

**BEFORE THE NATIONAL GREEN TRIBUNAL  
PRINCIPAL BENCH, NEW DELHI**

**ORIGINAL APPLICATION NO. 663 OF 2023**

**IN RE:**

Suo Moto Matter of Hon'ble NGT (PB), New Delhi- News Item Published in Indian Express Dated 07.10.2023 Titled "Grap Stage 1 Kicks in As Air Quality Dips To Poor Condition Likely To Prevail Till Sunday"

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**Through**



**BIHU SHARMA**

ADVOCATES FOR THE RESPONDENT NO. 5

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New Delhi

Dated: 15.10.2024

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**BEFORE THE NATIONAL GREEN TRIBUNAL  
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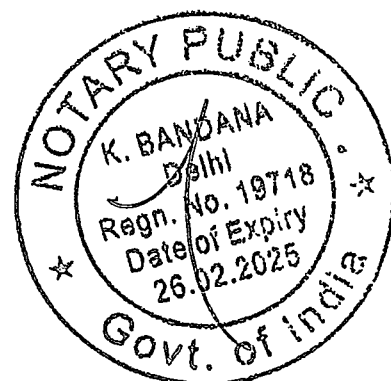
**REPLY AFFIDAVIT IN COMPLIANCE OF THE ORDER DATED  
11.09.2024 ON BEHALF OF RESPONDENT - MINISTRY OF  
ENVIRONMENT, FOREST AND CLIMATE CHANGE.**

I, Ved Prakash Mishra S/o Sh. R.S Mishra aged about 48 Years, presently working as Director with the Ministry of Environment, Forest and Climate Change (hereinafter referred to as MoEFCC) having office at Indira Paryavaran Bhawan, Jor Bagh, New Delhi -110003, do hereby solemnly affirm and state as hereunder:

1. That the present affidavit is filed in respectful compliance of the order of this Hon'ble Tribunal dated 11.09.2024, vide which this Hon'ble Tribunal was pleased to inter-alia direct as follows:

*"5. Learned Counsel for the MoEF& CC has also sought time to place on record the details of Ambient Air Quality Monitoring Stations existing in the NCR and the proposed plan to increase their number along with their locations and feasibility of setting up Mobile Ambient Air Quality Monitoring Stations in the hotspots."*

*mishra*



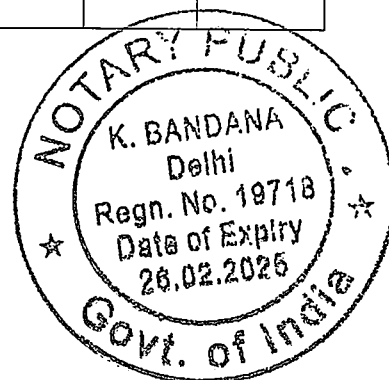
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2. That the Answering Respondent is engaged in, *inter alia*, policy formulation for abatement, control, and prevention of pollution and prescribing environmental standards to be implemented through the Central Pollution Control Board (CPCB) and State Pollution Control Boards (SPCBs)/ Pollution Control Committees (PCCs). Besides, the concerned State Pollution Control Boards/Pollution Control Committees are empowered to take all such measures as are deemed necessary or expedient for the purpose of protecting and improving the quality of the environment as well as prevention, control, and abatement of environmental pollution.
3. In reply to Para No.5, it is humbly submitted that, the detail of ambient air quality monitoring stations existing in NCR is given below in Table 1 and the proposed plan to increase their number alongwith their locations is given below in Table 2. This plan is on the basis of population based CPCB designing criteria of monitoring stations which is given at **Annexure-I**

**Table 1:** Existing ambient air quality monitoring stations in NCR

	Delhi		Haryana		Uttar Pradesh		Rajasthan	
Total Number of Districts in NCR	01 (11 districts in Delhi considered as 01)		14		08		02	
Total Number of cities in NCR	01		16		09		03	
	Manual Stations	CAAQM Stations	Manual Stations	CAAQM Stations	Manual Stations	CAAQM Stations	Manual Stations	CAAQM Stations
Number of existing stations	07	40	28	22	20	18	09	04

*Amish*

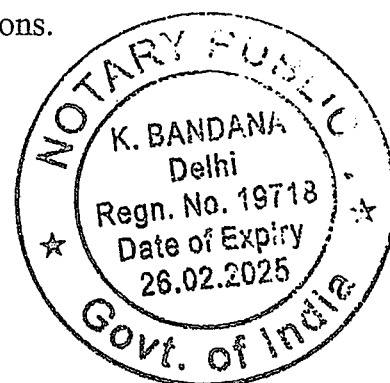


**Table 2:** Proposed ambient air quality monitoring stations in NCR

	Delhi		Haryana		Uttar Pradesh		Rajasthan	
Total Number of Districts in NCR	01 (11 districts in Delhi considered as 01)		14		08		02	
Total Number of cities in NCR	01		16		09		03	
	Manual Stations	CAAQM Stations	Manual Stations	CAAQM Stations	Manual Stations	CAAQM Stations	Manual Stations	CAAQM Stations
Number of proposed stations	0	0	20	01	22	10	0	0

Air laboratory of CPCB is having a Mobile van (portable station), designed specifically for short-term episodal studies related to Ambient Air Quality. The van is equipped with real time analysers to measure parameters i.e. PM<sub>2.5</sub>, SO<sub>2</sub>, NO<sub>2</sub>, CO, Ozone, Ammonia and Benzene. It is being deployed as and when required such studies in Delhi-NCR region. The van is fabricated on Ashok Leyland (Dost) vehicle chassis, a small size commercial vehicle having max range of 200-250 km in single CNG fuel filling. The van needs external power supply for its operation and secure place for its parking at monitoring site. Due to stability issue in the vehicle it could not be run for long distances and also limits the speed of the vehicle. The above-mentioned limitations and size of vehicle restrict its movement to far lying areas/distances. After every movement, all the analyzers mounted in the van require calibration before putting it to operation and ensure the data quality. The van can be placed for monitoring in Delhi-NCR region subject to meeting all above conditions.

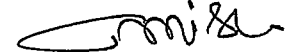
*Mishra*



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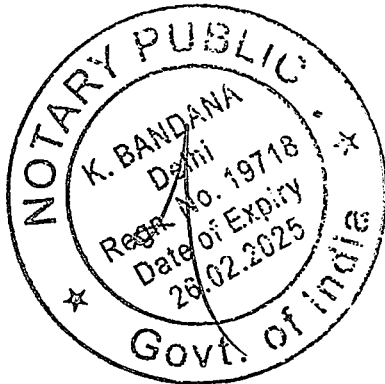
4. That, the Answering Respondent reserves its right to file additional information before the Hon'ble Tribunal, if required, till *Pendente-Lite*.
5. That, in view of the foregoing submissions, this Hon'ble Tribunal may be pleased to pass such or further orders as it may deem fit in the given circumstances of the case.

*Biha sharma*  
IDENTIFIED

VERIFICATION:


वेद DEPONENT  
VED PRAKASH MISHRA  
निदेशक/Director  
पर्यावरण, वन एवं जलवायु परिवर्तन मंत्रालय  
M/o Environment, Forest and Climate Change  
भारत सरकार, नई दिल्ली  
Govt. of India, New Delhi

Verified at New Delhi on the ~~15 OCT 2024~~ 15 OCT 2024 October, 2024 that the contents of the above affidavit are true and correct to the best of my knowledge and belief and nothing material has been suppressed or concealed therein.



15 OCT 2024



DEPONENT

वेद प्रकाश मिश्रा  
VED PRAKASH MISHRA  
निदेशक/Director  
पर्यावरण, वन एवं जलवायु परिवर्तन मंत्रालय  
M/o Environment, Forest and Climate Change  
भारत सरकार, नई दिल्ली  
Govt. of India, New Delhi

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ATTESTED  
NOTARY PUBLIC DELHI  
Govt. of India  
Mob.: 9654768498

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Annexure-IDesigning Criteria for Ambient Air Quality Monitoring Stations

Population (Census 2011)	Minimum No. of manual station	Minimum no of CAAQMS	Total
1,00,000 - < 5,00,000	1-Background 2-Residential/ Commercial	1-Residential	4
5,00,000-<10,00,000	1-Background 2-Residential/ Commercial	1-Residential 1-Traffic dominant area 1- Commercial	6
10,00,000- <50,00,000	1-Background 2-Residential/ Commercial	2-Residential 1-Traffic dominant area 1- Commercial 1-Industrial area	8
≥50,00,000	1-Background in upwind direction 1-Background in down wind direction 2-Residential/ Commercial	4-Residential 3-Traffic dominant area 3- Commercial 2-Industrial area	16

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