

BEFORE THE HON'BLE NATIONAL GREEN TRIBUNAL,

PRINCIPAL BENCH, NEW DELHI

Original Application No.263/2022

**In the matter of:**

Harpal Singh Rana

.....Applicant

Versus

DMRC & Ors.

.....Respondents

**NDOH: 31.10.2022**

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Dated: 18<sup>th</sup> October, 2022  
Place: Delhi

  
(Ajeeta Dayal Agrawal)  
Sr. Environmental Engineer

**BEFORE THE HON'BLE NATIONAL GREEN TRIBUNAL,**

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**In the matter of:**

Harpal Singh Rana

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**ACTION TAKEN REPORT ON BEHALF OF DELHI POLLUTION  
CONTROL COMMITTEE WITH RESPECT TO ORDER DATED  
27.04.2022**

It is most respectfully showeth:

1. That, this Hon'ble Tribunal took up the above referred matter on 27.04.2022 and was pleased to constitute a joint Committee comprising, Delhi Metro Rail Corporation (DMRC), State of Pollution Control Board (SPCB) & Delhi Jal Board (DJB) to take action against the discharge of rain water on roads and violation of Rule 50 of Delhi Water & Sewer (Tariff & Metering) Regulations, 2012 by DMRC and to utilize the same by appropriate rain water harvesting system which is governed by Delhi Jal Board. The State PCB was made the nodal agency for coordination and compliance.
2. That to comply with the order passed by this Hon'ble Tribunal, a meeting was held with the officials of DMRC, DPCC & DJB on 05.07.2022. It was decided in meeting that inspection of some of the sites is to be carried out by the Joint team to check the status on ground.

3. That, the joint team inspected the various metro stations like Paschim Vihar West, Peeragarhi, Nangloi, MIA, Tikri Border Metro stations and several pillar locations on Line-5 of DMRC on 08.07.2022. Following are the observations with regard to drainage of water and rainwater harvesting at these locations:-

1. At metro stations the rain water from the steel structure/ roof comes to terrace. The drain pipes from terrace takes water to ground level into the rain water harvesting pits. Further, rain water pits are generally available at one side of station, so water from one terrace goes to RWH. The drain pipes from the other terrace are connected to storm water drainage system of the road. It was noted that RWH systems have been constructed wherever land is available with DMRC (generally utilized for parking of vehicles). Where land is not available, pipes are connected to storm water drainage system. No spillage of water was observed on road. Due to unavailability of land, construction of RWH was not found to be feasible. Further, certain deficiencies in regard to rain water harvesting system were observed, which are given below:

- a. An some locations, rain water pipes are left over the drainage pits having perforated covers. This may lead to loss of some water. DMRC was advised to extend drain pipe to the inside of pit to avoid any spillage.
- b. DMRC was advised for periodic cleaning of RWH, doing numbering of RWH in entire section, putting signage on RWH.
- c. At Tikri Kalan metro station, one drain pipe was found to be leaking from the joint, and other pipe, though in dry condition, was not connected to any pit. Corrective action needs to be taken by DMRC for these pipes.

- d. At road under Tikri Kalan metro station, PWD drain inlet was found choked, leading to stagnation of water on the road.
- e. At Nangloi Metro station, surroundings around RWH were found untidy. DMRC was advised to put fencing around RWH and take up the cleaning work.

2. The committee further visited Metro pillar no. 376, 377, 384, 385 on Line-5. All these metro pillars are near Nangloi metro station. These pillars have been constructed on the median between service road and main carriage way. It was observed that drain pipes from the metro viaduct are coming to the road level. Due to unavailability of any drain in the surrounded area, though these pipes were presently dry, these will discharge water on the road. Rain water harvesting pits are also not available for collecting this water. DMRC submitted that the construction of RWH is not feasible due to non-availability of land with DMRC and technical constraints.
3. Following submissions were made by DMRC against non-availability of rain water pits at certain bridge locations:
- a. RWHS have been constructed at most of feasible locations in viaduct (bridge) in recent construction of Phase-III. These were shown to the joint committee in the section of MIA to Tikri Border station.
  - b. The construction of RWH in old viaduct locations is not feasible due to following constraints:
    - i. The location where RWHS are to be construction is in road median, which is under the maintenance of PWD and DMRC does not own land at these locations.
    - ii. The size of RWH pit is approx. 1.5m x 6m. Road median itself is approx. 1.5-2m. Considering working space requirement, the construction of RWH will require at least closure of one carriage way on both side of median, digging

in carriage way, demolition of road median including dismantling of railings/fencing on median and later restoration of carriage way, which is again in the jurisdiction of PWD. The work will also require permission from traffic police and traffic diversion. 4

- iii. Utilities like electric cables, traffic signals, if present, may require to be diverted/shifted.
- iv. Such RWH pits will be required at every alternate bridge location i.e at every 50-60m.
- v. Construction of RWH at this stage will cause disruption to traffic and inconvenience to public in addition to huge incurrence of expenditure of public money.

Copy of the joint inspection report dated 08.07.2022 is enclosed herewith as **Annexure-I**.

4. That, another joint inspection was carried out on 28.07.2022 in section between Azadpur and Jahangirpuri metro stations for examining the issues of water discharge from DMRC viaduct at pillars nos. 58, 89, 90, 103, 105, 114, 125, 31, 33, 131, 133 and construction of Rain Water Harvesting Systems. In addition to the pillars mentioned above, the team also visited Azadpur and Jahangirpuri Metro Stations to witness the existing RWH structures. Following are the observation are under:-

1. It was observed that adequate arrangements have been made by DMRC. It was a rainy day and the team found that rain water was falling in open earthen portion of the central verge of the road. At some of the locations (Pier no. 106,103,90,89,59) C&D waste, Municipal solid waste etc. was also found at median of the road (Latitude: 28.72013 Longitude:77.1674, Latitude: 28.7083 Longitude: 77.1778). DMRC submitted that the maintenance of the median of this road is carried out by PWD and in this situation

construction of RWH system will not be useful. However, rain water is penetrating in ground from Kutcha area of the median.

2. It was also observed that at Pier No. 58, 89, 92, 125, 31, the lower end of rain water pipes were broken and at pier no.114, no rain water pipe found, only clamp attached found. The broken pipes need maintenance or replacement as the need may be. DMRC team informed that recently before monsoon period all the pipes were put in place, but some of them have been stolen.
3. At some of the locations water was overflowing along surface of the pillar at Pier no. 103, 105, and it was decided to ascertain the regular cleaning of the pipes to avoid any blockage and water overflow.
4. The team witnessed that adequate RWH arrangements have already been provided at Azadpur metro station by DMRC and are in functional state.
5. At Jahangirpuri metro station, Rain water harvesting pits are not available. DMRC submitted that the construction of RWH is not feasible due to non-availability of DMRC land. However, RWH structures are constructed and in functional state in parking area.
6. The team consisting of DMRC, DJB, DPCC officials was of the view that adequate arrangements have already been done by DMRC to ensure no overflow of water occurs from the piers to the public roads and the possibility of creating RWH structures at each location was not feasible.
7. It was further submitted by DMRC that in all new constructions, provision of RWH is being made at all the feasible locations.

Copy of the joint inspection report dated 28.07.2022 alongwith photographs collected during the visit are enclosed herewith as **Annexure-II.**

5. That, another meeting of joint committee was held on 31.08.2022. It was decided in meeting that as the subject matter pertains to DJB and the complaint has been lodged against DMRC, ATR shall be asked from DJB & DMRC upon the findings of joint inspection team and the latest status/ ATR from DJB & DMRC regarding the allegations made in the complaint. Further it was decided to make land owning agency i.e PWD/MCD as the party in this case. Copy of the Minutes of meeting is enclosed herewith as **Annexure-III.**

6. That, the DMRC submitted its response on 15.09.2022 in response to the mail sent by DPCC seeking ATR, interalia mentioning following points :-

- (i) Modalities of installing RWH Systems, wherever they are not installed.
- (ii) Status of installing RWH in future construction projects by DMRC.
- (iii) Steps taken to rectify the deficiencies observed at existing RWH system installed by DMRC.

Copy of the action taken report of DMRC is enclosed herewith as **Annexure IV.**

7. That, DPCC also issued an email on 31.08.2022 to DJB for providing its ATR on two points mainly:-

(i) Whether there is any violation of the Delhi Water & Sewer (Tariff and Metering) Regulations, 2012 in this case by DMRC. (7)

(ii) If yes, then what action has been taken/contemplated by DJB

Copy of the email dated 31.08.2022 is enclosed herewith as Annexure V.

8. That DJB in its interim reply has stated that the matter/ case is being sent to their legal department for its expert opinion.

Copy of the reply of DJB 01.09.2022 is enclosed herewith as Annexure VI.

8. That, a reminder dated 05.09.2022 has again been issued to DJB for providing ATR, but no ATR has been received from DJB till date.

9. In view of the above it is most respectfully submitted that suitable direction be issued to Delhi Metro Rail Corporation, Delhi Jal Board & Land owning agencies (i.e PWD/MCD), to take further necessary action on the complaint.

The present status report may kindly be taken on record.

  
(Ajeeta Dayal Agrawal)  
Sr. Environmental Engineer

Date:-08.07.2022

8

MINUTES OF MEETING

Annexure-I

Sub :Joint visit of sites under original application no. 263/2022 before National Green Tribunal.

Honorable NGT vide order dated 27.04.2022 in O.A no. 263/2022 AG formed a joint committee comprising of DMRC, State PCB (here DPCC) and DJB for taking action against the issues raised by petitioner and submission of action taken and factual report on the matter.

In accordance to above direction of Hon'ble NGT, joint site visit was done on 08.07.2022 wherein following representative of DMRC, DPCC and DJB were present:-

1. Dr. Anwar Ali Khan(SEE), DPCC
2. Mr. Shyam Sundar (EE), DPCC
3. Mr. Vikash Singhal (Sr.DGM/Env.), DMRC
4. Mr. Ankit Jindal (Dy.CE/C&S-VI), DMRC
5. Mr. Vimal Belani (Ex.Engineer), DJB
6. Assistant Engineer, MCD

Observations noted by joint committee are as below:-

The committee visited various stations of Line-5 i.e Paschim Vihar West, Peeragarhi, Nangloi, MIA, Tikri Border metro stations and several pillar locations in the section. The observation in regard to drainage of water and rainwater harvesting are as under:

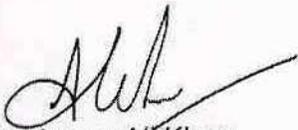
1. At metro stations the rain water from the steel roof comes to terrace. The drain pipes from terrace takes water to ground level into the rain water harvesting pits. Further, rain water pits are generally available at one side of station, so water from one terrace goes to RWH. The drain pipes from the other terrace are connected to storm water drainage system of the road. It was noted that RWHs are constructed wherever, DMRC land (generally utilized for parking of vehicles) is available. Where land is not available, pipes are connected to storm water drainage system. No spillage of water was observed on road. Due to

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Akh Belani



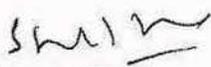
- i. The location where RWHs are to be constructed is in road median, which is under the maintenance of PWD. DMRC do not own land at these locations.
- ii. The size of RWH pit is approx. 1.5m x 6m. Road median itself is approx. 1.5-2m. Considering working space requirement, the construction of RWH will require at least closure of one carriage way on both side of median, digging in carriage way, demolition of road median including dismantling of railings/fencing on median and later restoration of carriage way, which is again in the jurisdiction of PWD. The work will also require permission from traffic police and traffic diversion.
- iii. Utilities like electric cables, traffic signals, if present, may require to be diverted/shifted.
- iv. Such RWH pits will be required at every alternate bridge location i.e at every 50-60m.
- v. Construction of RWH at this stage will cause disruption to traffic and inconvenience to public in addition to huge incurrence of expenditure of public money.

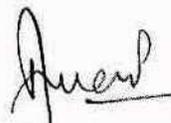
4. It was further submitted by DMRC in all new construction, provision of RWH is being kept at all the feasible locations.

  
Dr. Anwar Ali Khan  
(SEE), DPCC

  
Vimal Belani  
(Ex.Engineer), DJB

  
Vikash Singhal  
(Sr.DGM/Env.), DMRC

  
Mr. Shyam Sundar  
(EE), DPCC

  
Ankit Jindal  
(Dy.CE/C&S-VI), DMRC

MINUTE OF SITE VISIT

**Sub:** Joint Site Visit under Original Application No. 263/2022 before Hon'ble National Green Tribunal

**Site:** Section between Azadpur and Jahangirpuri Metro Stations

**Date and Time:** 28<sup>th</sup> July 2022 from 11:30 AM– 01:30 PM

In compliance to Hon'ble National Green Tribunal orders in O.A. 263/2022 dated 27.04.2022, committee comprising DPCC, DJB and DMRC visited the sites in section between Azadpur and Jahangirpuri metro stations on 28.07.2022 for examining the issues of water falling from DMRC viaduct at pier nos. 58, 89, 90, 103, 105, 114, 125, 31, 33, 131, 133 and construction of Rain Water Harvesting Systems, raised by the petitioner. In addition to the piers mentioned above, the team also visited Azadpur and Jahangirpuri Metro Stations to witness the existing RWH structures.

The following officials were present during the site visit:

1. Mr Vikash Singhal, Sr. DGM (Environment), DMRC
2. Mr Rakesh Sharma, AE, (RWH)-I, DJB
3. Mr Vikas, JEE, DPCC
4. Mr Kuldeep, XEN(Line), DMRC
5. Mr Piyush Gupta, AM (Env.), DMRC
6. Mr Kamal Gaurav, JEE, DPCC

Observations by the joint committee are as follows:

1. All the piers mentioned above were inspected to check whether the water from the piers was overflowing on the roads or not. It was observed that adequate arrangements have been made, it was a rainy day and found that rain water was falling in open earthen portion of the central verge of the road. At some of the locations (Pier no. 106,103,90,89,59) C&D waste, Municipal solid waste etc. was found at median of the road (Latitude: 28.72013 Longitude:77.1674, Latitude: 28.7083 Longitude: 77.1778). DMRC submitted that the maintenance of the median of this road is carried out by PWD and in this situation construction of RWH system will not be useful. However, rain water is penetrating in ground from Kutcha area of the median.
2. It was also observed that at Pier No. 58, 89, 92, 125, 31, the lower end of rain water pipes were broken and at pier no.114, no rain water pipe found, only clamp attached found. The broken pipes need maintenance or replacement as the need may be. DMRC team informed that recently before monsoon period all the pipes were put in place, but some of them have been stolen.
3. At some of the locations water was overflowing along surface of the pillar at Pier no. 103, 105, and it was decided to ascertain the regular cleaning of the pipes to avoid any blockage and water overflow.

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JEE

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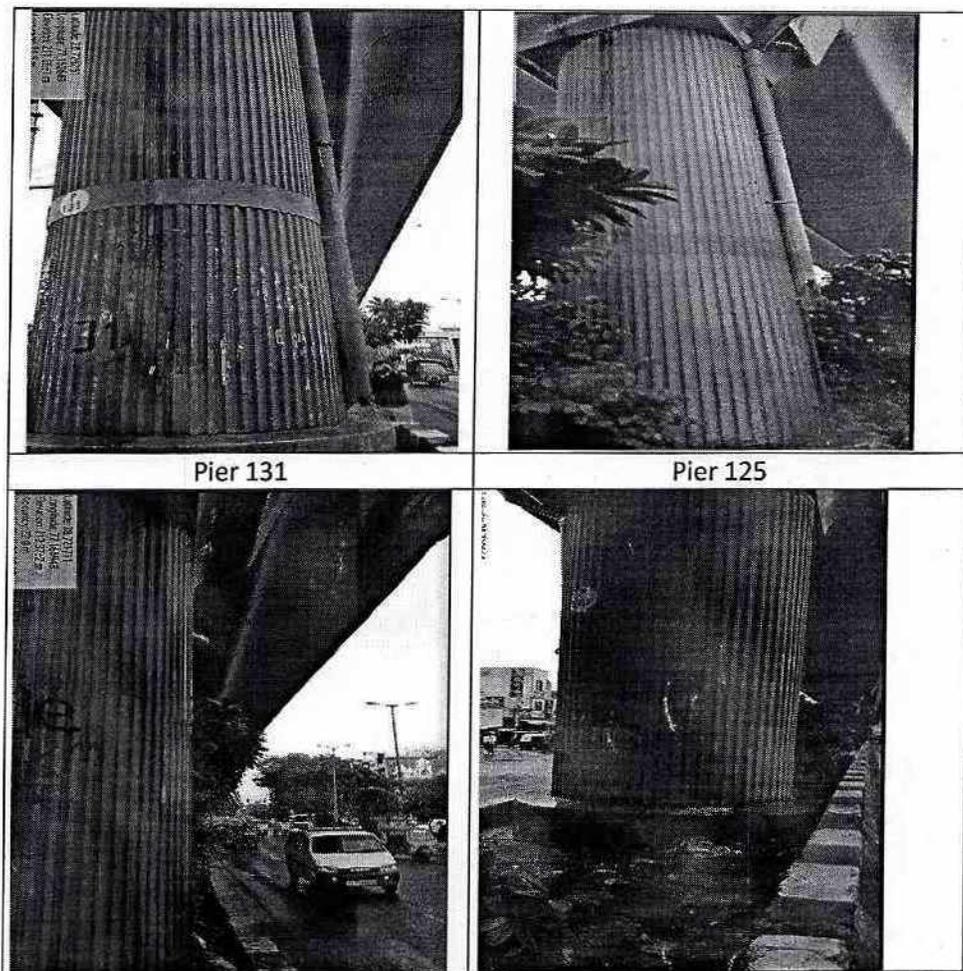
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KAMAL, JEE

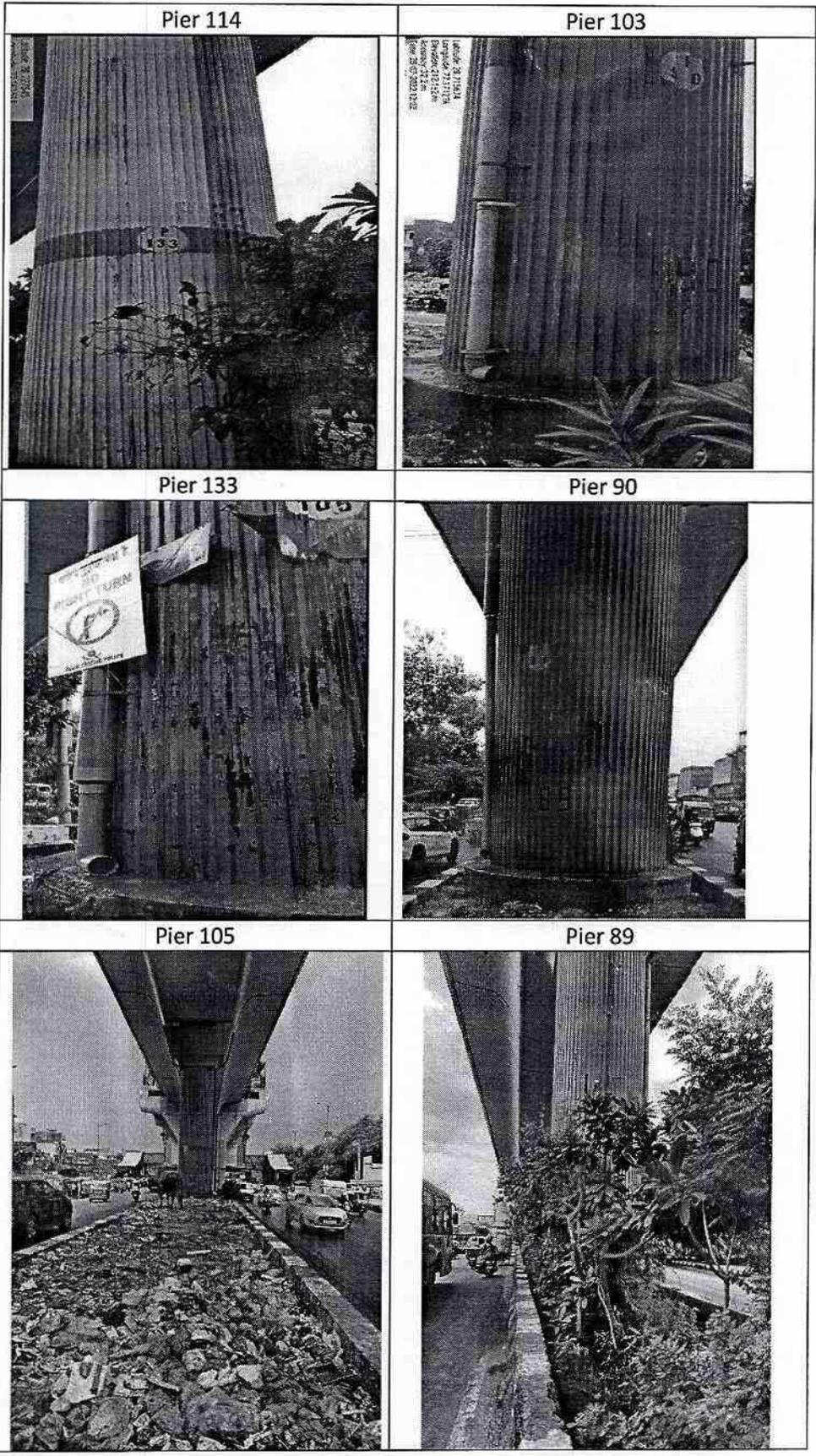
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4. The team witnessed that adequate RWH arrangements have already been provided at Azadpur metro station by DMRC and are in functional state.
5. At Jahangirpuri metro station Rain water harvesting pits are not available. DMRC submitted that the construction of RWH is not feasible due to non-availability of DMRC land. However, RWH structures are constructed and in functional state in parking area.
6. After the visit, the team consisting of DMRC, DJB, DPCC officials was in favour of the view that adequate arrangements have already been done by DMRC to ensure no overflow of water occurs from the piers to the public roads and the possibility of creating RWH structures at each location was not feasible.
7. It was further submitted by DMRC that in all new constructions, provision of RWH is being made at all the feasible locations.
8. Some of the photographs collected during the visit are attached for reference below:



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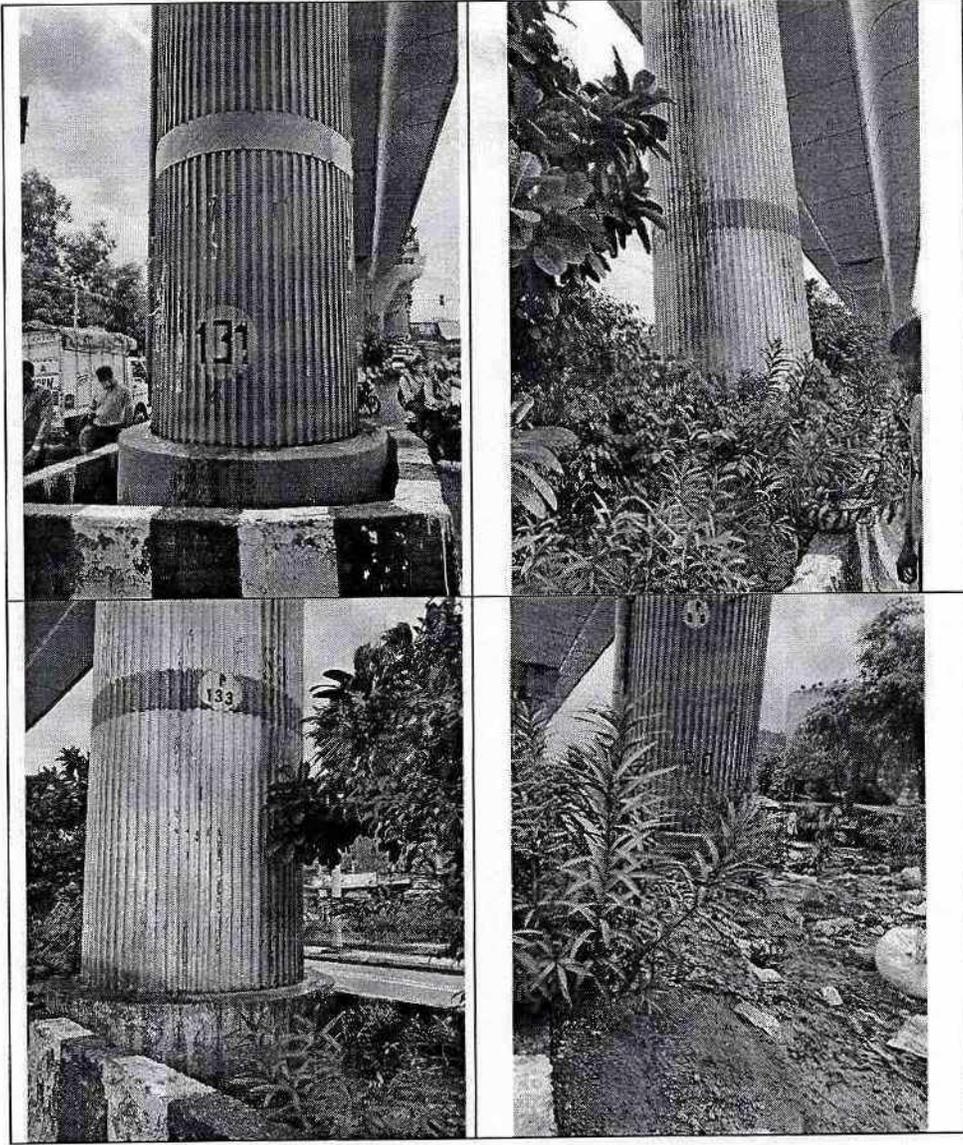
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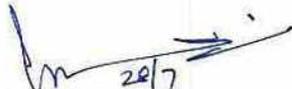
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KAMAL, JEF

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14



  
(Vikash Singhal)  
Sr. DGM (Environment)  
DMRC

  
(Rakesh Sharma)  
Assistant Engineer (Civil)  
(RwH)-I, DJB

  
(Vikas)  
Jr. Env. Engineer  
DPCC

  
(Kuldeep Kumar)  
Ex. Engineer (Civil)  
DMRC

  
(Kamal Gaurav)  
Jr. Env. Engineer  
DPCC

**Minutes of Meeting**

Date:-31.08.2022

First meeting with the stake holders i.e DJB & DMRC regarding the orders passed by Hon'ble NGT on 27.04.2022 in OA No. 263/2022 titled "Harpal Singh Rana Vs. DMRC & Ors" was held on 05.07.2022.

Following the first meeting, inspection of the sites by the joint team of DPCC, DJB & DMRC have been carried out on 08.07.2022 and 28.07.2022 at various locations. The findings of the inspection are annexed.

To finalize the way forward another meeting with the stake holders was held on 31.08.2022 through VC.

In this meeting the following officials participated:-

- i. Smt Ajeeta Dayal Agrawal, SEE, DPCC.
- ii. Sh K. Kumar, EE, DPCC
- iii. Sh Nikunj Malik, JEE, DPCC
- iv. Sh Vikas Sighal, Sr. DGM (Environment), DMRC.
- v. Sh Kuldeep, XEN (Line), DMRC.
- vi. Sh Vimal Beloni, EE, DJB.
- vii. Sh Utkarsh Kaushik, DMRC.

At the outset, SEE (DPCC) apprised the participants of the purpose of the meeting which was to finalize the ATR to be submitted before the Hon'ble NGT before the next date of hearing, as DPCC has been acting as a nodal agency in compliance to the order of the Hon'ble NGT dated 27.04.2022.

It was decided in meeting that ATR/latest status shall be asked from DJB & DMRC (to whom the subject matter relate) so that a comprehensive ATR may be filled before Hon'ble NGT based upon the findings of joint inspection team and the latest status from DJB & DMRC regarding the allegations in the complaint.

It was also decided to make the land owning agency (ies) i.e PWD/MCD as the party in this case.

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# दिल्ली मेट्रो रेल कॉर्पोरेशन लि०

## DELHI METRO RAIL CORPORATION LTD.

(भारत सरकार एवं दिल्ली सरकार का संयुक्त उपक्रम)  
(A JOINT VENTURE OF GOVERNMENT OF INDIA AND GOVT. OF DELHI)

No. DMRC/ENV/RWH/93/2022/5657

Dated: 13.09.2022

In-charge  
CMC-II, DPCC  
New Delhi

Annexure-IV

Joint Committee
Dairy No. 122248
15 SEP 2022
Cmc-2
Sign. of Receiving Officer

**Sub: Submission of Action Taken Report - Joint committee in connection with Hon'ble NGT matter OA No. 263/2022 titled "Harpal Singh Rana Vs Delhi Metro Rail Corporation & Ors.**

Ref: Your email in the subject matter dated 31.08.2022

Dear Sir

In reference to the above, please find below point wise reply to the observations of the committee:

Sl. No.	Observation	DMRC's Reply
1.	Modalities of installing RWH systems, wherever they are not installed.	Annexure-A
2.	Status of installing RWH in future construction projects by DMRC	Provision of rain harvesting system is being done for future DMRC projects for both stations and piers, wherever feasible.
3.	Steps taken to rectify the deficiencies observed at existing RWH systems installed	For deficiency observed in the joint inspection, cleaning work of harvesting pits and surrounding area has been taken up. Details of Harvesting pit numbering have been prepared and are being taken up from one end. Rectification of disconnected/damaged pipes is under progress.

Thanking you

Yours faithfully

19/9/22

Sh. Nibhans (JEE)  
Sund

13/9/22

(Vikash Singhal)

Sr. Dy. General Manager/Env.

(मेट्रो भवन, फायर ब्रिगेड लेन, बाराखम्बा रोड, नई दिल्ली-110001)

Metro Bhawan, Fire Brigade Lane, Barakhamba Road, New Delhi-110001

## Modalities of installing RWH systems, wherever they are not installed

Sl. No.	Line	Location	Reply
1.	Line-5 (Green Line)	Peeraghari metro station	Rainwater falling on one half of the station roof area is being discharged into the rainwater harvesting pit and the rainwater falling on the other half is being discharged into the stormwater drain. Construction of RWH pit on this side of the station is not possible due to non-availability of land.
2.	Line-5 (Green Line)	Pier no. 376 (Maharaja Surajmal stadium – Nagloi)	Presently rainwater is being discharged into the footpath between the median of the service road & main road due to the non-availability of a stormwater drain nearby.  At present, construction of an RWH pit on the road median is not possible due to the following reasons:  1. The land belongs to PWD. 2. Insufficient width of the road median. 3. Not practically feasible due to road traffic etc.
3.	Line-5 (Green Line)	Pier no. 377 (Maharaja Surajmal stadium – Nagloi)	Presently rainwater is being discharged into the footpath between the median of the service road & main road due to the non-availability of a stormwater drain nearby.  At present, construction of an RWH pit on the road median is not possible due to the following reasons:  1. The land belongs to PWD. 2. Insufficient width of the road median. 3. Not practically feasible due to road traffic etc.
4.	Line-5 (Green Line)	Pier no. 383 (Maharaja Surajmal stadium – Nagloi)	Presently rainwater is being discharged into the footpath between the median of the service road & main road due to the non-availability of a stormwater drain nearby.  At present, construction of an RWH pit on the road median is not possible due to the following reasons:  1. The land belongs to PWD. 2. Insufficient width of the road median. 3. Not practically feasible due to road traffic etc.
5.	Line-5 (Green Line)	Pier no. 384 (Maharaja Surajmal)	Presently rainwater is being discharged into the footpath between the median of the service road & main road due to the non-availability of

		stadium – Nagloi)	a stormwater drain nearby.  At present, construction of an RWH pit on the road median is not possible due to the following reasons: <ol style="list-style-type: none"> <li>1. The land belongs to PWD.</li> <li>2. Insufficient width of the road median.</li> <li>3. Not practically feasible due to road traffic etc.</li> </ol>
6.	Line-5 (Green Line)	Maharaja Surajmal stadium metro station	Rainwater falling on one half of the station roof area is being discharged into the rainwater harvesting pit and the rainwater falling on the other half is being discharged into the stormwater drain. Construction of RWH pit on this side of the station is not possible due to non-availability of land.
7.	Line-5 (Green Line)	Nangloi metro station	Rainwater falling on one half of the station roof area is being discharged into the rainwater harvesting pit and the rainwater falling on the other half is being discharged into the stormwater drain. Construction of RWH pit on this side of the station is not possible due to non-availability of land.
8.	Line-5 (Green Line)	Paschim vihar east metro station	Rainwater falling on one half of the station roof area is being discharged into the rainwater harvesting pit and the rainwater falling on the other half is being discharged into the stormwater drain. Construction of RWH pit on this side of the station is not possible due to non-availability of land.
9.	Line-5 (Green Line)	Mundka industrial area metro station	Rainwater falling on one half of the station roof area is being discharged into the rainwater harvesting pit and the rainwater falling on the other half is being discharged into the stormwater drain. Construction of RWH pit on this side of the station is not possible due to non-availability of land.
10.	Line-5 (Green Line)	Tikri kalan metro station	Rainwater falling on one half of the station roof area is being discharged into the rainwater harvesting pit and the rainwater falling on the other half is being discharged into the stormwater drain. Construction of RWH pit on this side of the station is not possible due to non-availability of land.
11.	Line-5 (Green Line)	Tikri border metro station	Rainwater falling on one half of the station roof area is being discharged into the rainwater harvesting pit and the rainwater falling on the other half is being discharged into the stormwater drain. Construction of RWH pit on this side of the station is not possible due to non-availability of land.
12.	Line-5	Ghevra metro	Rainwater falling on one half of the station roof

	(Green Line)	station	area is being discharged into the rainwater harvesting pit and the rainwater falling on the other half is being discharged into the stormwater drain. Construction of RWH pit on this side of the station is not possible due to non-availability of land.
13.	Line-2 (Yellow Line)	P-31 (Model Town – Azadpur)	<p>Presently rainwater is being discharged into the divider of the road.</p> <p>At present, construction of an RWH pit on the road divider is not possible due to the following reasons:</p> <ol style="list-style-type: none"> <li>1. The land belongs to PWD.</li> <li>2. Insufficient width of the road median.</li> <li>3. Not practically feasible due to road traffic etc.</li> </ol>
14.	Line-2 (Yellow Line)	P-33 (Model Town – Azadpur)	<p>Presently rainwater is being discharged into the divider of the road.</p> <p>At present, construction of an RWH pit on the road divider is not possible due to the following reasons:</p> <ol style="list-style-type: none"> <li>1. The land belongs to PWD.</li> <li>2. Insufficient width of the road median.</li> <li>3. Not practically feasible due to road traffic etc.</li> </ol>
15.	Line-2 (Yellow Line)	P-58 (Azadpur – Adarsh Nagar)	<p>Presently rainwater is being discharged into the divider of the road.</p> <p>At present, construction of an RWH pit on the road divider is not possible due to the following reasons:</p> <ol style="list-style-type: none"> <li>1. The land belongs to PWD.</li> <li>2. Insufficient width of the road median.</li> <li>3. Not practically feasible due to road traffic etc.</li> </ol>
16.	Line-2 (Yellow Line)	P-89 (Azadpur – Adarsh Nagar)	<p>Presently rainwater is being discharged into the divider of the road.</p> <p>At present, construction of an RWH pit on the road divider is not possible due to the following reasons:</p> <ol style="list-style-type: none"> <li>1. The land belongs to PWD.</li> <li>2. Insufficient width of the road median.</li> <li>3. Not practically feasible due to road traffic etc.</li> </ol>
17.	Line-2 (Yellow Line)	P-90 (Azadpur – Adarsh Nagar)	<p>Presently rainwater is being discharged into the divider of the road.</p> <p>At present, construction of an RWH pit on the road divider is not possible due to the following reasons:</p>

			<ol style="list-style-type: none"> <li>1. The land belongs to PWD.</li> <li>2. Insufficient width of the road median.</li> <li>3. Not practically feasible due to road traffic etc.</li> </ol>
18.	Line-2 (Yellow Line)	P-103 (Adarsh Nagar – Jahangirpuri)	<p>Presently rainwater is being discharged into the divider of the road.</p> <p>At present, construction of an RWH pit on the road divider is not possible due to the following reasons:</p> <ol style="list-style-type: none"> <li>1. The land belongs to PWD.</li> <li>2. Insufficient width of the road median.</li> <li>3. Not practically feasible due to road traffic etc.</li> </ol>
19.	Line-2 (Yellow Line)	P-105 (Adarsh Nagar – Jahangirpuri)	<p>Presently rainwater is being discharged into the divider of the road.</p> <p>At present, construction of an RWH pit on the road divider is not possible due to the following reasons:</p> <ol style="list-style-type: none"> <li>1. The land belongs to PWD.</li> <li>2. Insufficient width of the road median.</li> <li>3. Not practically feasible due to road traffic etc.</li> </ol>
20.	Line-2 (Yellow Line)	P-114 (Adarsh Nagar – Jahangirpuri)	<p>Presently rainwater is being discharged into the divider of the road.</p> <p>At present, construction of an RWH pit on the road divider is not possible due to the following reasons:</p> <ol style="list-style-type: none"> <li>1. The land belongs to PWD.</li> <li>2. Insufficient width of the road median.</li> <li>3. Not practically feasible due to road traffic etc.</li> </ol>
21	Line-2 (Yellow Line)	P-119 (Adarsh Nagar – Jahangirpuri)	<p>Presently rainwater is being discharged into the divider of the road.</p> <p>At present, construction of an RWH pit on the road divider is not possible due to the following reasons:</p> <ol style="list-style-type: none"> <li>1. The land belongs to PWD.</li> <li>2. Insufficient width of the road median.</li> <li>3. Not practically feasible due to road traffic etc.</li> </ol>
22.	Line-2 (Yellow Line)	Haiderpur Badli Mor metro station	Rainwater harvesting pit available and it is functional.

**NGT matter :- Joint committee in connection with Hon'ble NGT matter OA No. 263/2022 titled "Harpal Singh Rana Vs Delhi Metro Rail Corporation & Ors**

2 messages

*Annexure - I*

**DPCC (CMC-2)** <dpcc.cmc2@gmail.com>

Wed, Aug 31, 2022 at 2:33 PM

To: harish.chander65@gov.in, "rainwaterharvesting2013@gmail.com" <rainwaterharvesting2013@gmail.com>

Cc: ajeeta aggrawal <ajeeta1@yahoo.com>, krishan sehrawat <krishansehrawat@yahoo.com>

Dear Sir,

With reference to Minutes of Meeting dated 31.08.2022 (enclosed) & the decisions taken during the meeting, please forward the ATR/Status report regarding followings:-

1. Whether there is any violation of the Delhi Water & Sewer (Tariff and Metering) Regulations, 2012 in this case by DMRC.
2. If yes, then what action has been taken/contemplated by DJB .

Kindly forward the replies upto tomorrow, 2:00 PM.

Regards,

Incharge  
CMC-II, DPCC

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 **MOM 31.08.2022 OA 263.pdf**  
4827K

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**Rain water** <rainwaterharvesting2013@gmail.com>

Thu, Sep 1, 2022 at 4:11 PM

To: "DPCC (CMC-2)" <dpcc.cmc2@gmail.com>

Cc: harish.chander65@gov.in, ajeeta aggrawal <ajeeta1@yahoo.com>, krishan sehrawat <krishansehrawat@yahoo.com>

Respected Sir/Madam,

May kindly refer to your mail dated 31.08.2022, regarding violation of Delhi Water & Sewer (Tariff and Metering) Regulation 2012, the case has been sent to the Legal Cell of Delhi Jal board for the expert opinion on the above.

With regards

EE(RWH)-I  
[Quoted text hidden]

**NGT matter :- Joint committee in connection with Hon'ble NGT matter OA No. 263/2022 titled  
"Harpal Singh Rana Vs Delhi Metro Rail Corporation & Ors**

2 messages

Annexure-VI

DPCC (CMC-2) &lt;dpcc.cmc2@gmail.com&gt;

Wed, Aug 31, 2022 at 2:33 PM

To: harish.chander65@gov.in, "rainwaterharvesting2013@gmail.com" &lt;rainwaterharvesting2013@gmail.com&gt;

Cc: ajeeta aggrawal &lt;ajeeta1@yahoo.com&gt;, krishan sehrawat &lt;krishansehrawat@yahoo.com&gt;

Dear Sir,

With reference to Minutes of Meeting dated 31.08.2022 (enclosed) & the decisions taken during the meeting, please forward the ATR/Status report regarding followings:-

1. Whether there is any violation of the Delhi Water & Sewer (Tariff and Metering) Regulations, 2012 in this case by DMRC.
2. If yes, then what action has been taken/contemplated by DJB.

Kindly forward the replies upto tomorrow, 2:00 PM.

Regards,

Incharge  
CMC-II, DPCC MOM 31.08.2022 OA 263.pdf  
4827K

Rain water &lt;rainwaterharvesting2013@gmail.com&gt;

Thu, Sep 1, 2022 at 4:11 PM

To: "DPCC (CMC-2)" &lt;dpcc.cmc2@gmail.com&gt;

Cc: harish.chander65@gov.in, ajeeta aggrawal &lt;ajeeta1@yahoo.com&gt;, krishan sehrawat &lt;krishansehrawat@yahoo.com&gt;

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With regards

EE(RWH)-I

[Quoted text hidden]