

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

Original Application No.586 of 2018  
(Earlier in Application No.422 of 2013 (SZ))

Thiru L.G.Saha Devan  
S/o L.Gurusamy  
No 27-H, 3<sup>rd</sup> Floor, Pandu Klix Plaza  
New No.330, Old No.168,  
Thambu Chetty Street,  
Chennai- 600 001.

...Applicant

Vs

1. Union of India,  
Represented by its Secretary to Government,  
Ministry of Environment & Forests,  
6<sup>th</sup> Floor, CGO Complex.  
Paryavaran Bhavan,  
Lodhi Road,  
New Delhi 110001.
2. Indian Oil Corporation Limited ,  
Corporate Office,  
Represented by its Chairman,  
3079/3 J.B.Tito Marg, Sadiq Nagar,  
New Delhi -110 049.
3. Indian Oil Corporation Limited,  
Rep. by its Executive Director (Retail Sales),  
Indian Oil Bhavan,  
G-9, Ali Yavar Jung Marg,  
Bandra East, Mumbai.
4. Indian Oil Corporation Limited,  
Rep. by its General Manager,  
Indian Oil Bhavan,  
139, Mahatma Gandhi Road,  
Chennai-600 34.
5. Bharat Petroleum Corporation Limited ,  
Represented by its Chairman,  
Bharat Bhavan, 4 & 6 Currim Boy Road,  
Ballard Estate, Mumbai- 400 001.
6. Bharat Petroleum Corporation Limited,  
Represented by its General Manager,  
24 B, Anna Salai, Saidapet,  
Chennai-600 015.

  
JOINT TRANSPORT COMMISSIONER,  
(ROAD SAFETY)  
CHEPAUK, CHENNAI - 600 005.

  
ADDITIONAL TRANSPORT COMMISSIONER  
CHENNAI-5.

7. The Secretary to Government of Tamil Nadu,  
Home Department,  
Fort St. George, Chennai-600 009
8. The Secretary to Government of Tamil Nadu,  
Transport Department ,  
Fort St. George, Chennai-600 009.
9. The State Transport Commissioner,  
Transport Department,  
Ezhilagam, Chepauk, Chennai — 600 005.
10. The Chairman, Tamil Nadu Pollution Control Board,  
No 76, Mount Salai, Guindy,  
Chennai- 600 032.
11. The Managing Director,  
Chennai Metropolitan Transport Corporation,  
Pallavan Salai, Chennai.
12. The Commissioner of Police, E.V.R.Salai,  
Vepey, Chennai 600 007.
13. Joint Commissioner of Police (Traffic),  
E.V.R.Salai, Vepey,  
Chennai — 600 007. .... Respondents

**ADDITIONAL AFFIDAVIT FILED ON BEHALF OF 7<sup>th</sup> TO 9<sup>th</sup> RESPONDENTS**

I, M.Manakumar, Slo S.P. Muthusamy aged about 56 years, Hindu, Working as Additional Transport Commissioner having office at Ezhilagam, Chepauk, Chennai-05 do hereby solemnly affirm and sincerely state as follows:-

1. I am filing this affidavit on behalf of the 7<sup>th</sup> to 9<sup>th</sup> Respondents in the official capacity. The reports/ plans filed by this Respondent earlier may be taken as part and parcel of the present report.
2. It is humbly submitted that the action plans and the affidavits filed earlier may be taken as part and parcel of the present affidavit.

  
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3. It is submitted that by order dated 25.01.2019, the Hon'ble National Green Tribunal was pleased to dispose the Original Application with the following observations;

" 1) The prayer in this application is for a direction to implement of LPG/CNG in the vehicles used for commercial purposes such as auto rickshaws, share-autos, Metropolitan Transport Buses, and other commercial vehicles, such as tourist cabs, call taxis, and other public transport vehicles plying in the Chennai city and its urban agglomeration areas within a time frame.

2) We are of the view that since the application is not backed by any study though the issue may have significance, some ground study is necessary.

3) Let the Central Pollution Control Board and Tamil Nadu PCB study the ambient air quality and identify the hotspots and sources of pollution and submit an action plan for mitigation. The Committee may also examine viability of the suggestion of use of CNGs in the vehicles.

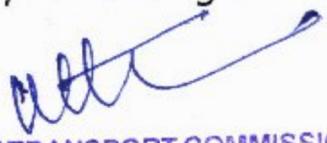
4) The report of the Committee may be furnished within three months to the Tribunal by email at [ngt.filing@gmail.com](mailto:ngt.filing@gmail.com)  
The application is disposed of.

The report may be put up for consideration on 29<sup>th</sup> May, 2019."

4. It is submitted that further on 29.05.2019 the Hon'ble Tribunal was pleased to pass the following order;

" 1) As noted in our order dated 25.01.2019, the anxiety expressed by the applicant in the application is with regard to air pollution caused by various automobiles namely Auto-rickshaw, share-autos, Metropolitan Transport Buses, and other commercial vehicles, such as tourists cabs, call taxis, and other public transport vehicles plying in the Chennai city and its urban agglomeration areas.

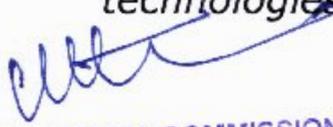
2) On 25.01.2019, we had expressed our view that it was necessary to undertake ground studies in respect the matter and accordingly directed the CPCB and the TNPCB to study the ambient air quality and identify the hot spots and source of pollution and to submit an action plan for mitigation. We had also directed the Committee to examine the viability of implementing use of CNGs in the vehicles.

  
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3) Report has been filed in the form of affidavit by Tamil Nadu Pollution Control Board which has recorded the overall findings and conclusion of the team in page 6 to 8 of the report which reads as under:-

- i. The ambient air quality data measured during present (March 2019) and 2014-2018 studies, the air quality is not that alarming level as compared to other metropolitan cities.
- ii. The ambient air quality measurement made during 2014 to 2018 through online continuous measuring devices reveals that particulate matter concentration (PM 2.5) found to be exceeded about 1 % to 9 % of the 24 hourly data with respect to 24 hourly average standard limits.
- iii. However, there is greater concern that the age old vehicles (>8-14 years) may contribute higher concentration of pollutants on coming days in addition to the emissions from mushroom growth of population, agglomeration of industrial growth and vehicular population. Particularly, there is threat to the health of the people of road users, public transport users, walkers, cyclists and living or working near the roadside who have most exposed to the high level concentration which is directly emitted from tail pipes of the vehicles.
- iv. As there is no barrier between road and houses, the residents are subjected to expose to high level of noise and vibration due to moment of vehicles particularly in night hours. As such city is having 94 % of non-commercial vehicle and age old public buses may generate huge quantity of emission as the day's passes.
- v. The fact that Intermediate Public Transport System (IPT) is having high demand in the cities as to cater the needs of the minimal distance travel. This coupled with frequent on and off of engines at every intermittent stoppage would contribute considerable emission in the atmosphere if the diesel or petrol is used rather than the cleaner fuel like CNG/LPG. The emissions emanated from domestic and commercial gen sets using diesel may also be reduced by replacing/converting in to CNG.
- vi. Alternate and cleaner fuels alone will not improve the air quality but through a combination of technical and non- technical measures, legislative reforms, institutional approaches and market-based instruments, road network by sharing of the limited space by pedestrians and non- motorized modes can be improved. Vehicle in India are often much older and considered as outdated technologies in the developed world.

  
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- vii. The country has however taken a number of measures for the improvement of the air quality in the cities. These include, right from the improvement in the fuel quality, formulation of necessary legislation and enforcement of vehicle emission standards, improved traffic planning and management, etc. The non-technical measures taken include, awareness regarding the possible economic and health impacts of air pollution and available measures for improving air quality, increasing use of cleaner fuels and purchase of vehicles with an advance emission control devices, increasing institutional framework and capacity building for the monitoring of vehicle emission.
- viii. The important of alternate fuels that are considered as meeting the norms of the emission criteria include Natural Gas (CNG/LNG), Propane (LPG), Ethanol, Methanol, Electric fuel, Hydrogen, Di-methyl Ether (DME), Fuel Cell and Solar fuels. Among these CNG seems to be widely available, ease to transport and store and cost effective.
- ix. It may be noted that there are about 23 LPG Bunks supplied by IOCL (8 bunks), BPCL (9 bunks) in Chennai City alone and about 106 retro fitments centers in Chennai City for converting in to LPG operated fuel supply engines. As per as LNG and CNG concerned. Tamil Nadu is a non- starter in use of LNG/CNG whereas the neighboring states have already started developing necessary infrastructure and use of CNG.
- x. It is undisputed fact that vehicular emissions contribute major source of air pollution which need to be curtailed to the maximum possible level adopting alternate clean and green fuels like CNG particularly in the urban centers. Development of adequate infrastructure, making available such fuels, role of such alternate fuels in mitigation of air pollution has to come from the government machinery itself. A concrete policy formation in this regard is one of the major expectations from the Government of Tamil Nadu.
- 4) For implementation of the aforesaid recommendations, it is necessary for the State of Tamil Nadu to prepare an action plan expeditiously considering the serious deleterious effect of the pollution caused by auto emission.
- 5) We find that recommendations, with particular reference to use of alternate fuels, to be in line with the directions issued by us in O.A. No. 21/2014: Vardhaman Kaushik vs. Union of India<sup>1</sup>. In that case the Tribunal has provided detailed guidelines which have been directed to be implemented..... "

  
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5. It is submitted that the following are the types of Fuels, that are used in Vehicles across the Country;

**i. Petrol and Diesel**

Ethanol blending with fuel in India is envisaged at an indicative target of 20% blending of ethanol in petrol and 5% blending of bio-diesel in diesel by 2030 better emission reduction and to reduce current account deficit.

**ii. Gas based propulsion, such as Liquefied Petroleum Gas(LPG), Compressed Natural Gas (CNG) and Compressed Bio Gas (CBG)**

Gas based propulsion have better emission standards and compared to conventional liquid based fuels and are quite economical.

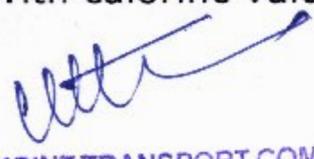
**iii. Electric Vehicles**

A relatively new entrant into the world of automobiles, electric vehicles have zero tailpipe emissions which makes it ideal for our polluted cities. The full potential of this technology can be unleashed only by looking at the holistic picture of the electrical propulsion ecosystem from power generation to storage mechanism (battery) and its disposal. Care must be taken to ensure that renewable energy is used to power this ecosystem to reap maximum environmental benefits.

**6. Policy of the State on Compressed Bio Gas (CBG):**

Bio-gas is produced through a process of anaerobic decomposition from waste / biomass sources like agriculture residue, cattle dung, poultry waste, sugarcane press mud, municipal solid waste, sewage treatment plant waste, etc. After purification, it is compressed to form Compressed Bio-Gas (CBG) which has more than 90% methane content.

It is necessary to state that the Compressed Bio-Gas is exactly similar to the commercially available natural gas in its composition and energy potential. With calorific value (~52,000 KJ/kg) and other properties similar to CNG,

  
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Compressed Bio-Gas can be used as an alternative, renewable automotive fuel. Given the abundance of biomass in the country, Compressed Bio-Gas has the potential to replace CNG in automotive, industrial and commercial uses in the coming years.

**Benefits of Compressed Bio Gas (CBG):**

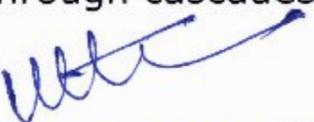
There are multiple benefits from converting agricultural residue, cattle dung, poultry waste, and municipal solid waste into CBG on a commercial scale:

- Support to national commitments in achieving climate change goals and the reduction of import of natural gas and crude oil
- Buffer against crude oil/gas price fluctuations
- Responsible waste management, reduction in carbon emissions and pollution
- Additional revenue source for farmers
- Boost to entrepreneurship, rural economy and employment

**Sustainable Alternative Towards Affordable Transportation (SATAT):**

Government is promoting the use of Compressed Bio Gas (CBG) also known as Bio CNG. In a significant push that has the potential to boost availability of more affordable transport fuels, better use of agricultural residue, cattle dung, poultry waste and municipal solid waste as well as to provide an additional revenue source to farmers, Shri Dharmendra Pradhan, Union Minister of Petroleum and Natural Gas, Skill Development & Entrepreneurship, has kicked off an innovative initiative titled SATAT i.e. Sustainable Alternative Towards Affordable Transportation initiative on 01.10.2018.

Compressed Bio Gas plants are proposed to be set up mainly through independent entrepreneurs. CBG produced at these plants will be transported through cascades or through pipelines to the fuel station networks of Oil PSUs

  
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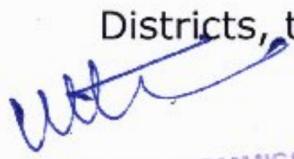
for marketing as a green transport fuel alternative. SATAT initiative envisages establishing 5000 CBG plants across the country with an estimated production of 15 MMT CBG per annum by 2022-23.

The Hon'ble Chief Minister of Tamil Nadu and Union Minister for Petroleum and Natural gas inaugurated a compressed Bio-Gas plant (CBG) at Namakkal and five CBG fuel stations in Pudhuchattiram and Rasipuram. The plant will manufacture 15 ton of CBG. The gas thus produced from above plants can fuel 1000 vehicles per day in Salem and Namakkal region. The Priority sector lending provision, Central Financial Assistance or Subsidy for setting up CBG plants has been extended to 2020-21 to promote new projects.

### **7. Policy decision on electric vehicles**

The following policy recommendations were issued to favour the growth of electric vehicles in the state in a sustained manner.

- i. The Tamil Nadu E-Vehicle policy 2019 provides concessions to manufactures of e-vehicles (Provide higher capital subsidy of 20% of the eligible investment over 20 years)
- ii. To encourage E-Vehicles sector incubation services will be offered in the form a office space common facilities and monitoring support.
- iii. E-vehicles venture capital Fund will be created to offer financial support to E-vehicle startups to enable them to scale up their business.
- iv. E-vehicles related and charging infrastructure manufacturing units will be provided 100% exemption on electricity tax till December 2022.
- v. Units that obtain land by sale or lease shall be entitled to 100% exemption on stamp duty for transaction till December 2022.
- vi. Units that obtain land for SIPCOT, SIDCO or other Government agencies will be provided a 15% subsidy on the cost. If in southern Districts, then 50% subsidy will be provided.

  
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Further the State of Tamil Nadu, on 02.11.2020, had passed a Government Order, in G.O Ms No. 445 ( Home (Transport-1) Department), wherein the Battery operated vehicles ( Electric vehicles), covered in all transport and Non-Transport Vehicles up to 31.12.2022, have been granted 100% Tax exemption. The said G.O shall encourage the use of battery vehicles and cut down the pollution.

**8.** From the above it is seen that the State of Tamil Nadu had been taking the earnest efforts in reducing the pollution that shall be caused by the vehicles. Though the status of the emission is improving every year, by the mandatory implementation of Bharat Stage latest vehicles, the State is also concentrated in bringing up the use of green fuels. It is submitted that the by an MOU dt. 24.01.2019 AG&P Group had been authorized by Petroleum and Natural gas regulatory Board to develop gas distribution, which covers CNG supply for vehicular transport. Further by a Government Order No.127, dt. 27.05.2020 the Ministry of Petroleum and natural Gas had authorized City Gas Distribution projects in 11 Districts of the state. The said districts are;

- 1.Nagapattinam
- 2.Kanchipuram
- 3.Chennai
- 4.Thiruvallur
- 5.Coimbatore
- 6.Cuddalore
- 7.Thiruvarur
- 8.Ramanathapuram
- 9.Salem
- 10.Tiruppur
- 11.Vellore

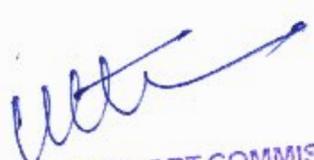
For the grant of permissions to lay city gas distribution projects and charges the Government had issued guidelines. Further all the departments of the State are directed to extend full co-operation for laying pipelines for the

  
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same. Hence the project is expected at the earliest. That apart the emission standards are improving much by the latest BS vehicles and the necessity for use of green fuel has been almost been compensated as per the studies of R&D Indian oil, which said that the BS6 emission is almost equivalent to green fuel vehicles. Further the use of LPG in the Auto Rickshaws and policy on electric vehicles had also supported the reduction of pollution cause by the vehicles in the state. It is necessary to state that, from the records of 2019 to 2020 year, it is seen that the Total revenue of the Transport department is Rs. 10366.39 Crores and the actual total Expenditure that has been met is Rs. 14800.16 Crores. In any event a drastic jump of conversion of existing vehicles shall not be feasible as the expenditure met is already very higher than the revenue collected. But no doubt that the existing vehicles are maintained in good standards in aspect of condition and emission and hence the switching from existing fuel operation to either Battery or CNG operation shall happen periodically for protecting and maintaining a better environmental conditioning the State.

Under the above circumstances, it is humbly prayed that this Hon'ble Tribunal may be pleased to accept the present affidavit and pass such further or other orders as deem fit and proper in the facts and circumstances of this case and thus render justice.

  
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**VERIFICATION**

I, M.Manakumar, Slo S.P.Muthusamy aged about 56 years, Hindu, Working as Additional Transport Commissioner having office at Ezhilagam, Chepauk,Chennai-05 do hereby submit that the contents of the above report are true to the best of my knowledge through records.

Verified at Chennai on this 07<sup>th</sup> day of November, 2020.

  
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**MEMORANDUM OF UNDERSTANDING**

Between

**GUIDANCE BUREAU, GOVERNMENT OF TAMIL NADU**

And

**M/s. AGP CGD India Private Limited**

THIS MEMORANDUM OF UNDERSTANDING IS MADE ON  
24<sup>TH</sup> JANUARY 2019

BY AND BETWEEN

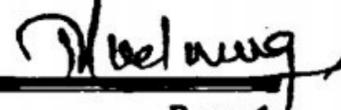
**Tamil Nadu Industrial Guidance and Export Promotion Bureau** (shortly hereinafter called as **Guidance Bureau**) under **Industries department GOVERNMENT OF TAMIL NADU (GoTN)(or the concerned Department/agency)**, duly represented by and acting through the Executive Vice Chairman, Guidance Bureau, and having office at 19-A, Rukmini Lakshmi pathy Road, Egmore, Chennai 600 008, which expression shall unless repugnant to the subject or context, means and includes his successors-in-office and assignees, of the first Part;

AND

**AGP CGD India Private Limited**, a company incorporated under the Indian Companies Act, 2013 and having their registered office at 1005, 10<sup>th</sup> Floor, Ambadeep Building, 14, Kasturba Gandhi Marg, New Delhi - 110 001 by and through their authorized signatory, Mr. P P G Sarma, Managing Director, (hereinafter referred to as [**AGP CGD India Private Limited**], successors and assignees) of the other part,

GoTN and *AGP CGD India Private Limited* are hereinafter where the context so permits referred to individually as "Party" and collectively as "Parties";

**WHEREAS** *AGP CGD India Private Limited*, established in the year 2018, is part of AG&P Group which is engaged in Construction and Gas Logistics. AG&P group has been authorized by Petroleum and Natural Gas Regulatory Board (PNGRB) to develop and operate City Gas Distribution (CGD) networks in Ramanathapuram District for the following:-



- Supply of Piped Natural Gas (PNG) to households
- Compressed Natural Gas (CNG) for vehicular transport and also
- Supply natural gas to commercial establishments and industries.

The investment proposed in Ramnathapuram district is as hereunder:-

- INR        crores in the initial five years
- INR        crores during initial eight years.

The project of CGD for Ramanathapuram District would generate around 170 jobs in the initial 5 years and about 320 jobs during the initial 8 years.

*M/s. AGP CGD India Private Limited* has now requested the GoTN to offer facilitation and support for implementing the project in Tamil Nadu.

Considering the tangible economic and social benefits that are engendered due to the establishment of the Project by *M/s. AGP CGD India Private Limited* in Tamil Nadu, the GoTN/ Government Agency has assured *M/s. AGP CGD India Private Limited* that GoTN will extend necessary support and facilitation to *M/s. AGP CGD India Private Limited* as set forth in this Memorandum of Understanding (hereinafter referred to as "MoU").

**Hence, the Parties hereby enter into this MoU and agree to co-operate on the following in order to facilitate the timely establishment and operation of the Project by M/s. AGP CGD India Private Limited:-**

**NOW, THEREFORE IT IS HEREBY AGREED AS FOLLOWS:-**

**1. Investment by *M/s. AGP CGD India Private Limited*:** *M/s. AGP CGD India Private Limited* proposes to invest Rs.        crores in this Project in the initial five years and Rs.        crores during initial eight years. Further, *M/s. AGP CGD India Private Limited* proposes an employment of about        persons in the initial 5 years and about 320 jobs during the initial 8 years in the Project in the State of Tamil Nadu.

**2. Facilitation and support by GoTN:** GoTN will provide facilitation and support to *M/s. AGP CGD India Private Limited* in the form of necessary infrastructural support and regulatory facilitation



subject to applicable laws. GoTN has enacted Tamil Nadu Business Facilitation Act 2018 and designated Guidance Bureau as the Nodal agency for projects exceeding Rs. 10 crores investment. Guidance Bureau will facilitate fast track clearances and other infrastructure support on best-effort basis which includes the Single Window facilitation for obtaining necessary clearances and a system for effective monitoring of fulfillment of all obligations as agreed to in this MoU subject to filing the prescribed documents in the Online Single window portal [www.easybusiness.tn.gov.in](http://www.easybusiness.tn.gov.in) and fulfilling the eligibility criteria, norms, rules and directives of GoTN.

This MoU is **not** intended to be legally binding on the Parties but expresses the spirit of the co-operation and the best intentions of the Parties to achieve the purposes stated herein.

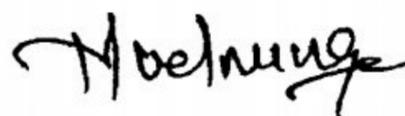
IN WITNESS WHEREOF, the Parties hereto have hereunto set and subscribed their hands on the day, month and year first above mentioned at Chennai, Tamil Nadu.

**On behalf of**  
**M/s. AGP CGD India**  
**Private Limited**



**[P P G Sarma]**  
[Managing Director]  
AGP CGD India Private Limited  
(acting for and on behalf of M/s. AGP  
CGD India Private Limited)

**on behalf of**  
**Guidance Bureau, GoTN**



**[M Velmurugan]**  
Executive Vice Chairman  
Guidance Bureau  
Industries Department  
Govt of Tamil Nadu,  
Chennai 600 008



## **ABSTRACT**

Industries - City Gas Distribution Projects (CGD) - General guidelines for grant of permission - Orders - Issued.

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### **Industries (MIA.1) Department**

G.O.(Ms)No.127

Dated 27.05.2020

சார்வரி வருடம், வைகாசி 14  
திருவள்ளூர் ஆண்டு 2051,

#### **Read:**

1. From the Head - Technical Services, AG&P CGD India Pvt Ltd, Letter No.AGPCGD/TS/2019 - 21 / 016, Dated 03.10.2019.
2. From the Project Co-ordinator, Torrent Gas Private Limited, Letter No. TGPL/NGT/CGD/2019-20/047, Dated 14.10.2019
3. From the Director of Rural Development and Panchayat Raj Department, Letter Rc.No.67316/2019/PRI-3.1, Dated 29.02.2020.
4. From the Commissioner of Municipal Administration, Letter R.C.No.529/2020/E.3, Dated 10.03.2020
5. From the Chief Engineer(C&M) Highways Department, Letter No.2020/Salai/2020, dated: 11.03.2020

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#### **ORDER:-**

The Ministry of Petroleum and Natural Gas Department, Government of India has authorised City Gas Distribution Projects in the following 9 Geographical Areas in Tamil Nadu

S.No	Geographical Area(GA)	Authorized Entity
1.	Nagapattinam District	Torrent Gas Private Limited
2.	Kanchipuram District	Consortium of AG & P LNG Marketing PTE Limited & Atlantic Gulf & Pacific

3.	Chennai & Tiruvallur Districts	Torrent Gas Private Limited
4.	Coimbatore District	Indian Oil Corporation Limited
5.	Cuddalore Nagapattinam & Tiruvarur Districts	Adani Gas Limited
6.	Ramanathapuram District	Consortium of AG & P LNG Marketing PTE Limited & Atlantic Gulf & Pacific
7.	Salem District	Indian Oil Corporation Limited
8.	Tiruppur District	Adani Gas Limited
9.	Vellore District	Consortium of AG & P LNG Marketing PTE Ltd. & Atlantic Gulf & Pacific

2. In the letters first and second read above, the AG & P CGD India Pvt. Ltd and Torrent Gas Private Ltd had requested facilitation for implementation of City Gas Distribution Network Projects in the State of Tamil Nadu.

3. Subsequently, it was decided in the meeting convened under the chairmanship of Chief Secretary to Government held on 5.11.2019 and 13.2.2020 to frame a Common guidelines / instructions for implementation of City Gas Distribution Projects in Tamil Nadu.

4. In the letters third to fifth read above, Director of Rural Development and Panchayat Raj Department, the Commissioner of Municipal Administration and the Chief Engineer (C&M), Highways Department have furnished restoration charges for the Rural Development and Panchayat Raj Department Roads, Municipal Roads and Highways Roads respectively.

5. After careful consideration and deliberations the Government hereby issue the following common guidelines / instructions for grant of permission to lay city Gas Distribution Projects and to fix the restoration charges as follows:

**I. Restoration charges for Roads under the Rural Development and Panchayat Raj Department**

Sl. No.	Types of Surface	Cost per KM (Rs.)
1.	Road shoulders	2,86,000
2.	BT Roads	14,63,000

3.	WBM Roads	11,73,000
4.	CC Roads	21,75,000

## **II. Restoration charges for Municipal Roads**

Sl.No.	Types of Surface	Cost per KM (Rs.)
1.	BT Roads	20,00,000
2.	CC Roads	21,75,000
3.	Paver Block Roads	17,00,000
4.	Earthen Roads	3,10,000
5.	WBM Roads	4,40,000

## **III. Restoration charges for Highways Roads**

Sl.No.	Types of Surface	Cost per KM (Rs.)
1.	BT Roads	20.11 lakhs
2.	Berms	6.07 lakhs
3.	Paver block roads	17.50 lakhs

## **IV. General**

- a) All departments of State Government and local bodies shall extend full co-operation for laying City Gas Pipelines.
- b) For road cuts, upfront restoration charges will be collected from City Gas Distribution Companies by the department / local body owning the road at rates fixed above.
- c) The road cut restoration charges fixed above shall be valid for a period of three financial years from 2020-2021 onwards.
- d) The cost of shifting of utilities, if involved, will be met by the City Gas Distribution Company.
- e) Once an application for road cut is submitted to Divisional Engineer (Highways) or the concerned local body with payment at the rate per kilometer fixed above, if any further payment is required from the City Gas Distribution Company on account of shifting of utilities, the amount must be informed to the City Gas Distribution Company within 10 days of application.
- f) Once all payments are made by the City Gas Distribution Company, requisite permission for road cut must be issued within 10 days of receipt of payment.

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- g) Track rent charges fixed and revised from time to time by Government in Revenue and Disaster Management Department shall be applicable.
- h) Land required for ancillary infrastructure will be allotted on lease, for such number of years as requested by companies as per existing rules.
- i) A District Level Monitoring Committee (DLMC) headed by the District Collector will monitor the progress of City Gas Distribution works. The District Level Monitoring Committee shall consist of the Superintendent of Police, Divisional Engineer (Highways), Assistant Director (Panchayat) and all the Municipal Commissioners of the relevant towns/cities. The District Level Monitoring Committee must meet once in two months and the representative of the City Gas Distribution Company / Companies operating in the District must be invited for this meeting.
- j) Highways and Minor Ports Department, Rural Development and Panchayat Raj Department and Municipal Administration and Water Supply Departments may issue additional operational guidelines if necessary, in addition to the guidelines prescribed above on the aspects like future road expansion, co-existence with other utilities, period of pipeline laying and public safety. However no City Gas Distribution Pipeline laying permission shall be withheld solely an account of absence of issue of such guidelines.
- k) The City Gas Distribution Companies while laying and maintaining gas pipelines, shall comply with all applicable national norms.
- l) The above fixed rates and guidelines will be applicable to all further the City Gas Distribution projects also.

**(BY ORDER OF THE GOVERNOR)**

**N.MURUGANANDAM,  
PRINCIPAL SECRETARY TO GOVERNMENT.**

To

The Additional Chief Secretary to Government,  
Rural Development and Panchayat Raj Department,  
Secretariat, Chennai - 600 009.

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The Additional Chief Secretary to Government,  
Municipal Administration and Water Supply Department,  
Secretariat, Chennai – 600 009.

The Additional Chief Secretary to Government,  
Revenue and Disaster Management Department,  
Secretariat, Chennai – 600 009.

The Principal Secretary to Government,  
Highways and Minor Ports Department,  
Secretariat, Chennai – 600 009.

The Director of Rural Development and  
Panchayat Raj Department,  
Panagal Building, Saidapet, Chennai -600 015.

The Commissioner of Municipal Administration,  
75, Santhom Road, R.A.Puram, Chennai – 600 028.

The Chief Engineer (C&M), Highways Department,  
Guindy, Chennai – 600 025.

Copy to:

The O/o Hon'ble Chief Minister,  
Secretariat, Chennai – 600 009.

AG&P CGD India Pvt Ltd,  
No.23, Rajiv Gandhi Salai (OMR),  
1st Floor, Building No Core 2,  
Pacifica Tech Park, Navalur, Chennai – 600 130.

Torrent Gas Private Limited,  
"Global Towers" 1st Floor,  
No.42, Jawaharlal Nehru Street,  
Karaikal - 609 605.

Industries (OP.II) Department, Secretariat, Chennai – 600 009.

Stock File / Spare Copy.

// Forwarded / By Order //

*A.M. Pandey*  
27/5/2020  
**SECTION OFFICER**



**ABSTRACT**

Tamil Nadu Electric Vehicles Policy, 2019 - 100% Exemption of Motor Vehicle Tax in respect of all Battery Operated Vehicles (Electric Vehicles) - Orders - Issued.

**Home (Transport-I) Department**

**G.O.(Ms)No.445**

**Dated: 02.11.2020**

சார்வரி - ஐப்பசி-17

திருவள்ளூர் ஆண்டு, 2051

**Read:**

1. G.O.(Ms.)No.342, Home (Tr.1) Department, dated 12.03.2008.
2. G.O.(Ms.)No.1156, Home (Tr.1) Department, dated 11.09.2008.
3. Transport Commissioner, Chennai Letter R.No.36343/A4/2019, dated 18.11.2019.

**ORDER:**

In the Government order 1<sup>st</sup> read above orders were issued granting concessional rate of Tax in respect of Battery Operated Vehicles.

- (a) Motor Cycle at the rate of 50% of the life time tax of Rs.1500/- specified in item (A) in Part-I of the Second Schedule to the Tamil Nadu Motor Vehicles Taxation Act, 1974 (Tamil Nadu Act 13 of 1974) (i.e) Rs.750 and
- (b) Non-Transport new Motor Vehicle at the rate of 3% of the rate of tax of the total cost (50% of the rate of tax of 6% tax) of the cost of new Motor Vehicles specified in part-I of the Third Schedule to the said Act by invoking the provisions under the Tamil Nadu Motor Vehicles Taxation Act, 1974.

2. In the Government Order 2<sup>nd</sup> read above orders have been issued for granting 50% concessional rate of life time tax in respect of battery operated two wheelers and four wheelers of Non - Transport Vehicles.

3. The Transport Commissioner in his letter 3<sup>rd</sup> read above has requested the Government to grant 100% tax exemption for the Battery

Operated vehicles (Electric Vehicles) covered in all Transport and Non-Transport Vehicles upto 31.12.2022 superseding the G.O.(Ms)No.1156, Home (Transport-1) Department, dated 11.09.2008.

4. The Government after careful examination have decided to grant 100% Tax exemption for all Battery Operated Vehicles (Electric Vehicles) covered in all Transport and Non-transport vehicles defined in clause (u) of Rule 2 of the Central Motor Vehicle Rules, 1989 upto 31.12.2022 by superseding the earlier notification published with the Government order second read above.

5. This order issues with the concurrence of the Finance Department vide its U.O. No.3889/FS/P/2020, dated: 02.11.2020.

6. The following Notification will be published in the Tamil Nadu Government Extraordinary Gazette:-

### **NOTIFICATION**

In exercise of the powers conferred by clause (b) of sub-section (1) of Section 20 of the Tamil Nadu Motor Vehicles Taxation Act, 1974 (Tamil Nadu Act 13 of 1974) and in supersession of the Home Department Notification No.II(2)/HO/445/2008, Published at page 321 of Part-II section 2 of the Tamil Nadu Government Gazette, dated the 1<sup>st</sup> October 2008, the Governor of Tamil Nadu hereby exempts all Battery Operated Vehicles, both Transport and Non-Transport (Electric Vehicles) from payment of motor vehicle tax under that Act for the period commencing on and from the 3<sup>rd</sup> November 2020 and ending with the 31<sup>st</sup> December 2022.

Explanation:- For the purpose of this Notification, 'battery operated vehicle' shall have the meaning assigned to it in clause (u) of rule 2 of the Central Motor Vehicles Rules, 1989.

**(BY ORDER OF THE GOVERNOR)**

**S.K. PRABAKAR  
ADDITIONAL CHIEF SECRETARY TO GOVERNMENT**

To

The Additional Chief Secretary/Transport Commissioner, Chepauk-5.

The Accountant General, Chennai-18.

The Accountant General, Chennai-35.

The Works Manager, Government Central Press,

Chennai-79.(for publication of the Notification in the Tamil Nadu Government Extraordinary Gazette and send 50 copies to Government.)

**Copy to:**

All Transport Section,

The Finance/ Law /Industries/Transport/Energy Department, Chennai-9.

Stock File/Spare Copy

///FORWARDED BY ORDER//

*A.S. [Signature]*  
SECTION OFFICER

*2/11/2020*

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CHENNAI, TUESDAY, NOVEMBER 3, 2020  
Aippasi 18, Saarvari, Thiruvalluvar Aandu-2051

## Part II—Section 2

Notifications or Orders of interest to a Section of the public  
issued by Secretariat Departments.

### NOTIFICATIONS BY GOVERNMENT

#### HOME DEPARTMENT

(Transport-I)

100% EXEMPTION OF MOTOR VEHICLE TAX IN RESPECT OF ALL BATTERY OPERATED VEHICLES (ELECTRIC VEHICLES) FOR THE CERTAIN PERIOD UNDER THE TAMIL NADU MOTOR VEHICLES TAXATION ACT, 1974.

[G.O. Ms No.445, Home (Transport-I), 2nd November 2020, ஐப்பசி 17, சார்வரி, திருவள்ளூர் ஆண்டு-2051]

No. II(2)/HO/712(h)/2020.

In exercise of the powers conferred by clause (b) of sub-section (1) of Section 20 of the Tamil Nadu Motor Vehicles Taxation Act, 1974 (Tamil Nadu Act 13 of 1974) and in supersession of the Home Department Notification No.II(2)/HO/445/2008, Published at page 321 of Part II—Section 2 of the *Tamil Nadu Government Gazette*, dated the 1st October 2008, the Governor of Tamil Nadu hereby exempts all Battery Operated Vehicles, both Transport and Non-Transport (Electric Vehicles) from payment of motor vehicle tax under that Act for the period commencing on and from the 3rd November 2020 and ending with the 31st December 2022.

*Explanation:*-For the purpose of this Notification, 'battery operated vehicle' shall have the meaning assigned to it in clause (u) of rule 2 of the Central Motor Vehicles Rules, 1989.

S.K. PRABAKAR,  
Additional Chief Secretary to Government.