than 15 years: The older vehicles pose a higher threat to road safety and it is essential to ensure that they are road-worthy. Presently, all the commercial vehicles older than eight years are required to undergo annual fitness testing by the registering authorities or the authorised centres. In the case of commercial vehicles, unlike private vehicles, the registration is not for specific period but is co-terminus with the validity of the fitness certification. A commercial vehicle without valid fitness certification is deemed as an unregistered vehicle and cannot legally operate on the public roads. The fitness testing in case of older vehicles is more time consuming and complicated in view of older vehicular technology. There is a need to increase the fee from vehicles for re-registration. It is proposed to increase the fee charged for fitness inspection after 15 years of life as follows:

Vehicle Category	Existing fee for renewal of certificate of fitness after 15 years	Proposed fee for renewal of certificate of fitness after 15 years
Two-Wheeler Transport vehicles	200	2000
Three-Wheeler Transport vehicles	200	5000
Four-Wheeler (Below 7.5 Tonnes GVW)	200	15000
Medium Commercial Four-Wheeler (7.5> and <12 Tonnes GVW)	200	20000
Heavy Commercial Vehicles (>12 Tonnes GVW)	200	25000

C. Deregistration of vehicles completing 15 years: If the registration of a vehicle is not renewed after completion of validity period then it loses the character of a motor vehicle capable of plying on public road. Such vehicle can no longer operate on the public road. Automatic deregistration of all such vehicles that have not got their registration renewed after 15 years would be ensured through Vahan platform. Similar approach would be adopted for the commercial vehicles which do not renew their fitness after the expiry of validity of the earlier certificate and no longer retain the character of a motor vehicle as per the provisions of the Motor Vehicles Act, 1988. These vehicles, having been deregistered, would be treated like any other movable asset scrap by the scrapping centres. Ministry would issue suitable guidelines for the process to be followed by the authorised scrapping centres. These guidelines would also delineate the process to be followed by the State Transport Departments for authorisation of these centres.

D. Restricting entry of old Vehicles in City Limits: Most of the urban areas in the country suffer from high levels of pollution and vehicular pollution is a significant contributor to the overall pollution. The older vehicles, because of their older emission standards, emit very high degree of harmful pollutants. 14 of the top 20 polluted cities in the world are in India. State Governments and City- authorities would be requested to order a ban on entry of older commercial vehicles within the city limits. Further if such vehicles are found to violate the restrictions, a steep penalty of Rs. 10,000/- (indicative figure) may be imposed to act as a deterrent.

E. Higher Road tax: States would be requested to alter the road tax structure in order to make operation of older vehicles less attractive. This could be done in the form of a tiered structure wherein the road tax shifts to a higher slab when the vehicle age crosses a pre-defined threshold, say 15 years. States may also incentivise the scrapping of the

older vehicles by reducing the road tax for the new vehicles purchased against a scrapping certificate.

2.4 One of hindrances in the scrapping of older vehicles is the requirement of NOC from the RTOs. The process is not automated and suffers from red tapism and procedural hurdles. As stated above, the Ministry would notify a Standard Operating Procedure (SOP) to be followed by the scrapping centres. The Ministry would also effect necessary regulatory changes to create a process of authorisation of scrapping centres by the transport departments of the states. The objective is to ensure seamless experience to the owners of the scrapped vehicles and the scrapping centres. A robust database and online integration with NCRB database would be done to ensure that the stolen vehicles are not purchased by the scrapping centres.

2.5 A well-structured, robust but user-friendly IT infrastructure is necessary to ensure efficient and secure functioning of the transportation ecosystem and implementation of the Scheme. The growing penetration of VAHAN platform in tasks handled by the RTOs is a positive step forward. The IT systems would be strengthened to provide for de-registration systems, linking of scrapping centres all over the country for tracking and monitoring the scrapping process for older vehicles, issuance of scrapping certificates, and linking of other relevant databases in the ecosystem to ensure integrity of the entire scrapping process.

2.6 At present, vehicle fitness is evaluated manually by the officers of the transport department. This leads to subjectivity and gives rise to unfair practices. This is also one of the reasons for poor road safety due to plying of unsafe vehicles. The recent amendment of the Motor Vehicles Act, 1988 has mandated fitness testing in automated testing station. Ministry of Road Transport and Highways proposes to notify implementation of this provision w.e.f. 1st April 2022. This would ensure scientific evaluation of the fitness of all commercial vehicles. Similarly, older private vehicles at the time of re-registration would also have to

undergo fitness evaluation in automated testing station after implementation of this facility. This would ensure that unfit vehicles are taken out of operation and are scrapped at authorised scrapping centres. This would significantly strengthen road safety by eliminating unsafe vehicles on road.

2.7 It is critical to note that the Vehicle Scrapping certificate is proposed to be made “transferable”. A vehicle owner, who surrenders his old vehicle for scrapping, can monetise the value thereof and transfer the certificate to another person who could then use this certificate to avail discounts on purchase of a new vehicle. E.g. a truck owner with the third level of ownership, who would typically be the beneficiary of the scrapping scheme, may not go for a new truck after scrapping. Instead, he may buy another older vehicle, say; of 8 to 10 years of age. Transferability or tradability of the scrapping certificate will help address this problem. Transferability of the certificate would help owners of old vehicles retire their polluting trucks, while transferring their certificate to a new vehicle owner, and get an incentive for the same.

2.8 For the success of the proposal, it is important to ensure that the deregistered vehicles and unfit vehicles do not ply on the road. Under the law, a validly registered commercial vehicle is one, which has a valid registration. The commercial vehicles are also required to possess a valid fitness certification. However, it is observed that the older vehicles often default on these compliances. To effectively drive out the older vehicles, a strong enforcement drive needs to be carried out by the states. The states are being requested to undertake the enforcement drive to ensure that the non-complaint vehicles do not ply on the road.

2.9 Currently, the scrapping industry in India is unorganized and recycling of old vehicles is not done in an environment friendly and efficient manner. This also leads to inefficient resource management. Moreover, there is a lack of appropriate infrastructure to deal with the expected surge in scrapped vehicles after the approval of the scheme.

It is expected that the policy would lead to annual capacity requirement for scrapping to the tune of about 10 to 15 Lakh cars, Light, Medium and heavy commercial heavy vehicles. This would go up further, once the automated fitness centres start functioning. Therefore, establishment of recycling/ scrapping centres in the country needs to be prioritised. An organised scrapping industry would also be catalytic in reducing the dependence of the country on imported scrap. A Scrapping Centre set up as a Pilot, by a Joint Venture of MSTC, a Public Sector Undertaking under the Ministry of Steel and Mahindra Group is already operational in Greater Noida. The Ministry of Steel would facilitate the development of an organised scrapping industry in Public as well as Private sector.

2.10 The Central Pollution Control Board has already come out with the guidelines in respect of the process to be followed by the Vehicle Scrapping Centres. Since the prevailing processes in the unorganized sector for recycling/ scrapping are not carried out in an environment friendly manner, the State Pollution Control Boards will have to enforce these guidelines. They will have to take strict action against the defaulters including closure of centres. This will ensure that the process of scrapping does not lead to environmental damages or health hazards.

3. Benefits:

3.1 The scheme is expected to have significant benefits for the environment (air pollution reduction, energy efficiency benefit) and consequent health benefits, the economy (additional government revenue and import substitution benefit), leading to GDP growth, as well as in other areas such as reduction in logistics cost, and creation of employment opportunities.

3.2 Replacement of older vehicles having poor mileage, with newer vehicles having better performance, will result in reduction in fuel consumption as well. Use of new commercial vehicles with latest emission standards and scrapping of older vehicles generating more

pollution will reduce the overall vehicular pollution levels.

4. Implementation:

The revised rates of registration fee and fitness certification would come into force w.e.f. 1st July, 2020. This would provide enough lead time for the setting up of authorised scrapping centres across the country.

5. Conclusion:

5.1 The proposed approach would effectively drive out older non-compliant vehicles from operating on the road. The older vehicles would be subjected to higher compliance burden and would be allowed to ply on road only if they are fit and are validly re-registered. The automation in the process of fitness certification for commercial vehicles would strengthen road and environment safety. The proposal would also incentivise the scrapping of vehicles in authorised scrapping centres in an eco-friendly manner.

5.2 To summarise the following road map is proposed for Ministry of Road Transport and Highways to phase out older polluting vehicles:

- a) Increase in the registration fee for the private vehicles at the time of renewal of registration after attaining age of 15 years,
- b) Increase in the fitness certification fee for vehicles after 15 years,
- c) Advise the states to
 - i. Reduce road tax for vehicles bought against scrapping.
 - ii. Dis-incentivise plying of older vehicles by increase in road tax and restricting their movement in polluted cities.
 - iii. Take strict enforcement actions against non-registered vehicles.
- d) Notify the rules for authorisation of scrapping centres, issue of scrapping certificates and process to be followed by such centres

under Central Motor Vehicle Rules, 1989.

e) Notify the SOP for automated fitness centres and notify phased implementation w.e.f. 2022.

5.3 To ensure timely implementation of the proposed scheme, several Government Ministries will need to work collaboratively. The proposed responsibility matrix for different Ministries/ Departments is as under:

Ministry	Key action points
Ministry of Road Transport & Highways	<ul style="list-style-type: none"> • Issue a Policy Paper on Scrapping Policy • Finalise registration charges as well as fitness periodicity for older vehicles • Issue of advisory to states for stronger enforcement and creating policies for older vehicles • Setting up the IT systems for implementation of the scheme and issue of scrapping certificates • Periodic monitoring and audit of the scheme • Issue of guidelines for authorisation of scrapping centres and processes to be followed by these centres • Rules for use of dismantled components of a scrapped vehicle
Ministry of Finance	<ul style="list-style-type: none"> • Explore incentivisation for scrapping centres • Explore incentivisation of new vehicles purchase against scrapping certificates
Ministry of Environment, Forest and Climate change	<ul style="list-style-type: none"> • Notify rules for establishment of environment friendly scrapping in consultation with Ministry of Steel. • Business friendly processes for grant of NOC for establishment, and operations of scrapping centres • Finalise rules for extended producers' responsibility (EPR) for automobile industry
Ministry of Steel	<ul style="list-style-type: none"> • Frame, administer and implement the Policy and Action Plan to promote establishment of recycling/scrapping and shredding centres.
Ministry of Home Affairs	<ul style="list-style-type: none"> • Provide seamless integration of NCRB database with Vahan to ensure that stolen vehicles are not purchased by scrapping centres

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**Draft Guidelines for Setting up, Authorisation and Operation of
Authorised Vehicle Scrapping Facility (AVSF)**

In exercise of the powers conferred by Section 59 of the Motor Vehicles Act, (59 of 1988), the Central Government hereby notifies the following Guidelines for the setting up, authorisation and operation of Authorised Vehicle Scrapping Facilities (AVSF) in the country. These will be applicable in respect of the following: vehicles which are no longer validly registered under section 41 of the Motor Vehicles Act, 1988; or where the owners are desirous of scrapping their vehicles; or the enforcement authorities in exercise of their statutory powers have to scrap the vehicles impounded or seized by them; or in accordance with the directions of any court of law.

These Guidelines, for the safe and regulated disposal of the afore-mentioned vehicles, are being notified in public interest, for protection of the environment and promotion of a legally compliant vehicle dismantling and scrapping industry.

Short Title and Application

These guidelines shall be called the Guidelines for Setting up, Authorisation and Operation of Authorised Vehicle Scrapping Facility (AVSF). These will apply to all vehicles and their last registered owners, Automobile Collection Centres, Automotive Dismantling, Scrapping and Recycling Facilities and recyclers of all types of automotive waste products. These Guidelines shall come into force with effect from the date of its notification.

1. Under the Guidelines, unless the context otherwise requires: -
 - a. "Act" means the Motor Vehicles Act, 1988.
 - b. "Authorised Scrapper" means a person, firm, society, trust or company owning and operating an Authorised Vehicle Scrapping Facility (AVSF).
 - c. "Authorised Vehicle Scrapping Facility (AVSF)" means any establishment which holds an 'Authorisation for Vehicle Scrapping' issued under these guidelines for carrying out dismantling and scrapping operations.
 - d. "Certificate of Deposit" means the certificate issued by the Authorised Vehicle Scrapping Facility (AVSF) to recognise the transfer of ownership of the vehicle from the registered owner to the Authorised Scrapper for further treatment. The 'Certificate of Deposit' will be the necessary and sufficient document for the owner to avail incentives and benefits for purchase of a new vehicle as may be promulgated from time to time. The Certificate of Deposit will be tradeable and once utilised will be stamped as "CANCELLED" by the agency providing the benefits to the holder of the said certificate.

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No. RT-23013/01/2018-T (Draft Guidelines)
Government of India
Ministry of Road Transport and Highways
(Transport Division)
Transport Bhavan, 1-Sansad Marg, New Delhi - 110001

- e. "Certificate of Vehicle Scrapping" means the certificate issued by an Authorised Vehicle Scrapping Facility (AVSF) to recognise the final disposal of a vehicle and is to be preserved by the Authorised Scrapper. .
- f. "End of Life - Vehicles (ELV) " means all vehicles which are no longer validly registered; or their registrations have been cancelled under Chapter IV of the Motor Vehicles Act, 1988; or due to an order of a Court of Law; or are self-declared by the legitimate registered owner as a waste vehicle due to any circumstances that may arise from fire, damage, natural disaster, riots or accident etc.
- g. "Final Disposal" means when the treatment of the vehicle has been completed and the vehicle is no longer capable of being used as such, the evidence for which is the cut out of the Chassis and the disposal of its engine in accordance with CPCB Guidelines.
- h. "Licensing Authority" means the Commissioner (Transport) or any other Officer designated by the Government of the State/UT for this purpose.
- i. "Recycling" means the reprocessing in a production process of the waste materials for the original purpose or for other purposes but excluding energy recovery.
- j. "Registered owner of an End of Life Vehicle" means: -
- i. the person in whose name the vehicle is formally registered in the National Register for Vehicles (VAHAN) or on the records of the State/UT transport department; or
 - ii. the authorised representative of such person supported by documentary evidence; or
 - iii. person who has gained ownership of the vehicle in a public auction in accordance with Rule 57 of the CMVR; or
 - iv. Person who has inherited the vehicle in accordance with Rule 56 of the CMVR.
 - v. In relation to a motor vehicle which is the subject of a hire-purchase, agreement, or an agreement of lease or an agreement of hypothecation, the person in possession of the vehicle under that agreement;
- k. "Rules" means the Central Motor Vehicle Rules (CMVR) and State specific Motor Vehicle Regulation (State MVR).
- l. "Scrapping" means the entire process from receipt and record of the 'ELV' including depolluting, dismantling, segregation of material, safe disposal of non-reusable parts, and issuance of 'Certificate of Vehicle Scrapping' to the registered owner of a motor vehicle.
- m. "Scrapping yard" means the designated location within the premises of the AVSF where dismantled vehicle parts are processed for further treatment by way of shredders or shearers or any other machinery into scrap parts that are sold to recycling companies. Further,

“shredder” means any device used for tearing into pieces or fragmenting end-of life vehicles, including for the purpose of obtaining directly reusable scrap;

- n. “Treatment” means any activity after the end-of life vehicle has been handed over to a collection centre of an authorised recycling facility for depollution, dismantling, shearing, shredding, recovery or preparation for disposal of the shredder wastes, and any other operation carried out for the recovery and/or disposal of the end-of life vehicle and its components;
- o. ‘Vehicle’ means a motor vehicle as defined in the Act.
- p. “Warehouse’ means a designated location within the AVSF where processed scrap and usable parts are refurbished, catalogued, stored, and sold for re-use. - .

2. General

- a. The AVSF shall be provided connectivity and access to the VAHAN database of vehicle registration with password protected user ID and shall be authorised to make suitable entries regarding scrapping of the vehicle.
- b. The AVSF must have security certifications for the IT Systems for safe access to the VAHAN database.
- c. The AVSF shall undertake verification of the persons handing over the vehicle for scrapping to determine the bonafide’s of the vehicle owner and retain a copy of the same for record for a minimum period of 6 months.

3. Conditions of Eligibility

The eligibility conditions for grant of authorisation for treatment of end of life vehicles in an AVSF may be promulgated by the respective State/UT governments keeping the following considerations in mind: -

- a. The AVSF may be owned and operated by any legal entity be it a person, firm, society or trust established in accordance with the applicable laws.
- b. The entity must possess: -
 - i. Certificate of Incorporation
 - ii. Valid GST registration
 - iii. Valid PAN

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c. The entity: -

- i. Should have applied for or be in possession of an approval for Consent to Establish from the competent authority of the State/UT in which the AVSF is intended to be located.
- ii. Shall undertake to meet the minimum technical requirement for collection and dismantling centres specified as per Guidelines issued by the Central Pollution Control Board.
- iii. Should have competent manpower and appropriate equipment to carry out the depollution and dismantling activities in a safe and environmentally responsible manner.
- iv. Shall undertake to obtain the required quality certifications of ISO 9001 (quality management system)/ISO 14001 (environmental certification)/ISO 45001 (occupational health and safety) within 12 months of commencement of operations.
- v. Should possess, or provide an undertaking to obtain, a No Objection Certificate of the State Pollution Control Board, within a period of six months from commencement of operations
- vi. Should Undertake to abide by the Provisions of Labour Laws, Minimum Wages Act, Employees Provident fund Act, Workmen Compensation Act and all other Acts and Rules as are applicable.
- vii. Shall Provide evidence of availability of an useable treatment area of a minimum of 4000 sqm (for treatment of Category L Motor Vehicles including 3W) and a minimum of 8000 sqm (for treatment of all type of Motor vehicles including Category L, M, N and other vehicles) of land in the Orange category industrial zone of the State/UT by way of, ownership or agreement to sell or agreement for long term lease of a minimum period for which the licence is sought.
- viii. Should be in possession of security certifications for the IT Systems for safe access to VAHAN database.
- ix. Should provide approved plant layout and the building plan.
- x. Should have an environment management plan for the facility.

4. Authorisation Procedure.

- a. Application, in the prescribed FORM-1 or as may be prescribed by the designated licencing authority of the State/UT Government should be addressed to the 'Licensing Authority' of the concerned State/UT where the AVSF is intended to be located along with: -
 - i. A Processing Fee of Rs. One Lakh or as prescribed by the State/UT Government for this purpose.
 - ii. An Earnest Money Deposit by way of a bank guarantee of Rupees Ten Lakh in favour of the designated Licensing Authority or designated officer as notified by the State/UT government as a non-interest-bearing Security deposit for a period co-terminus with the validity of the initial authorisation period plus 90 days.
- b. All applications for grant of licence are to be disposed of by the Licensing Authority within a period of 30 days from the date of application. Successful applicants would be issued an authorisation in FORM -1A or as prescribed by the State/UT Government for this purpose.
- c. Earnest Money/Bank Guarantee would be refunded for unsuccessful applicants. The processing fee will not be refunded.
- d. On grant of licence the Authorised Scrapper is to duly register the facility with the designated authority in the State/UT, the CPCB and the State Pollution Control Board.
- e. States/UTs may notify additional eligibility requirements for the facility to ensure sustainability, adequate capacity and environment protection.

5. Validity and renewal of Authorisation.

- a. The Authorisation shall be valid for an initial period of 10 years in the first instance, which shall be renewable for another 10 years at a time, subject to the condition that the Authorised Scrapper has not been in default of these guidelines or applicable Laws and Acts as specified in Section 12 below. FORM -1 may be used for this purpose, along with renewal fee and security deposit as may be specified by the State/UT for the purpose and FORM-1A may be used for renewal of Authorisation.
- b. The Authorisation shall not be transferable.

6. Criteria for Scrapping of Vehicles

The following vehicles may be offered for scrapping to the Authorised Scrapper;

- a. Vehicles which have not renewed their Original Certificate of Registration in accordance with Rule 52 of the CMVR.

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- b. Vehicles which have not been granted a certificate of fitness in accordance with Section 62 of the Act.
- c. Vehicles which have been damaged due to fire, riot, natural disaster, accident or any calamity, following which the registered owner self certifies the same as scrap.
- d. Vehicles that have been declared obsolete or surplus or beyond economic repair by the Central/State organisations of the government and have been offered for scrapping.
- e. Vehicles bought by any agency including AVSF in an auction for scrapping the vehicles.
- f. Vehicles which have outlived their utility or application particularly for projects in mining, highways, power, farms etc. as may be self-certified by the owner.
- g. Manufacturing rejects and test vehicles as may be certified by the Vehicle OEM.
- h. Auctioned, impounded and abandoned vehicles by any Enforcement Agency.

7. Right to Inspection

- a. In order to ensure compliance of these Guidelines, the Authorised Scrapper should keep the AVSF, the records and registers recording the transaction of vehicles and scrap generation and its responsible disposal to authorized recyclers, and all the machinery, equipment and apparatus in the AVSF premises, ready for inspection by the Licensing authority or designated officer of the State/UT. Government.
- b. Physical Inspection and Site visits should only be carried out: -
 - i. When a report of non-compliance by the appropriate authority or a public complaint has been received by the Licensing Authority in respect of the Authorised Scrapper.
 - ii. Such complaint has been forwarded to the Authorised Scrapper to file a written response within 3 working days.
 - iii. The response has been scrutinized and an opportunity provided to the Authorised Scrapper to provide further clarifications within three working days.
 - iv. The response and clarifications provided are inadequate in the opinion of the Licensing Authority, and a site inspection is warranted.
 - v. Such site visit should be duly authorized by the Licensing Authority or the designated Officer in the State/UT Government.
- c. The Report of the Inspection Team is to be submitted to the Licensing Authority or Designated Officer for further processing and a copy of the same provided to the Authorised Scrapper.
- d. The Licensing Authority may after providing an opportunity to the Authorised Scrapper of being heard, pass a speaking order to cancel or suspend the authorisation for the Facility.

Provided that the violations noticed in respect of Guidelines of CPCB shall be reported to the concerned Pollution Control Board for necessary action. The authorisation would remain suspended during the period while the requisite licences/ NOC/ Authorisations for the facility have been withdrawn or suspended by any other authority under the Law.

8. Scrapping Procedure

- a. The scrapping of vehicles shall be carried out by an Authorised Scrapper by following the procedure outlined as mentioned below in respect of all ELVs, except impounded/ abandoned vehicles.
- b. The registered owner or the authorized representative shall hand over the vehicle together with an Application as per FORM -2 in two originals to the Authorised Scrapper or the designated collection centre for deposit/treatment.
- c. If the Motor Vehicle is not having a valid registration then the Authorised Scrapper or its designated centre, shall match the identity of the registered owner as per the VAHAN database with the person handing over the vehicle and receive the vehicle and issue a receipt through digital platform linked to VAHAN database.
- d. Vehicles impounded by an Enforcement Agency shall be handed over to the Authorised Scrapper as per procedure duly prescribed by the State/UT.
- e. The Authorised Scrapper shall accept the FORM-2 and the applicable original documents from the owner or the authorized representative as follows:
 - i. Original Certificate of Registration.
 - ii. Original Fitness Certificate following which the vehicle has been declared unfit for use, if applicable.
 - iii. Authorisation from the registered owner.
 - iv. In case of Inheritance, the death certificate of the registered owner accompanied with any proof of succession.
 - v. Certificate or order confirming the sale of the vehicle in a public auction in his favour duly signed by the person authorised to conduct the auction.
 - vi. It shall be verified that Hire-purchase, lease or hypothecation agreement in the certificate of registration of a motor vehicle required under sub-section (2) of section 51 of the Act has been duly discharged.

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- f. The Authorised Scrapper shall accept self-certified copies from the owner or through authorized representative of the following documents: -
- i. Copy of the PAN Card of the owner ,
 - ii. Crossed cheque of the bank account of the owner.
 - iii. Identity Proof of the authorized representative (if applicable) such as Passport, Voter Card, Aadhar Card, Driving Licence, Photo Identity card issued by the State/Central Government Organisations.
 - iv. Address Proof of the owner such as Electricity Bill, Water Bill, Land Line Telephone Bill, piped cooking gas bill etc.
 - v. Digital photograph of the owner or authorized representative physically handing over the ELV to the Authorised Scrapper, or a photograph of the owner duly pasted in FORM-2 and countersigned by the owner
- g. The Authorised scrapper will return the second FORM-2 duly received to the owner or his authorised representative and issue the Certificate of Deposit as evidence of transfer of ownership of the vehicle
- h. The Authorised Scrapper shall digitally remit or pay by an account payee cheque, the agreed consideration for the vehicle and obtain a receipt for the same from the owner or his authorised representative for record. .
- i. Safe-custody of cut piece of the Chassis Number for a period of six months from the date of issue of 'Certificate of Vehicle Scrapping' will be the responsibility of the Authorised Scrapper.
- j. The Authorised Scrapper shall maintain a physical and computerized scanned copy of all documents, digitally certified by the designated officer of the AVSF for record and examination during Inspection, for a period as required by the Company's Act (2013) as amended from time to time. of.
- k. The Authorised Scrapper shall ensure that removal / re-cycle or disposal of hazardous parts of the scrapped vehicle is done as per guidelines issued by the Central Pollution Control Board (CPCB).
- l. Vehicles will not be scrapped until the fuel, oil, antifreeze, and other gases, fluids etc. are drained and collected in certified standard containers.

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m. A yearly report of ELVs scrapped shall be furnished in FORM-4 or as prescribed by the Transport Department of the State/UT government.

9. Certificate of Vehicle Scrapping

- a. The Authorised Scrapper, after completing the necessary treatment, will issue a Digital 'Certificate of Vehicle Scrapping', including a digital photograph of the cut out of the Chassis in FORM-3. to update the National Register, VAHAN Database and inform the competent authority of the State/UT for updating of records.
- b. A separate record of the scrapped vehicles would be maintained on the VAHAN database by the Central Government.
- c. The reuse/resale of any of the refurbished parts of an ELV including Engines, obtained from the scrapped vehicle shall be in accordance with the policy/guidelines/standards issued from time to time.

10. Installation of CCTV Cameras

- a. The Authorised Scrapper shall install CCTV cameras at the scrapping yard, in the customer and vehicle reception area. The record of scrapping should be saved in the Authorised Scrapper's IT system for a period of three calendar months.
- b. The access to the CCTV cameras installed in the facility may be provided to the authorised agencies as may be decided by the State / UT.

11. Scrapping Yard

- a. In view of the large size and voluminous nature of the scraps to be handled, the dismantling facility should be set up in a large area having adequate space for vehicular movement, as well as storage for the ELVs/products received and recyclable material recovered.
- b. It should fulfil the criteria of an adequate gated area to handle, depollute and dismantle ELVs, white goods and other scraps along with facility for measuring radiation as is followed for import of scrap. ELVs shall require material handling machines to minimize human intervention and create safe work places.
- c. To ensure that safe operating practices are followed, Centres are expected to follow Occupational Health and Safety Standards, ISO 45001 (OHSAS). All centres shall engage competent and trained manpower to process the End of Life vehicles, goods and other scraps.
- d. The Collection Centre should have dry areas (free from water logging), impermeable surfaces like asphalt/concrete flooring, asphalt/concrete roads, adequate workshop

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- facilities for in-house maintenance, fire protection systems etc. to maintain safe work places and all other required measures for keeping pollution under control.
- e. The facility shall be equipped with a depollution system, preferably with zero discharge system, and dismantling work shall be done by making use of best available technology for processing the end of life vehicles, goods and other scraps. The Facilities shall comply with relevant health and safety legislation/regulation and environmental norms as laid down by MoEF & CPCB/SPCB for such operations and Hazardous & Other Wastes (Management & Transboundary Movement) Rules, 2016.
- b. The dismantling and scrapping of waste vehicles shall be carried out as per 'Guidelines for Environmentally Sound Management of End of Life Vehicles' (ELVs) published by Central Pollution Control Board (CPCB) only in an authorised scrapping yard.
- c. The Authorised Scrapping yard should have: -
- i. Suitable earmarked area for the safe and environmentally compliant parking of waste vehicles. These areas are to be of non-permeable concrete and with adequate drainage facility, with sufficient adjoining space for inspection of these vehicles. No waste or potentially waste vehicle is to be parked on roads or public spaces even during processing of applications for deposit and are to be accommodated within the premises of the AVSF only
 - ii. Certified de-polluting equipment to ensure zero leakage of pollutants during draining of fuels, fluids, gases and liquids.
 - iii. Certified de-risking equipment for safe neutralization/removal of airbags, pretensioner etc.
 - iv. Appropriate dismantling equipment and best available technology, for the activities defined viz de-risking, de-polluting, dismantling, shredding, shearing, baling etc.
 - v. Radioactive detection equipment.
 - vi. Designated areas for storing the segregated scrap which emerges from the above process, to cater to material- specific downstream industries. No Transport Vehicles for carrying of generated scrap, hazardous waste, spares are to be parked in public spaces.
 - vii. Adequate warehousing space for storage and handling of segregated spares that may be refurbished for re- use.

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- viii. Clearly designated space for temporary storage of automotive hazardous waste such as tyres, batteries, fuel, oils, liquids and gases.
 - ix. Suitable safety and occupational health equipment.
 - x. Material handling equipment for the safe transportation of spares, scrap and waste products.
 - xi. Training area for competent and trained manpower to operationalize and manage such a facility in a safe and environment friendly manner.
 - xii. Appropriate Industrial grade lighting and ventilation systems.
 - xiii. All flooring should be non-permeable concrete or epoxy coated flooring.
 - xiv. Conformity to noise pollution norms as may be specified from time to time.
 - xv. The AVSF must have appropriate effluent treatment plants or water recycling plants as required for pollution free operations.
- d. These Scrapping yards should preferably accredit their centres/ units with the latest version of quality standards viz. ISO 9001 (Quality management system), ISO14001 (Environmental Management System) and ISO 45001 (Occupational health and safety) within 12 months of commencement of operations.
- e. In case the AVSF do not have adequate capability / provisions for responsible recycling of hazardous waste (like e-waste, lead acid batteries, lithium ion components, or for recovery of rare earth metals, etc.), or for recycling of scrap material which is outside its scope, then such materials are to be sold to duly authorized recyclers/agencies, who have adequate capability and licence. A record of the transactions shall be maintained, clearly stating the volumes off-loaded and the name, authorization number, PAN, GST and other commercial details of the authorised recycler/agency.

12. Applicable ACT /Rules

Provisions of the following Act/ Rules are applicable: -

- a. The Motor Vehicle Act, 1988.
- b. The Central Motor Vehicles Rules, 1989.
- c. Various State and UT Motor Vehicles Rules, 1993
- d. Indian Penal Code, 1860

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- e. The Hazardous Waste (Management, Handling and Transboundary movement) Rules, 2008 as amended from time to time.
- f. The Ozone Depleting Substances (Regulation and Control) Rules, 2000.
- g. The Batteries (Management and handling) Rules, 2011 amended 2016
- h. The Plastic Waste (Management and Handling) Rules, 2011 as amended 2016
- i. The e-waste (Management and Handling) Rules 2016.

13. Audits and Certifications

- a. The AVSF will be audited by the competent authority for compliance with the guidelines.
- b. On behalf of the competent authority any of the agencies specified under Rule 126 of CMVR or Material Recycling Industry Associations (MRAI) or Automotive Research Association of India (ARAI) or Society of Indian Automobile Manufacture (SIAM) may undertake the (1) Regulatory and Compliance Audit, and (2) Audit of the Mass Flow Statement filed in the Annual Returns by the AVSF as may be notified by the State/UT government.
- c. The Audit Report shall be uploaded on the VAHAN portal by the Audit agency annually for a financial year or part thereof and shall be submitted by 31st May (within two months of completion of financial year) of that financial year.
- d. The Audit Report shall also grade and evaluate the AVSF in terms of their performance and adherence to occupational health and safety compliances, regulatory, business, environment and labour standards and the respective recycling rates basis, the mass flow information, achieved by the Authorised Scrapper.
- e. Observations of non-compliance as reported in the Audit should be resolved by the Authorised Scrapper within 14 days of issue of the Audit Report which may be extended by 7 days at the discretion of the competent authority.
- f. Certifications are to be revalidated at least 3 months before their expiry.

14. Appeal

- a. Any person aggrieved by an order of the Licensing authority of the State/UT Government for forfeiture of security or issuance of cancellation of the authorisation orders, may within thirty days of the date of receipt of such order appeal to the designated authority of the State/UT government or the Commissioner/Secretary (Transport).

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- b. The appeal shall be preferred in a plain application format, or, as may be prescribed by the designated authority of the State/UT government, setting forth the grounds of objections to the order of the Licensing authority and shall be accompanied by a certified copy of the order appealed against and fee of Rs 10,000/- (Rupees Ten thousand only).
- c. It should be the endeavour of the designated authority to dispose the appeal within 14 working days of its rendition.

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FORM-1

APPLICATION FOR OBTAINING/RENEWAL OF AUTHORIZATION FOR SETTING UP OF
 AUTHORISED VEHICLE SCRAPPING FACILITY (AVSF)

1. FOR OFFICE USE

APPLICATION NO	
APPLICATION DATE	
DATE	
FEE	
SECURITY DEPOSIT	

2. GENERAL INFORMATION

i	Name								
ii	Address								
iii	Tel								
iv	FAX								
v	Email								
vi	CIN								
vii	PAN								
viii	GST								
ix	Status	Company	Firm	Trust	Society	Proprietor	Govt AoA	JV	PPP
x	Attach	MoA							
xi	Existing Activities of the Company (NIC Code)								

3. PLANT DETAILS

a	Location (Provide Map)			
b	Area (sq m)			
c	Possession Details	Owned	Lease/Period	Years
d	State			
e	District			
f	Category of industrial zone			

4. Proposed Activities of the Company	L Vehicles	Yes	No	Capacity	Nos
	M Vehicles	Yes	No	Capacity	Nos
	S Vehicles	Yes	No	Capacity	Nos
	Other	Yes	No	Capacity	Nos
5. Proposed Capital Structure (INR lacs)	Authorised				
	Subscribed				
	Paid-Up				

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6. Proposed No of Employees

7. Availability of Space

a	Plant Design and Layout, showing following spaces and areas (sqm):-	
b	Earmarked area for the safe and environmentally compliant parking of waste vehicles (sqm)	
c	Designated areas for storing the segregated scrap (sqm)	
d	Warehousing space (sqm)	
e	Designated space for temporary storage of automotive hazardous waste (sqm)	
f	Provision of space for parking of safe transportation of spares, scrap and waste products (sqm)	

8. Availability of Equipment

a	Certified de-polluting equipment	Yes	No
b	Certified de-risking equipment	Yes	No
c	Safety and occupational health equipment	Yes	No
10	Security certifications for the IT Systems for safe access to VAHAN database	Yes	No

11. Environmental Clearance

a	Consent to Establish	
b	Consent to Operate	

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12.	Application No for VAHAN Database	
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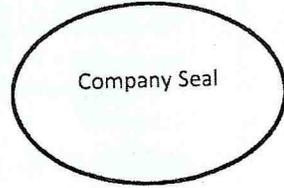
13. Undertaking

The Applicant hereby undertakes to		Yes	No
a	Comply with CPCB Guidelines for the Safe Disposal of ELVs		
b	Obtain the Quality Certifications within 12 Months of Issue of Authorisation		
i	ISO 9001	Yes	No
ii	ISO 14001	Yes	No
iii	ISO 45001	Yes	No
c	Comply with the Hazardous Waste Management Rules (2016)	Yes	No

Authorised

Signatory

Date



FORM-1A

**AUTHORIZATION FOR SETTING UP OF
 AUTHORISED VEHICLE SCRAPPING FACILITY (AVSF)**

The Competent Authority has approved the issue of Authorisation for setting up of Authorised Vehicle Scrapping Facility as per details below:

1.	APPLICANT					
2.	LOCATION					
3.	APPLICATION NO					
4.	APPLICATION DATE					
5.	APPROVAL	YES		NO		RESUBMIT
6.	CATEGORY	L Vehicles	Yes	No	Annual Capacity	Nos
		M Vehicles	Yes	No	Annual Capacity	Nos
		N Vehicles	Yes	No	Annual Capacity	Nos
		Others	Yes	No	Annual Capacity	Nos
7.	AUTHORISATION NUMBER					
8.	VALIDITY	FROM				TO
9.	PROCESSING FEE	AMOUNT				
10.	SECURITY DEPOSIT	AMOUNT				
11.	BANK GUARANTEE	AMOUNT			Date	Validity
12.	CONDITIONS					
	a	Authorisation is Non-Transferable				
	b	Undertaking are to be liquidated by			Date	
	c	Submit Compliance Self-Certification by			Date	
	d	Facility Inspection Due			Date	
	e	First Test Audit Due			Date	

Note: The Authorisation is Non-Transferable

Licencing Authority

Stamp
Date

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FORM - 2

COMPOSITE APPLICATION FOR SCRAPPING AND CERTIFICATE OF VEHICLE DEPOSIT

1. OWNER DETAILS	
A	NAME
B	ADDRESS
C	MOBILE NO
D	E MAIL
E	PAN
F	BANK ACCOUNT
	i NAME OF BANK
	ii BRANCH
	iii ACCOUNT NUMBER
	iv IFSC
	v CROSSED CHEQUE
	vi CONSIDERATION RECEIVED (Rs)
	vii INVOICE NO AND DATE
G	PHOTOGRAPH ATTACHED
2. VEHICLE DETAILS	
	REGISTRATION NO
	MAKE
	MODEL
	CHASSIS NO
	ENGINE NO
	MONTH/YEAR OF MANUFACTURE
3. DOCUMENT	
A	Original Certificate of Registration.
B	Original Fitness Certificate following which the vehicle has been declared unfit for use, if applicable.
C	Authorisation from the registered owner
D	In case of Inheritance, the death certificate of the registered owner accompanied with any proof of succession
E	Certificate or order confirming the sale of the vehicle in a public auction
4. CERTIFICATION BY APPLICANT	
I/We Resident of hereby declare that all the particulars furnished by me / us in this form are true and correct; the subject	

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vehicle is not engaged in any kind of criminal activity/litigation and realize that I/WE are fully liable for any false declaration furnished above.	
DATE:	SIGNATURE:
PLACE:	
5.	CERTIFICATE OF DEPOSIT
<p>1. We certify that Vehicle Registration No.....has been accepted at our Facility vide our Inward No dated.....for Treatment in accordance with the Guidelines for the Disposal of Vehicles and the agreed consideration of Rs.....has been paid to the owner vide our Payment Voucher No.....Dated.....</p> <p>2. We further certify, that on completion of Treatment the National Register, VAHAN Database and the competent authority would be intimidated for updation of records.</p>	
DATE:	SIGNATURE:
PLACE:	STAMP:
	AVSF No.
	VALIDITY

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On Company Letter Head

AVSF No.

VALIDITY

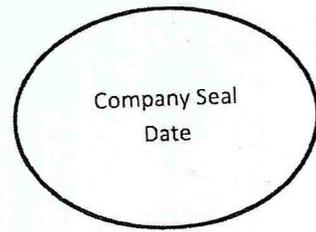
FORM - 3
CERTIFICATE OF VEHICLE SCRAPPING

1.	CERTIFICATE NUMBER:		<input type="text"/>
2.	DATE:		<input type="text"/>
3.	This is to certify that the Final Disposal of the End of Life Vehicle (ELV) held on Deposit with us vide our Certificate of Deposit No..... Dated.....has undergone Treatment according to the Guidelines.		
4.	VEHICLES DETAILS		
	a	Registration Number	<input type="text"/>
	b	Make	<input type="text"/>
	c	Model	<input type="text"/>
	d	Month/Year of Manufacture	MM <input type="text"/> YY <input type="text"/>
	e	Chassis Number	<input type="text"/> Cut Out Picture
	f	Engine Number	<input type="text"/> Blanked Picture
5.	OWNER DETAILS		
	a	Name	<input type="text"/>
	b	ID Proof Details	<input type="text"/>
	c	Address	<input type="text"/>
	d	Address Proof Details submitted	<input type="text"/>
6.	View foregoing it is requested that the records in respect of above-mentioned vehicle may be updated.		

Date:

Authorised Signatory

Company Seal
Date



Place:

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FORM-4

ANNUAL RETURN FOR FINANCIAL YEAR 20 -20

1. NAME				
AUTHORISATION NUMBER				
VALIDITY				
2. CAPACITY UTILISATION (NOS)				
A	DEREGISTRATION	COMPLETED (1)	IN PROCESS (2)	TOTAL (1+2)
i	L VEHS			
ii	M VEHS			
iii	N VEHS			
iv	OTHERS			
v	TOTAL(A)			
B	TREATMENT	AUTHORISED (1)	UTILISED (2)	% UTILISATION (1/2*100)
i	L VEHS			
ii	M VEHS			
iii	N VEHS			
iv	OTHERS			
v	TOTAL(B)			
3. MASS FLOW				KGS
A	INWARDS			
i	L VEHS			
ii	M VEHS			
iii	N VEHS			
iv	OTHERS			
v	GRAND TOTAL (i+ii+iii+iv =A)			
B	OUTWARDS			
i	FERROUS			
ii	ALUMINIUM			
iii	COPPER			
iv	PLASTICS			
v	GLASS			
vi	TYRES			
vii	OTHERS			
viii	SUB-TOTAL (i)			
C	HAZARDOUS WASTE FOR REPROCESSING			
i	FUEL			
ii	OILS			

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iii	GASES			
iv	BATTERIES			
v	FLUIDS			
vi	SUB-TOTAL (ii)			
D	HAZARDOUS WASTE TO LANDFILL			
i	RESIDUES RETAINED			
ii	LANDFILL			
iii	SUB-TOTAL (iii)			
E	GRAND TOTAL (i+ii+iii =B)			
F	MASS BALANCE(A-B)			
4.	QUALITY CERTIFICATIONS STATUS	VALIDITY	REMARKS	
A	ISO 9001			
B	ISO 14001			
C	ISO 45001			
5.	AUDIT			
A	AGENCY			
B	DATE	PASS	FAIL	RESUBMIT
C	RESULT			
6.	SAFETY	Nos	REMARKS	
A	ACCIDENTS			
B	INCIDENTS			

7. I.....
DESIGNATION.....
hereby certify that the data submitted above is a true and accurate reflection of the activities of the company for the financial year 20 -20 .

Signature
Place

COMPANY SEAL
DATE