BEFORE THE NATIONAL GREEN TRIBUNAL, PRINCIPAL

BENCH, NEW DELHI

ORIGINAL APPLICATION NO. 687 OF 2023

IN THE MATTER OF: -

AIR QUALITY INDEX IN VARIOUS CITIES

NDOH: -20.01.2026

I N D E X

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THROUGH COUNSEL

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DATE: 17.01.2026
PLACE: NEW DELHI

BEFORE THE NATIONAL GREEN TRIBUNAL, PRINCIPAL BENCH, NEW DELHI

ORIGINAL APPLICATION NO. 687 OF 2023

IN THE MATTER OF: -

AIR QUALITY INDEX IN VARIOUS CITIES

SHORT AFFIDAVIT ON BEHALF OF RESPONDENT NO.34/DISTRICT MAGISTRATE, CHANDIGARH.

I, Nishant Kumar Yadav, District Magistrate Chandigarh, Estate Office Building, Sector 17, Chandigarh-160017, being well conversant with the fact of the case in my official capacity and being competent to swear this affidavit do hereby solemnly affirm and state as under: -

1. That the District Magistrate, Chandigarh has been arrayed as Respondent No.34 in the above-captioned matter and I am fully conversant with the facts and circumstances of the case and am duly competent to sign the present Short Affidavit.

2. That the answering respondent is filling the present Short Affidavit based on the information that is available online in furtherance of the order dated 06.11.2025.

3. That the answering respondent would like to apprise this Hon'ble Court that in U.T. Chandigarh, during the last three

...tive Magistrate

Deputy Commissioner,
U.T., Chandigarh

months, air quality remained largely in the satisfactory to moderate category (AQI up to 200). Only two days of poor air quality were observed during Diwali, while five days in December fell under the poor category. The AQI reached the very poor category on only one day in December, i.e., on 20.12.2025.

4. That the answering respondent would like to humbly submit that based on the information received from the Chandigarh Pollution Control Committee (CPCC) for control of Air Pollution under National Clean Air Program (NCAP), a detailed Air Action Plan has been formulated.

5. That the detailed action plan includes both short-term strategies such as emergency road sprinkling and construction regulation, and long-term goals like expansion of the city's green cover, adoption of electric vehicles, traffic management, and improved public transport. Additionally, CPCC has encouraged high density plantations to improve dust filtration and carbon sequestration, and it has highlighted the creation of green buffer zones in pollution-prone locations. For a more efficient and successful implementation, this strategy was created after consultation with all relevant departments.

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6. That in the city of Chandigarh there is State Level Implementation Committee (SLIC), made up of representatives from all relevant departments, overseeing the execution of the Air Action Plan's Chandigarh. Additionally, the Steering-cum-Monitoring Committee, led by the Chief Secretary of the Chandigarh Administration and consists of Senior Chandigarh Administration Officials. Therefore, the issue of air quality in Chandigarh is being dealt and monitored at the highest level of administration. That the State Level Implementation Committee (SLIC) was constituted by the Chandigarh Administration on 09.07.2019.

   A true copy of the Order dated 10.07.2019 is annexed herewith as **ANNEXURE R-1 @ pgs. 21 to 24**.

7. That the answering respondent would like to humble submit that one of the key steps has been the installation of Continuous Ambient Air Quality Monitoring Stations (CAAQMS) at multiple locations across the city. Accordingly, in addition to already operational five nos. of manual Ambient Air Quality Monitoring Stations (Sector 17, Sector 39, Sector 12, Village Kaimbwala and Industrial Area Ph-I), CPCC has installed three nos. of CAAQMS at Sector 25, Sector 22 and Sector 53.

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8. The stations monitor real-time data for pollutants such as PM2.5, PM10, nitrogen oxides (NOx), sulphur dioxide (SO_2), carbon monoxide (CO), ozone (O_3), ammonia etc., along with weather parameters, helping authorities and the public stay informed and enabling data driven decision making. That the data is being displayed at Sector 22, Sector 25, Sector 53 and Sector 19 through LED Display Boards.

9. That to tackle dust pollution, which is a major contributor to poor air quality in Chandigarh, CPCC provided funds to MCC under NCAP for the procurement of Mechanical Road Sweeping Machines, Foggers and Water Sprinklers and issued guidelines for the use of these machines. These activities are monitored using GPS-enabled systems to ensure transparency, efficiency, and accountability.

A true copy of the Guidelines dated 24.07.2025 is annexed herewith as **ANNEXURE R-2 @ pgs. 25 to 32**.

10. That CPCC has also issued directions to Municipal Corporation for strict enforcement of Construction and Demolition Waste Management Policy of MCC on the C&D sites and contractors are required to use dust nets, regularly sprinkle water, and to follow waste disposal norms

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U.T., Chandigarh

to minimize emissions. Regular inspection is carried out by CPCC in order to ensure strict compliance of the norms.

11. That, the answering respondent would like to humble submit that the Graded Response Action Plan (GRAP) are a set of emergency measures taken to prevent further deterioration of air quality. That in order to address this pressing issue, CPCC prepared the GRAP, which is a structured framework designed to combat air quality deterioration.

12. The Graded Response Action Plan (GRAP) is a dynamic, situation-specific framework aimed at mitigating air pollution. The GRAP plan for Chandigarh outlines a set of predefined actions based on the severity of air pollution. GRAP is unique in its tiered approach to tackle pollution, aligning its measures with the Air Quality Index (AQI) levels reported in real-time. It is specifically targeted at addressing sources of pollution during critical periods, ensuring that actions are proportional to the severity of air quality. Since its implementation, GRAP has been a vital mechanism for managing pollution levels, especially during the peak winter months when air quality often plummets to poor levels. GRAP is an emergency air quality management protocol designed to kick in when the Air Quality Index

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U.T., Chandigarh

(AQI) crosses specified thresholds, such as "Poor," "Very Poor," or "Severe." Accordingly, as and when required GRAP is invoked.

A true copy of the GRAP Plan for Chandigarh is annexed herewith as **ANNEXURE R-3 @ pgs. 33 to 39**.

COMPARISON OF AIR QUALITY OF CHANDIGARH WITH DELHI

13. During October to December 2025, both Chandigarh and Delhi experienced a clear seasonal deterioration in air quality as winter sets in Delhi consistently recorded significantly higher AQI levels, with frequent very poor to severe episodes, particularly in November and December. In U.T. Chandigarh, during the last three months, air quality remained largely in the satisfactory to moderate category (AQI up to 200). Only two days of poor air quality were observed during Diwali, while five days in December fell under the poor category. The AQI reached the very poor category on only one day in December, i.e., on 20.12.2025. A day-to-day comparative calendar of AQI of Delhi and Chandigarh for the past 3 months is placed below for reference.

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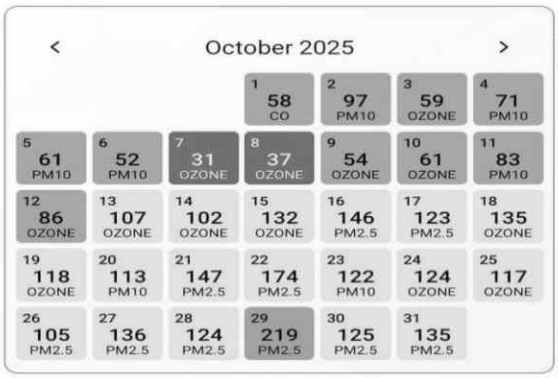
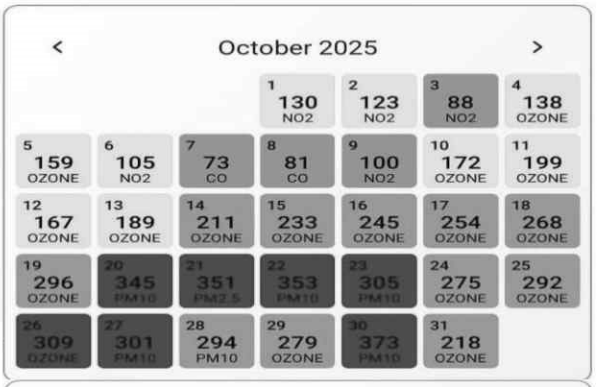
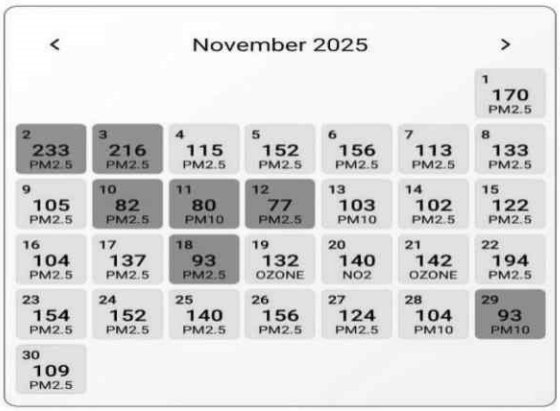
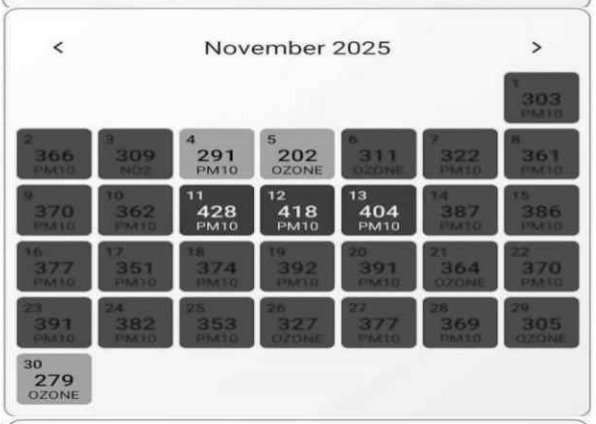
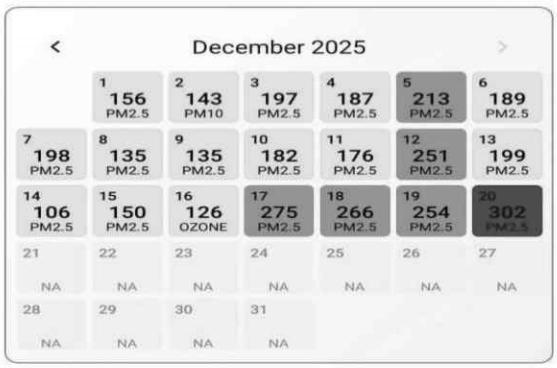
Deputy Commissioner,
U.T., Chandigarh



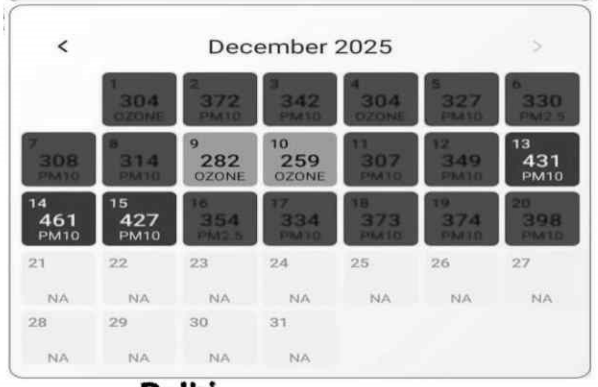








Chandigarh



Delhi

14. The overall air quality has remained in the satisfactory to moderate category over the past four months. Following actions are being undertaken to further improve it: -

a. CPCC has issued directions under the Air (Prevention and Control of Pollution) Act, 1981 on 14.07.2025 to various agencies including the Municipal Corporation, Engineering Department, Railways, and Institutions

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like Panjab University, PGIMER, PEC demanding immediate action to curb dust emissions and improve road and waste management practices. In addition, during periods of "very poor" air quality, CPCC directed MCC that no manual sweeping should occur without prior water sprinkling.

b. Recognizing the role of public involvement, CPCC conducts Information, Education, and Communication (IEC) campaigns to raise awareness about air pollution and its health effects. Activities such as environmental rallies, workshops in schools and colleges, and campaigns promoting eco-friendly practices, radio jingles, newspapers advisories are being regularly done. These efforts aim to build a culture of environmental responsibility among citizens.

A true copy of the Advisories is annexed herewith as **ANNEXURE** R-4 **@ pgs.** 40 **to** 40.

c. Regular and intensified sprinkling/fogging is being carried out on the major roads of Chandigarh. In addition, roads are being cleaned through mechanized sweeping machines to ensure that dust does not accumulate on road surfaces and get re-

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suspended into the air.

A true cope of the photographs is annexed herewith as **ANNEXURE** R**-5 @ pgs.** 41 **to** 42.

15. That the answering respondent would like to humble submit that CPCC has issued an advisory on 26.11.2025 to the Municipal Corporation Chandigarh and Engineering Department, Chandigarh Administration on mandatory dust mitigation practices during road re-carpeting and maintenance works to suppress the dust generated road construction activities. CPCC issued guidelines on 24.07.2025 for the use of mechanized road sweeping machines as well as anti-smog guns and water sprinklers.

A true copy of the Advisory dated 26.11.2025 is annexed herewith as **ANNEXURE** R**-6 @ pgs.** 43 **to** 46.

16. These activities are monitored using GPS-enabled systems to ensure transparency, efficiency, and accountability.

a. To address the air pollution issues of the City of Chandigarh, the CPCC has given the study i.e., 'Source Apportionment, Emission Inventory and Carrying Capacity for UT Chandigarh" to Indian Institute of Technology Kanpur (IITK) and Indian Institute of Technology Ropar (IITRPR). The main objectives of the study are the preparation of emission inventory, air

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quality monitoring in three seasons, the chemical composition of PM10 and PM2.5, apportionment sources to ambient air quality, and trend analysis in historical air quality data. The study is under progress and final report will be submitted by IITK and IITRPR by March 2026.

b. As per the provisions of GRAP, a meeting of the Task Force is required to be convened when air quality remains in the very poor category for two consecutive days. However, since the air quality of Chandigarh was reported in the poor category for two consecutive days on 17.12.2025 and 18.12.2025, a meeting of the Task Force constituted under GRAP was proactively convened on 19.12.2025 as a precautionary measure to review the prevailing air quality status of Chandigarh and to deliberate on measures required for effective air quality management. The Task Force recommended that the actions already notified under GRAP (AQI up to 300) be continued and further intensified, along with the following additional measures, to ensure that the AQI does not reach the very poor category.

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(i) The Municipal Corporation, Chandigarh (MCC) shall ensure sprinkling/washing of roads during night hours to suppress re-suspended dust.

(ii) The Chandigarh Traffic Police shall create awareness among drivers regarding measures to control vehicular emissions. In addition, manual as well as recorded announcements to switch off engines of idling vehicles shall be made at all major traffic signals.

(iii) The Traffic Police shall intensively monitor traffic at all identified hotspots in Chandigarh, particularly at city entry points, and shall challan vehicles violating Pollution Under Control (PUC) norms, especially on roads connecting Chandigarh with neighboring States, such as Vikas Marg, Madhya Marg, and Dakshin Marg.

(iv) The Traffic Police may explore the feasibility of implementing one-way traffic movement near schools during morning and afternoon school opening and closing hours to reduce congestion and emissions.

(v) CPCC shall write to the Municipal Bodies of neighbouring States for effective implementation of

Deputy Commissioner,
U.T., Chandigarh

guidelines related to construction and demolition activities within their respective jurisdictions. Further, advisories regarding vehicle pooling shall be issued to large institutions/offices.

(vi) Public awareness on air pollution shall be undertaken by stakeholder agencies, including the Municipal Corporation, Chandigarh, CPCC, and Chandigarh Traffic Police, at their respective levels to sensitize the general public about measures to be adopted for curbing air pollution in print, electronic and social media.

(vii) CPCC to publish "Do's and Don'ts" related to air pollution for public awareness and may also issue newspaper advertisements highlighting actions to be taken by the general public to reduce air pollution in English, Hindi and Punjabi languages.

17. That in addition to above measures, some other key activities undertaken in Chandigarh for the control of air pollution are as follows: -

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a. **<u>Greening cover expansion to more than 50%</u>** - The city's greening cover has now surpassed 50%, marking an important milestone in urban sustainability. This expansion is part of the city's

long-term efforts to enhance environmental quality, combat air pollution, and improve the overall quality of life for its residents. The initiative includes the planting of thousands of trees, the development of green belts, and the preservation of its existing parks and green spaces.

b. **Remediation of almost all the legacy waste** - Chandigarh has made remarkable progress in tackling its legacy waste, which refers to the accumulated waste from previous years that had not been properly managed or disposed of. Over the past few years, the city has successfully remediated almost all of its legacy waste which is around 13 lac MT, addressing one of its major environmental challenges.

c. **Management of Construction and Demolition Waste in Chandigarh** - In 2022, Chandigarh introduced its C&D Waste Management Policy to address the growing issue of construction and demolition waste in the city. The policy aims to streamline the collection, segregation, recycling, and disposal of C&D waste to reduce its environmental impact. The policy emphasizes the

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need for sustainable management and resource recovery from construction debris, ensuring that waste is minimized and used efficiently. To support the goals of the C&D Waste Management Policy, Chandigarh has established a state-of-the-art C&D Waste Processing Plant of 160 MT per day capacity. Located in the city's industrial area, the plant plays a crucial role in managing the vast quantities of waste generated by construction and demolition activities. The C&D waste processing plant is equipped with advanced machinery to process and recycle construction debris. The plant sorts through the waste, separating materials like concrete, bricks, metals, wood, and plastics. The recyclable materials are then crushed and processed into usable products such as aggregates (used for road construction, paving, and other infrastructure projects), bricks, and compost. This helps reduce the dependency on natural resources like sand, gravel, and clay, while also minimizing the burden on landfills. The plant processes 100 MT of waste daily, making it an essential part of Chandigarh's waste management ecosystem. The processed

materials are sold to builders, contractors, and municipal projects, contributing to circular economy practices and reducing the environmental footprint of construction activities in the city.

d. **Management of Horticulture Waste** - Dried horticultural waste is shredded and blended with other dry waste to produce Refuse Derived Fuel (RDF). Pruned horticultural waste is treated at a dedicated Horticulture Processing Plant of 30 TPD capacity for the production of bio-briquettes. In addition, horticultural waste generated in parks and green belts is managed in situ through various measures, including processing in 104 aerobic compost pits. These practices significantly minimize its impact on ambient air quality.

e. **Establishment of Intelligent Traffic Management System at around 40 junctions** - Chandigarh has taken a major step towards modernizing its traffic management by implementing an Intelligent Traffic Management System (ITMS) across 40 key traffic junctions in the city. This initiative is aimed at improving traffic flow, reducing congestion, enhancing road safety, and

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providing real-time traffic information to both commuters and traffic authorities. The system features adaptive traffic signal controls, which adjust signal timings based on current traffic conditions. This dynamic approach helps reduce wait times at traffic signals, prevent bottlenecks, and ensure a smoother flow of vehicles, especially during peak hours.

f. **Expansion of Non-Motorised Transport Network** - Chandigarh has taken significant steps to promote Non-Motorised Transport (NMT) as part of its vision to create a more sustainable, pedestrian-friendly, and eco-friendly city. The expansion of the NMT network focuses on improving infrastructure for walking, cycling, and other forms of non- motorized travel, encouraging citizens to adopt healthier and more environmentally conscious modes of transport. More than 250 kms. of NMT network has been created with an aim to reduce carbon footprints. The NMT network is being integrated with smart city initiatives, which include features like solar-powered street lighting, real-time traffic monitoring, and smart parking systems for

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U.T., Chandigarh

bicycles. These features enhance the overall safety and convenience of the network, while also contributing to the city's sustainability goals. Chandigarh has also introduced bike-sharing systems to make cycling even more accessible for residents and visitors. With strategically placed docking stations across the city, the bike-sharing initiative allows people to rent and return bicycles easily, promoting cycling as a convenient and affordable mode of transport.

g. **EV Policy of Chandigarh** - Chandigarh's Electric Vehicle (e-V) Policy (formally the Chandigarh Electric Vehicle Policy- 2022) is a five-year plan to transform the Union Territory into a model electric mobility city by boosting adoption of zero- emission vehicles across all categories. Under this policy, the administration offers financial incentives and waivers such as purchase subsidies, road-tax exemption, and support for charging infrastructure to encourage residents to switch to electric two-wheelers, e-cycles, commercial EVs, and cars, with the aim of increasing EV penetration and reducing pollution. The policy aligns with broader goals like

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phasing out fuel-based vehicles and expanding public EV charging and electric bus fleets for cleaner urban transport, thus reduce air pollution.

18. That by taking all aforementioned steps, ranking of UT Chandigarh has improved significantly from 27th to 8th in "Swachh Vayu Survekshan-2025" conducted by MoEF&CC, which GoI is to assess 130 non-attainment cites in the country on basis of implementation of activities approved under National Clean Air Programme. The ranking is based on key parameters like the monitoring of air pollution levels, the effectiveness of pollution control measures, the implementation of green initiatives, and public participation in environmental programs.

19. That this year, Chandigarh focused on stricter enforcement of dust control, reduction of vehicular emissions, and increased tree plantation. The city's emphasis on data-driven monitoring and community involvement has played a crucial role in its significant improvement, making it a model for other cities to follow in tackling air pollution.

20. That the overall approach, CPCC's multi-pronged and collaborative approach focusing on monitoring,

Executive Magistrate

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U.T., Chandigarh

enforcement, infrastructure improvement, public engagement, and institutional coordination reflects its commitment to improving air quality and ensuring a cleaner, healthier environment for the residents of Chandigarh. Combined efforts from the government, institutions, and increased public awareness contributed to making this year (2025) more greener and cleaner in terms of pollution.

21. That necessary steps are being taken on a continuous basis to mitigate air pollution and to strengthen preparedness for future episodes. This report is submitted in compliance with the directions of the Hon'ble Commission. Any further directions shall be complied with in letter and spirit.

22. That the contents of the foregoing affidavit are true and correct to my knowledge, no part of it is false and nothing material has been concealed therefrom.

23. That it is humbly prayed that the present affidavit may kindly be taken on record in the interest of justice. The answering respondent humbly prays that they be allowed to reserve their right to file another detailed response if so required and directed.

DEPONENT

Deputy Commissioner
U.T., Chandigarh

VERIFICATION: -

I, Nishant Kumar Yadav, District Magistrate Chandigarh, the deponent above-named do hereby verify and declare that the facts stated in the above affidavit from para no. 1 to 24 are true to my knowledge and belief.

Verified at on this day of January, 2026.

DEPONENT

Deputy Commissioner,
U.T., Chandigarh

Seal of the Court of Executive Magistrate
सत्यमेव जयते
Chandigarh

ATTESTED
16/01/2026
EXECUTIVE MAGISTRATE
CHANDIGARH

Seal of the C

ANNEXURE R-1

DEPARTMENT OF ENVIRONMENT
CHANDIGARH ADMINISTRATION

ORDER

A State level **Steering & Monitoring Committee** and **Implementation Committee** consisting of the following members are hereby constituted as per the directions of Ministry of Environment, Forest and Climate Change (MoEF&CC), Government of India, New Delhi to ensure effective implementation of National Clean Air Programme (NCAP).

Steering & Monitoring Committee:-

1	The Advisor to the Administrator	Chairman
2	The Principal Secretary, Local Government, UT, Chandigarh	Member
3	The Secretary, Transport, Chandigarh	Member
4	The Secretary, Industries, Chandigarh	Member
5	The Chairman, Chandigarh Housing Board	Member
6	The DIG, Police, Chandigarh	Member
7	The Chief Architect, Department of Urban Planning, U.T., Chandigarh	Member
8	The Director, Environment	Member
9	The Commissioner, Municipal Corporation, Chandigarh	Member
10	The Member Secretary, Chandigarh Pollution Control Committee, Chandigarh	Member Secretary

Implementation Committee:-

1	The Deputy Commissioner, Chandigarh	Chairman
2	The Chief Engineer, Municipal Corporation, Chandigarh	Member
3	The Chief Engineer, Engineering Department, Chandigarh	Member
4	The Director, Chandigarh Transport Undertaking, Chandigarh	Member
5	The Executive Engineer, Horticulture Department, Municipal Corporation, Chandigarh	Member
6	The Secretary, State Transport Authority, Chandigarh	Member
7	The Director Industries, Chandigarh	Member
8	The Executive Engineer, Chandigarh Housing Board	Member
9	SP, Traffic and Security lines, Chandigarh	Member
10	The Architect, Department of Urban Planning, U.T., Chandigarh	Member
11	The State level coordinator, Tel Bhawan	Member
12	Scientist B, Chandigarh Pollution Control Committee, Chandigarh	Member Secretary

The Steering & Monitoring Committee shall provide overall guidance for the programme and review it on quarterly basis. This committee shall also monitor the programme closely and meet on a monthly basis.

The **Implementation Committee** shall be responsible for the day-to-day monitoring and implementation of the programme.

The Director Environment, is hereby nominated as the Nodal Officer for this programme who shall coordinate with MoEF&CC and CPCB on the one hand and these committee on the other.

This is issued with the approval of competent authority.

Dated Chandigarh
the July 09th, 2019

Arun Kumar Gupta, IAS
Principal Secretary Environment
Chandigarh Administration

Endst. No. ED/2019/987–1008 Chandigarh, dated the 10/7/19

A copy is forwarded to the following for information and necessary action:-

1. The PS to the Advisor to the Administrator
2. The PS to the Principal Secretary, Local Government, UT, Chandigarh
3. The Secretary, Transport, Chandigarh
4. The Secretary, Industries, Chandigarh
5. The Chairman, Chandigarh Housing Board
6. The DIG, Police, Chandigarh
7. The Chief Architect, Department of Urban Planning, U.T., Chandigarh
8. The Director, Environment
9. The Commissioner, Municipal Corporation, Chandigarh
10. The Member Secretary, Chandigarh Pollution Control Committee, Chandigarh
11. The Deputy Commissioner, Chandigarh
12. The Chief Engineer, Municipal Corporation, Chandigarh
13. The Chief Engineer, Engineering Department, Chandigarh
14. The Director, Chandigarh Transport Undertaking, Chandigarh
15. The Executive Engineer, Horticulture Department, Municipal Corporation, Chandigarh
16. The Secretary, State Transport Authority, Chandigarh
17. The Director Industries, Chandigarh
18. The Executive Engineer, Chandigarh Housing Board
19. SP, Traffic and Security lines, Chandigarh
20. The Architect, Department of Urban Planning, U.T., Chandigarh
21. The State level coordinator, Tel Bhawan
22. Scientist B, Chandigarh Pollution Control Committee, Chandigarh

Debendra Dalai, IFS
Spl. Secy. Environment
q/c Chandigarh Administration

Endst. No. ED/2019/1009 Chandigarh, dated the 10/7/19

A copy is forwarded to the Secretary to the Administrator, U.T. Chandigarh for the kind information of the H.E. the Administrator, U.T., Chandigarh.

Debendra Dalai, IFS
Spl. Secy. Environment
q/c Chandigarh Administration

DEPARTMENT OF ENVIRONMENT
CHANDIGARH ADMINISTRATION

ORDER

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Dated Chandigarh
the July 09th, 2019

Arun Kumar Gupta, IAS
Principal Secretary Environment
Chandigarh Administration

Endst. No. ED/2019/987–1008 Chandigarh, dated the 10/7/19

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14. The Director, Chandigarh Transport Undertaking, Chandigarh
15. The Executive Engineer, Horticulture Department, Municipal Corporation, Chandigarh
16. The Secretary, State Transport Authority, Chandigarh
17. The Director Industries, Chandigarh
18. The Executive Engineer, Chandigarh Housing Board
19. SP, Traffic and Security lines, Chandigarh
20. The Architect, Department of Urban Planning, U.T., Chandigarh
21. The State level coordinator, Tel Bhawan
22. Scientist B, Chandigarh Pollution Control Committee, Chandigarh

Debendra Dalai, IFS
Spl. Secy. Environment
q/c Chandigarh Administration

Endst. No. ED/2019/1009 Chandigarh, dated the 10/7/19

A copy is forwarded to the Secretary to the Administrator, U.T. Chandigarh for the kind information of the H.E. the Administrator, U.T., Chandigarh.

Debendra Dalai, IFS
Spl. Secy. Environment
q/c Chandigarh Administration

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ANNEXURE R-2

7261

Chandigarh Pollution Control Committee

Paryavaran Bhawan, Madhya Marg, Sector 19-B,Chandigarh- 160019

CPCC/NCAP/2025/835 Dated: 24/07/25

To

The Commissioner
Municipal Corporation
Sector 17, Chandigarh

Subject: Grant of Approval to Municipal Corporation, Chandigarh for proposed Activities under National Clean Air Programme (NCAP) - reg.

Ref: ***Your office's proposal no. XEN/R-2/MC/E/2025-2496, dated 12.06.2025 and MOH/Supdt.T/2025/9328, dated 08.07.2025.***

The proposal submitted by MCC vide letter nos. XEN/R-2/MC/E/2025-2496, dated 12.06.2025 and MOH/Supdt.T/2025/9328, dated 08.07.2025 mentioned under reference have been examined in light of the applicable guidelines for release and utilisation of funds under NCAP of MoEF&CC issued vide office memorandum no. G-20011/03//2019-CPW, dated 14.05.2025 & following activities have been approved by Competent Authority.

2. The approved activities are as follows:

S. No.	Items	No. of approved items	Estimated Cost (In INR Lakh)
2.1	Truck mounted jetting machines	3	309.35
2.2	Truck mounted fog cannon machines	2	
2.3	Water Sprinklers with anti smog gun	5	190.0
2.4	Water Jetting Machine	5	136.25
2.5	Water Tanker	2	0.3935500
Total			**635.99355**

3. The execution of these activities must be carried out in strict compliance with the conditions outlined below to ensure proper implementation and adherence to regulatory norms.

3.1 Full utilisation of funds as per approved allocation under the scheme.

3.2 MCC should have to comply with the MoEF&CC's sanction no. CPW-G027(17)/2/2023-CP, dated 07.07.2025 as well as MoEF&CC's office memorandum no. G-20011/03//2019-CPW, dated 14.05.2025 (copies enclosed).

3.3 These funds are sanctioned only for the capital expenditure. Any other payments towards wages/remuneration as well as other contractual obligations including O&M will be made by MCC from their own sources of funds.

3.4 Evidence of deposit of GST on the purchase of Goods/Services shall be submitted to CPCC.

3.5 The Utilisation Certificate should be submitted to office by 20.08.2025. Funds must be used within the specified financial year and unused funds must be returned or carried forward only with approval.

3.6 All reports must follow a standardized format (enclosed herewith) with photos, geotags, vendor details, and timestamps.

3.7 The fixed assets created out of this grant shall not be disposed off without concurrence of CPCC. The equipment should be purchased as per GFR norms.

3.8 A separate bank account shall be maintained for the purchase and the account shall be opened to inspection by CPCC and for Audit purpose.

3.9 In addition to external audits, internal audit teams should perform an annual check on fund use and impact.

3.10 The expenditure should not exceed beyond the approved allocation of funds.

3.11 Copy of purchase must be furnished to CPCC alongwith UC. MCC should also submit a detailed plan for maintenance and sustainability of the procured goods and related activities.

3.12 Transparent, competitive bidding and tendering must be followed as per the applicable guidelines.

3.13 Regular physical progress reports should be submitted to this office for monitoring purposes in the format enclosed with this letter.

3.14 Submission of quarterly financial statements to CPCC for review.

3.15 Funded activities should not be booked under any other schemes.

3.16 All files and expenditure must be accessible under the Right to Information Act.

3.17 Grant-funded infrastructure or activities must not be used for political branding or promotion.

3.18 No deviations from the approved scope is allowed without written approval of CPCC.

3.19 MCC will have to follow the general guidelines devised by this office to ensure transparency, efficiency and effectiveness in using the approved activities (enclosed as Annexure S).

3.20 MCC must designate a Nodal Officer to act as the primary point of contact for audit-related matters, including physical and financial verification, and to ensure the timely submission of Utilization Certificates (UCs) and other compliance requirements.

3.21 The name of the scheme must be visibly marked on all vehicles/machines. The marking will be as mentioned below:

NATIONAL CLEAN AIR PROGRAMME An initiative of Ministry of Environment, Forest and Climate Change
Name of Work
Funds Utilized:
Date of Procurement:
Name of Agency
Name of Authority:

4. This office looks forward to your cooperation in ensuring smooth and compliant execution of the proposed activities.

23/07/25

Saurabh Kumar, IFS
Member Secretary

General Guidelines for Using of Mechanical Road Sweeping Machines and Water Sprinklers to be procured under National Clean Air Programme (NCAP)

The purpose of these guidelines is to establish a standardized protocol for the use of mechanical road sweeping machines and water sprinklers under the National Clean Air Programme (NCAP) by the Municipal Corporation, Chandigarh (MCC) for activities related to the control of dust. To ensure transparency, efficiency, and effectiveness in using the aforementioned machines, the following guidelines must be followed:

1. Mechanical Road Sweeping (MRS)

1.1 GPS Tracking of Mechanical Road Sweeping Vehicles

1.1.1. The live GPS data of all MRS vehicles must be shared in real time with CPCC.
1.1.2 The data shall be accessible to CPCC for continuous monitoring of route coverage, time of operation, and daily performance.

1.2 Grid Network & Route Map

1.2.1 A detailed route map and grid-wise network layout for MRS operations must be prepared and submitted to CPCC.
1.2.2 Any changes or updates to the route map must be notified to CPCC immediately.

1.3 Pits for Collected Dust

1.3.1 The number and exact geo-coordinates of all designated dust collection pits must be documented and shared with CPCC.
1.3.2 The pits must be labeled clearly and maintained to avoid secondary dust dispersion by covering with suitable material at the end of each working day.

1.4 Quantification of Dust Collected

1.4.1 A daily/weekly quantification report of the dust collected by each MRS vehicle must be maintained.
1.4.2 The record shall include date, vehicle ID, quantity of dust collected (in kg/tons), and final disposal details.
1.4.3 Reports must be submitted to CPCC on weekly basis.

1.5 Inventory of MRS Vehicle Accessories

1.5.1 A complete inventory list of accessories and attachments of each MRS vehicle must be maintained.

1.5.2 Any replacement or repair must be logged and reported to CPCC.

1.6 Operation & Maintenance Record

1.6.1 A regular operation and maintenance log for each MRS vehicle must be kept up-to-date.
1.6.2 Records should include daily operation hours, servicing schedules, breakdown reports, and maintenance actions taken.
1.6.2 These logs should be shared with CPCC monthly.

2. Water Sprinkling Machines

2.1 Timing & Frequency

2.1.1 Peak Operation Hours:

- Morning: 7 AM – 1 PM (before traffic increases).
- Evening: 2 PM – 8 PM (post-traffic for cleaning settled dust).

2.1.2 Frequency:

- Arterial Roads: 2–3 times daily.
- Residential & Low-Traffic Roads: Once daily or every alternate day.
- High Dust Areas (under construction, industrial zones): Every 4–6 hours as needed.

2.2 Target Locations

2.2.1 Major roads with high vehicular traffic.
2.2.2 Construction zones and nearby roads.
2.2.3 Bus stands, intersections, and public gathering spots.
2.2.4 Areas near schools, hospitals, and markets to minimize dust exposure.

2.3 Water Quality & Conservation

2.3.1 Install flow meters to monitor and reduce wastage.
2.3.2 Use pressure-regulated sprinklers to ensure fine misting instead of flooding.

2.4 Machine Operation & Maintenance

2.4.1 Ensure regular calibration of sprinkling nozzles to maintain uniform coverage.
2.4.2 Daily inspection of pumps, hoses, and nozzles.
2.4.3 Use GPS tracking to monitor coverage and efficiency.
2.4.4 Ensure no waterlogging or excessive pooling on roads.

2.5 Environmental & Public Safety

2.5.1 Avoid sprinkling during rainy conditions or when roads are wet.
2.5.2 Warn nearby pedestrians/motorists during operation.

2.5.3 Do not sprinkle in high wind conditions (ineffective).
2.5.4 Clearly mark the machines and operators with safety signs.

2.6 Monitoring & Supervision

2.6.1 Set up a central monitoring dashboard with coverage logs.
2.6.2 Supervisors to conduct random checks.
2.6.3 Citizen feedback mechanism (via app or helpline) for real-time reporting of dusty areas.

2.7 Public Awareness

2.7.1 Display boards on water sprinklers
2.7.2 Run awareness campaigns about the importance of dust control for health and pollution.

2.8 Integration with Construction Norms

2.8.1 Coordinate with construction sites to sprinkle access roads.
2.8.2 Ensure contractors deploy sprinklers within their premises.

2.9 Implementation & Compliance:

2.9.1 MCC is responsible for ensuring adherence to all the above-listed procedures.
2.9.2 Inter-Departmental Monitoring Committee proposed during the Steering Committee under NCAP (annexure B) shall periodically review (preferably fortnightly) the submitted data and conduct inspections to verify compliance.
2.9.3 Any discrepancies or deviations may affect the release of further NCAP funds.

Special Conditions:

- Procurement of the machines/vehicles proposed by MCC shall be strictly done following the provisions of General Financial Rules, 2017.
- Funds will be provided only for the capital expenditure. O&M cost will have to be borne by MCC from their own funds.

Enclosures:

1. Tentative Grid Based Network is given for reference (Annexure A).
2. Reporting Format of Mechanical Road Sweeping Machines (Annexure B).
3. Reporting Format of Water Sprinkler/Fogging Machines (Annexure C).
4. Proposed Inter-Departmental Monitoring Committee (Annexure D).

Status of Road Sweeping Machines

Present no. of MRS with MCC	: 7
Proposed by MCC	: 5
Total	**: 12**
Recommended Speed of MRS	: 8 - 10 Kms./hour
Areas to be covered	: V1, V2, V3, V4 and V5 roads

Status of Water Sprinklers/Fogging Machine

Present no. of Water Sprinklers with Foggers	: 2
Present no. of Water Sprinklers Big	: 1
Present no. of Water Sprinklers Small	: 3
Proposed Water Sprinklers with Foggers	: 5
Present no. of Water Sprinklers Big	: 5
Total	**: 15**

Status of Water Jetting Machines

Present no. of WJM with MCC	**: 10**
Proposed no. of WJM	**: 5**
Total WJM	**: 15**

ANNEXURE-B 7267

Reporting Format of Mechanical Road Sweeping Machines

1. Daily Operation Details

Sr. No.	Machine ID	Make & Model	Date of Operation	Start Time	End Time	Odometer Reading	Total Hours Run	Area/Route Covered	Operator Name & ID	Supervisor Name	Distance Swept (km)	Dust/Debris Collected (kg)	Whether dust collection point covered with suitable material	Status (Working/Under Maintenance)
1													YES/NO	
2													YES/NO	
3													YES/NO	
4													YES/NO	
5													YES/NO	

2. Maintenance Log

Sr. No.	Machine ID	Date	Nature of Maintenance	Description of Fault	Action Taken	Downtime (hrs)	Parts Replaced	Remarks
1								
2								
3								
4								
5								

3. Performance Summary

- **Total No. of Machines Deployed**:
- **Total Kilometers Swept**:
- **Total Fuel Consumed (L)**:
- **Total Hours Operated**:
- **Total Dust/Debris Collected (kg)**:
- **No. of Machines Under Maintenance**:
- **Availability (%)** = (Operational Machines / Total Machines) × 100:
- **Utilization Rate (%)** = (Total Hours Run / Available Hours) × 100:

ANNEXURE-C

Reporting Format of Water Sprinkling/Fogging Machines/Water Jetting Machine

1. Daily Operation Details

Sr. No.	Machine ID	Date of Operation	Start Time	End Time	Total Hours Run	Reading of Odometer	Area/Route Sprinkled	Operator Name & ID	Supervisor Name	Water Used (L)	Use of Fresh water	Remarks
1											YES/NO	
2											YES/NO	
3											YES/NO	
4											YES/NO	
5											YES/NO	

2. Performance Summary (Sprinkler Machines)

- **Total No. of Sprinklers Deployed:**
- **Total Liters of Water Sprinkled:**
- **Total Fuel Consumed (L):**
- **Total Hours Operated:**
- **No. of Machines Under Maintenance:**

There should be provision of relay of pre-recorded messages in the form of jingles/voice notes etc. to make the public aware about the reasons of sprinkling water along the roads or air pollution hot spot areas.

Generator readings

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ANNEXURE R-3

GRADED RESPONSE ACTION PLAN (GRAP) FOR CHANDIGARH

STEPS TO COMBAT AIR POLLUTION AND HEALTH EMERGENCIES

CHANDIGARH POLLUTION CONTROL COMMITTEE
Paryavaran Bhawan, Sector 19 B, Chandigarh
Email ID: cpcc-chd@nic.in, Telfax: 0172-2700311

GRADED RESPONSE ACTION PLAN (GRAP) FOR CHANDIGARH

Graded response action plan for air pollution control is prepared as per pollution levels in U.T. Chandigarh so that public could be informed and effective steps could be timely taken. The Hon'ble National Green Tribunal (NGT) in its order of 26.03.2019 in the matter of Compliance of Municipal Solid Waste Management Rules, 2016, directed U.T. Chandigarh to develop GRAP (Graded Response Action Plan) to deal with the vehicular pollution. **(Annexure I)**

Matter was discussed in the monthly review meeting held on 01.05.2019, headed by Adviser to the Administrator in the matter of compliance w.r.t. various Hon'ble NGT cases, wherein it was decided to study the GRAP of Delhi and GRAP of Chandigarh should be prepared on same line. Minutes of the said meeting are placed**. (Annexure II)**

After going through the GRAP of Delhi, it was found that GRAP of Delhi included all the sources of air pollution, not particularly vehicular pollution. So, for having better impact in case of Chandigarh also, all the sources of air pollution have been considered.

In reference to the AQI (Air Quality Index) categories, the graded measures for each source of air pollution have been framed for the Chandigarh city. Prominent pollutants in the city include $PM_{2.5}$ & PM_{10}. Ambient air quality has been deduced on the basis of National Air Quality Index and its likely health impacts (Table 1).

Table 1: National Air Quality Index

AQI Category (Range)	**PM_{10}**	**$PM_{2.5}$**	**SO_2**	**NO_2**	**Likely Health Impact**
Good (0-50)	0-50	0-30	0-40	0-40	Minimal health impact
Satisfactory (51-100)	51-100	31-60	41-80	41-80	May cause minor breathing discomfort to sensitive people
Moderately polluted (101-200)	101-250	61-90	81-380	81-180	May cause breathing discomfort to the people with lung disease such as asthma and discomfort to people with heart disease, children and older adults.
Poor (201-300)	251-350	91-120	381-800	181-280	May cause breathing discomfort to the people on prolonged exposure and discomfort to those with heart disease.
Very poor (301-400)	351-430	121-250	801-1600	281-400	May cause respiratory illness to the people on prolonged exposure. Effect may be more pronounced in people with lung and heart diseases.
Severe (401-500)	430+	250+	1600+	400+	May cause respiratory effects even on healthy people and serious health impacts on people with lung/heart diseases. The health impact may be experienced even during light physical activity.

The investigation of the ambient air quality data of year 2017 and 2018 reveals that moderately polluted to very poor air quality is estimated in the winter season (October - January). Moderately polluted air quality was observed in the summer season (April - June). In Rainy season (July - September) satisfactory air quality was prevalent while spring season (February - March) saw moderately polluted to satisfactory air quality (Table 2 & 3).

Table 2: Ambient Air Quality Data (2017)

S. No	Month	Average			
		PM 2.5	PM 10	AQI	Air Quality
1	January	80.2	129.4	167	Moderately polluted
2	February	75.4	115.2	151	Moderately polluted
3	March	36.4	68	68	Satisfactory
4	April	51.2	113.8	109	Moderately polluted
5	May	52.8	109.4	106	Moderately polluted
6	June	40.2	102.6	102	Moderately polluted
7	July	21.8	51	51	Satisfactory
8	August	25.4	50.8	51	Satisfactory
9	September	38	66	66	Satisfactory
10	October	70.6	112.4	135	Moderately polluted
11	November	113	176.4	277	Poor
12	December	135.8	192.6	312	Very Poor

Table 3: Ambient Air Quality Data (2018)

S. No	Month	Average			
		PM 2.5	PM 10	AQI	Air Quality
1	January	112	175	273	Poor
2	February	49	109	106	Moderately polluted
3	March	31	96	96	Satisfactory
4	April	33	105	103	Moderately polluted
5	May	55	130	120	Moderately polluted
6	June	56	160	140	Moderately polluted
7	July	27	60	60	Satisfactory
8	August	29	67	67	Satisfactory
9	September	29	63	63	Satisfactory
10	October	42	94	94	Satisfactory
11	November	71	117	137	Moderately polluted
12	December	94	164	213	Poor

Air pollution rises in winter season because of increase in relative share of firecrackers, open burning for cold prevention and stubble burning. Moreover the polluted particles do not disperse because of lower temperature/high pressure, causing slowdown of the wind velocity which increases the fog and ultimately leads to smog. Moderate air pollution in summer is due to increased roadside dust, vehicular pollution and episodic storms/biomass burning. Spring season witnesses large amount of biomass litter on roads due to falling of leaves from trees, causing moderately polluted condition.

The action plan for control of air pollution in non-attainment city of Chandigarh **(Annexure III)** was prepared and already approved by CPCB (Central Pollution Control Board) & work on the same has already been started. This plan depicted various source groups of air pollutants viz. vehicles, road dust, industries, construction & demolition

activities, Horticultural waste and stubble burning practices in neighbouring states. Accordingly, the above said action plan was framed for each source group and implementing agencies were also enlisted alongside.

However, as per the directions of Hon'ble National Green Tribunal, Graded Response Action Plan has been prepared according to graded measures for every level of pollution.

Fundamentals of the Graded Measures According to the Pollution Levels

All the rules and regulations of GRAP should be complied in the entire Chandigarh city. To prevent the public from severe, very poor and poor air quality, all the mentioned measures should be strictly implemented by the responsible agencies.

For immediate action for smog alert and emergency, available data will be taken into consideration. The institutional arrangement for the implementation of GRAP is also presented here. A Task Force headed by CPCC, will be set up. IMD (India Meteorological Department) will do the weather forecasting and alert the task force as per the data. To watch over the implementation, monitoring and compliance of GRAP, a Monitoring Committee will be set up under the Chairmanship of the Secretary, Environment. General public will be informed by the task force directly about air pollution levels and measures required so that preventive steps could be implemented.

Whenever, air quality emergencies are prevalent, the task force will propose some additional directions to improve the air quality of the area. To make sure the implementation of the suggestions of task force, head of the Monitoring committee i.e. Secretary, Environment, will be communicated with the proposals.

The Monitoring Committee at the State government level will make certain the execution under section 31(A) of the Air Act, 1981. After going through the air quality data, it can be seen that winter months from October to January, fall in the AQI categories of moderately polluted to very poor. So, measures proposed for these levels of pollution should be implemented to prevent severe situations.

The task force will keep an eye on air quality levels vigilantly and if situation prevails in severe category for 48 hours or further, the framed actions will be urgently taken through different agencies enlisted in GRAP.

However, all measures will be taken to minimize the harmful exposure to public at large. This could be done by giving advance warnings and strict follow up of needed actions earlier than reaching severe level of air pollution.

The graded measures have been proposed for actions by the implementing agencies as well as by public for controlling of air pollution and reduction of outdoor exposures to protect health of public.

Graded Response Action Plan for Chandigarh

Graded response action plan (GRAP) for Chandigarh city has been framed for implementation under different AQI categories prevalent in the city namely moderate to poor, very poor and severe or emergency. (Table 4)

Table 4: Framework of different AQI category their corresponding measures and implementing agencies.

Sr. No.	AQI Category	Measures	Agency Responsible/ Implementing Agency
1.	**Moderate to Poor** (AQI 101-300) *When $PM_{2.5}$ levels are between 61-120 µg/m^3 and PM_{10} levels are between101-350µg/m^3*	Public awareness through electronic media	CPCC
		Stringently enforce operation of pollution control devices in industries.	CPCC
		Strictly enforce dust control rules in construction sites and activities.	Municipal Corporation Chandigarh (MCC)
		Mechanized road cleaning should be increased.	MCC
		Ensure covered carriage of construction material.	MCC
		Municipal solid waste/garbage burning should be strictly banned.	MCC
		Strict vigilance for polluting vehicles.	Traffic Police/State transport authority
2.	**Very poor** (AQI 301-400) *When $PM_{2.5}$ levels are between 121-250µg/m^3 and PM_{10} levels are between 351-430 µg/m^3*	Diesel generator sets should be stringently banned (except in emergency or essential services).	CPCC/Chandigarh Police
		Sprinkling of water on roadsides to prevent dust suspension.	MCC
		Roads with high dust generation should be recognized so that mechanized cleaning and water sprinkling could be ensured.	MCC
		Open burning using Coal/firewood to prevent cold should be stopped.	SDM/MCC
		Intensify public transport services to the maximum.	State transport authority
		No tolerance for visible emissions from vehicles.	Traffic Police
		Appeal to citizens to use cycles/electric vehicles for commuting and to adopt carpooling.	Traffic police
It is to be noted that actions mentioned in poor category should also be incorporated with those listed in very poor category.			
3.	**Severe or Emergency** (AQI above 400) *When $PM_{2.5}$ levels are above 250 µg/m^3 and PM_{10} levels are above 430 µg/m^3*	Alerts in TV/ Newspapers/Radio to advise public with cardiac and respiratory problems to avoid polluted areas.	CPCC
		Shut down of schools to prevent young children from the effects of pollution.	Education Department, Chandigarh
		Construction of roads should be banned.	Engineering Department/MCC
		Construction activities should remain closed.	MCC/Estate Office
		Parking fee should be hiked ten times to ensure limited use of private vehicles.	MCC
		Frequency of mechanized road cleaning should be increased.	MCC
		Strictly regulate one way traffic system on congested roads.	Traffic police
It is to be noted that measures listed in severe level collectively includes all the measures mentioned in poor and very poor category.			

Apart from above graded measures, following actions are to be taken throughout the year continuously. (Table 5)

Table 5: Actions/ Measures taken throughout the year.

Actions/ Measures	Implementing Agencies
Launch public awareness drives for air pollution control and its effects on health.	Chandigarh Pollution Control Committee
Regular strict action against non-complying industries.	Chandigarh Pollution Control Committee
Ensure proper and timely collection of horticulture waste.	Municipal Corporation, Chandigarh/ Engineering Department, Chandigarh Administration
Increase green cover on roadsides, open areas and unpaved roads.	Municipal Corporation, Chandigarh/ Engineering Department, Chandigarh Administration
Regular check on burning of municipal solid waste.	Municipal Corporation, Chandigarh
Launch drives to aware public about the minimized use of private vehicle and to adopt carpooling system to commute.	State Transport Authority

Proposed Methodology w.r.t. Implementation of Graded Response Action Plan

As per proposed GRAP a task force and monitoring committee is to be constituted. Accordingly, proposed constitution of task force is as given below.

1. Member Secretary, CPCC — Chairman
2. Director, IMD — Member
3. Director, Industries — Member
4. Chief Engineer, MCC — Member
5. Deputy Superintendent of Police, Traffic — Member

And proposed constitution of monitoring committee is as given below.

1. Principal Secretary Environment — Chairman
2. Secretary Industries — Member
3. Director Environment — Member
4. Secretary Transport — Member
5. Commissioner, MCC — Member
6. Senior Superintendent of Police, Traffic — Member
7. Deputy Commissioner-cum-Member Secretary, State Disaster Management Authority — Member
8. Member Secretary, CPCC — Member Secretary

Member Secretary, CPCC will constantly observe the Air Quality as CAAQMS (*Continuous Ambient Air Quality Monitoring Stations)* has already been installed in Chandigarh and in case of continuous very poor quality is observed for consecutive two days and weather forecast also shows poor weather for future more than two days than task force will hold the meeting and take decisions to invoke GRAP after considering all the facts. General public will be informed through media and through LED boards installed at various places in Chandigarh. All the rules and regulations of GRAP should be complied in the entire Chandigarh city. To prevent the public from severe, very poor and poor air quality, all the mentioned measures should be strictly implemented by the responsible agencies.

Further, in case of any air quality emergency the task force will propose some additional directions to improve the air quality of the air to make sure the implementation of the suggestion of the task force head of the monitoring committee i.e. Principal Secretary Environment will be communicated with the proposal who will take final decision w.r.t. implementation of proposed additional measures.

The Monitoring Committee at the State government level will make certain the execution under section 31(A) of the Air Act, 1981. Monitoring Committee will watch over the implementation, monitoring and compliance of GRAP.

The graded measures have been proposed for actions by the implementing agencies as well as by public for controlling of air pollution and reduction of outdoor exposures to protect health of public. However, all measures will be taken to decrease the public exposure to harmful pollutants. This could be done by giving advance warnings and strict follow up of needed actions earlier than reaching very poor level of air pollution.

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ANNEXURE R-4

40

या वैकल्पिक व्यवस्था की जाए।

इस सर्दी में बेहतर सांस लें

स्वच्छ हवा और स्वस्थ जीवन के लिए आवश्यक बातें और सावधानियां

क्या करें और

सार्वजनिक परिवहन या कारपूल का उपयोग करें

बसों का उपयोग करके, साइकिल चलाकर, पैदल चलकर या कारपूलिंग करके सड़कों पर वाहनों की संख्या कम करें।

वाहनों का नियमित रखरखाव करें

सुनिश्चित करें कि आपका वाहन अच्छी तरह से रखरखाव किया हुआ है और प्रदूषण नियंत्रण (पीयूसी) प्रमाणित है।

स्वच्छ ईंधन पर स्विच करें

जहां भी संभव हो, स्वच्छ ईंधन जैसे सीएनजी या इलेक्ट्रिक वाहनों का उपयोग करें।

जेनरेटर का उपयोग कम करें

बिजली कटौती के दौरान डीजल जनरेटर के बजाय इन्वर्टर या सौर ऊर्जा का उपयोग करें।

अपशिष्ट का निपटान जिम्मेदारीपूर्वक करें

जैविक रूप से अपघटनीयअपशिष्ट को अलग करें और खाद बनाएं। निपटान के लिए निर्धारित स्थलों का उपयोग करें।

प्रदूषण स्रोतों की रिपोर्ट करें

खुले में आग जलाने, निर्माण कार्य से निकलने वाली धूल या औद्योगिक उत्सर्जन की रिपोर्ट करने के लिए हेल्पलाइन या ऐप्स का उपयोग करें।

पर्यावरण के अनुकूल ताप विधियों का प्रयोग करें

लकड़ी या कोयले से चलने वाले हीटरों के बजाय बिजली या सौर ऊर्जा से चलने वाले हीटर जैसे स्वच्छ विकल्प चुनें।

निर्माण मानदंडों का पालन करें

निर्माण स्थलों को ढकें, धूल कम करने के लिए पानी का छिड़काव करें और सीपीसीबी के दिशानिर्देशों का पालन करें।

पेड़ लगाओ और उनकी रक्षा करो

शहरी हरियाली का समर्थन करें जो प्रदूषकों को अवशोषित करने में मदद करती है।

क्या न करें

अपशिष्ट न जलाएं

खुले में पत्तियां, कूड़ा या किसी भी प्रकार का अपशिष्ट जलाने से बचें, क्योंकि इससे जहरीली गैसें निकलती हैं।

पटाखों के प्रयोग से बचें

पटाखे फोड़ने से बचें, खासकर त्योहारों और उत्सवों के दौरान।

निजी वाहनों का अत्यधिक उपयोग न करें

निजी वाहनों का अनावश्यक उपयोग करने से बचें, विशेषकर डीजल वाहनों का।

गर्म करने के लिए कोयले या लकड़ी का प्रयोग न करें

ये ईंधन भारी मात्रा में धुआं और कणिकीय पदार्थ उत्सर्जित करते हैं।

निर्माण कार्य की धूल को नजरअंदाज न करें

खुले में पड़ा निर्माण सामग्री या विध्वंस अपशिष्ट वायु प्रदूषण में भारी योगदान देता है।

गाड़ियों को चालू हालत में न छोड़ें

प्रतीक्षा करते समय या गाड़ी खड़ी करते समय इंजन को अनावश्यक रूप से चालू न रखें।

अपशिष्ट पृथक्करण नियमों का उल्लंघन न करें

अनुचित तरीके से कचरा निपटाने से खुले में जलाने और कचरे के अनियंत्रित निपटान की संभावना बढ़ जाती है।

आइए आसमान को फिर से नीला बनाएं

चंडीगढ़ प्रदूषण नियंत्रण समिति

पर्यावरण भवन, सेक्टर 19, बी, मध्य मार्ग, चंडीगढ़

SHUBHAM BHALLA

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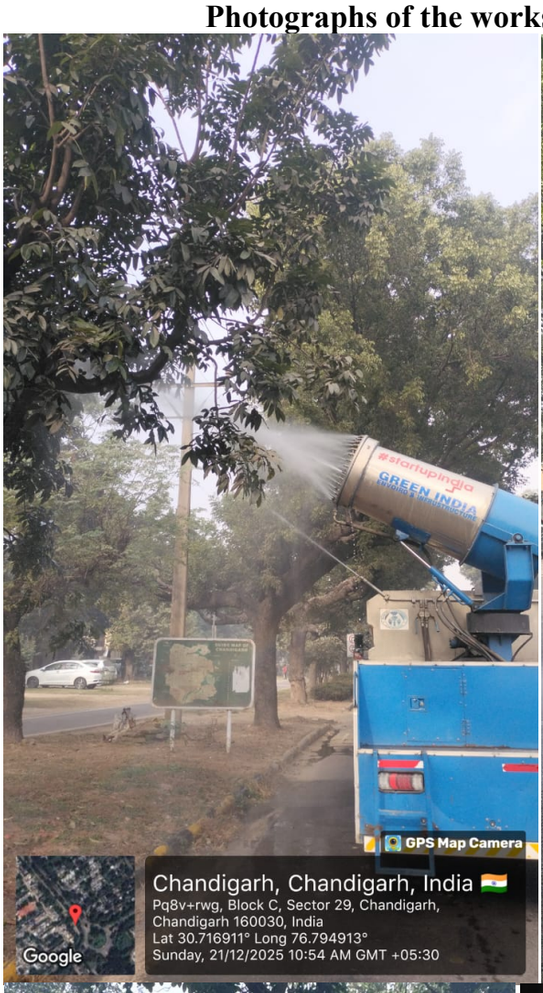
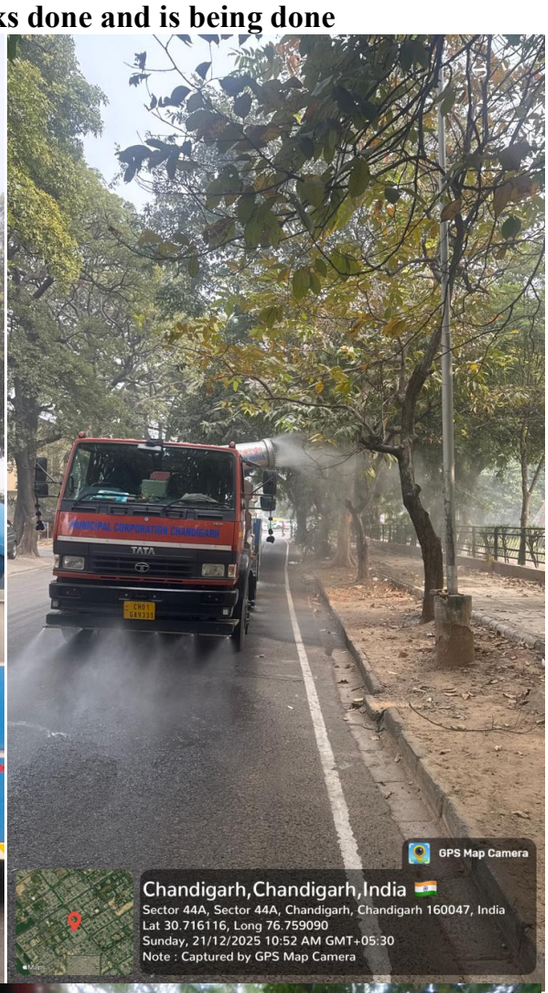
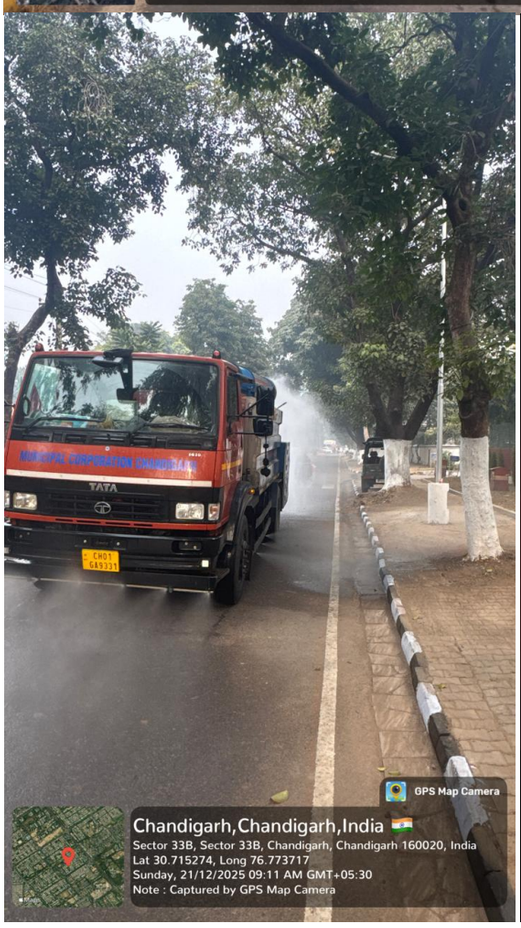
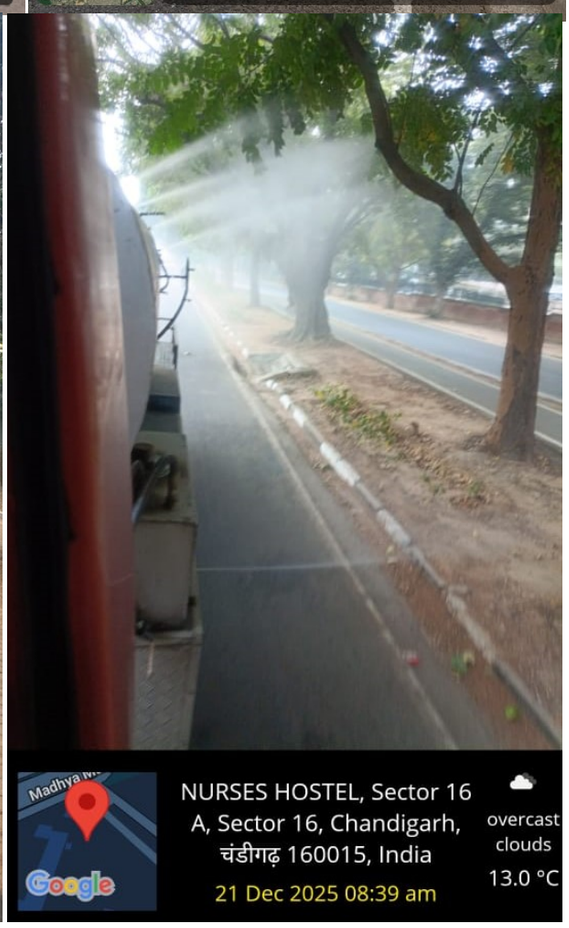
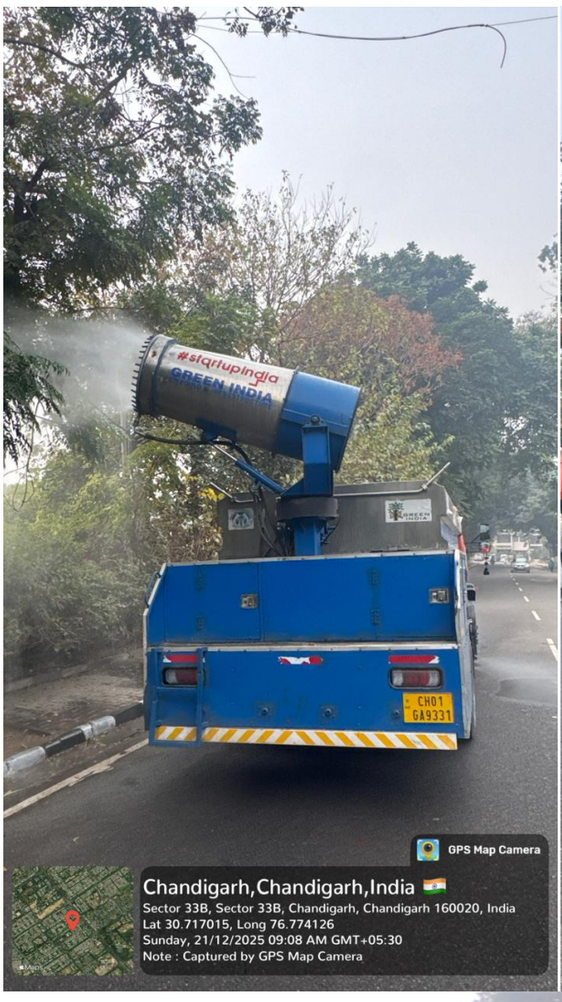
Photographs of the works done and is being done







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GPS Map Camera
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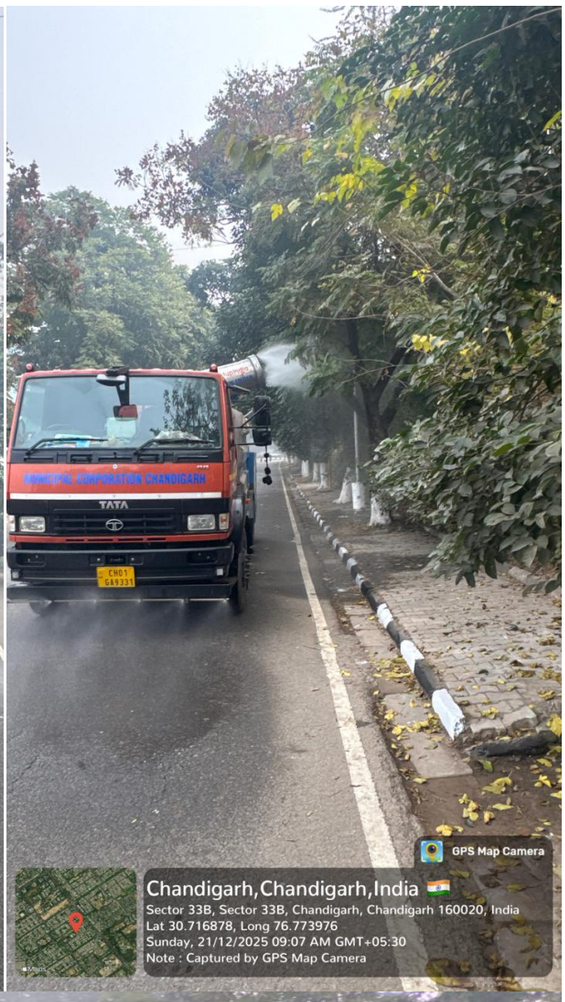
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TATA
CH01 GA9331
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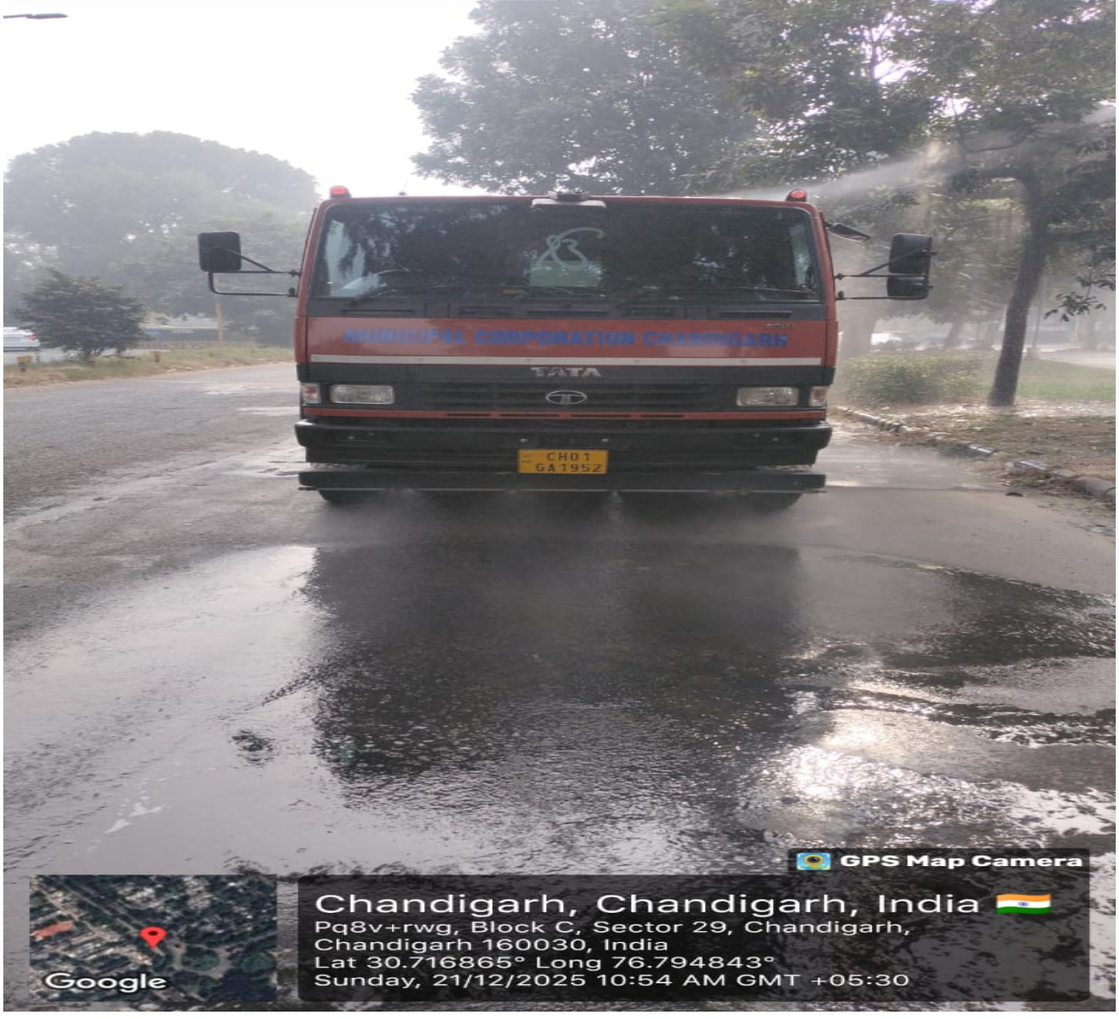
MUNICIPAL CORPORATION CHANDIGARH
TATA
CH01 GA1952
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Chandigarh, Chandigarh, India
Pq8v+rwg, Block C, Sector 29, Chandigarh,
Chandigarh 160030, India
Lat 30.716865° Long 76.794843°
Sunday, 21/12/2025 10:54 AM GMT +05:30
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CHANDIGARH

Chandigarh Pollution Control Committee

Paryavaran Bhawan, Madhya Marg, Sector 19-B, Chandigarh - 160019

CPCC/NCAP/2025/2130 Dated: 26/11/25

To

The Commissioner
Municipal Corporation Chandigarh
Chandigarh

Sub: Advisory on Mandatory Dust-Mitigation Practices during Road Re-Carpeting and Maintenance Works.

It has been observed that considerable quantities of dust and fine particulate matter are being generated during the ongoing road re-carpetting and associated civil works within different sectors of Chandigarh. Such dust emissions are causing inconvenience to the public and may adversely impact ambient air quality as well as the health of residents, particularly vulnerable groups.

2. In order to ensure environmentally responsible execution of road works and to maintain acceptable air-quality standards, the following advisory measures are recommended for immediate adoption:

2.1 Deployment of Dust-Suction / Vacuum Sweeping Machines during road milling, scraping, and surface preparation activities to minimize the release of airborne dust.

2.2 Regular Water Sprinkling before and during dust-generating operations to ensure effective suppression of particulate matter.

2.3 Incorporation of Dust-Control Requirements in tender documents and work orders issued to contractors, along with monitoring to ensure adherence.

2.4 Timely Collection and Removal of Milled Material using covered or enclosed transport to prevent secondary dust emissions.

2.5 On-Site Monitoring by Supervisory Staff to ensure consistent implementation of dust-mitigation practices at all project locations.

2.6 Proactive Rectification of Lapses observed by field staff, residents, or other stakeholders, ensuring that dust-control measures remain effective throughout the duration of the project.

3. It is advised that these measures be implemented across all ongoing and upcoming road maintenance and re-carpetting works under the Municipal Corporation to safeguard public health and maintain Chandigarh's environmental standards.

Your cooperation in this regard is appreciated.

26/11/25

Saurabh Kumar, IFS
Member Secretary

Endst. No. CPCC/NCAP/2025/ 2131-2132 Dated: 26/11/25

A copy is forwarded to the following for kind information please.

1. The Secretary, Local Government & Urban Development, Chandigarh Administration
2. The Secretary, Environment, Chandigarh Adminstration

26/11/25

Saurabh Kumar, IFS
Member Secretary

CHANDIGARH

Chandigarh Pollution Control Committee

Paryavaran Bhawan, Madhya Marg, Sector 19-B, Chandigarh - 160019

CPCC/NCAP/2025/2133 Dated: 26/11/25

To

The Chief Engineer
Engineering Department, Chandigarh Administration
Sector 9, Chandigarh

Sub: Advisory on Mandatory Dust-Mitigation Practices during Road Re-Carpeting and Maintenance Works.

It has been observed that considerable quantities of dust and fine particulate matter are being generated during the ongoing road re-carpetting and associated civil works within different sectors of Chandigarh. Such dust emissions are causing inconvenience to the public and may adversely impact ambient air quality as well as the health of residents, particularly vulnerable groups.

2. In order to ensure environmentally responsible execution of road works and to maintain acceptable air-quality standards, the following advisory measures are recommended for immediate adoption:

2.1 Deployment of Dust-Suction / Vacuum Sweeping Machines during road milling, scraping, and surface preparation activities to minimize the release of airborne dust.

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2.5 On-Site Monitoring by Supervisory Staff to ensure consistent implementation of dust-mitigation practices at all project locations.

2.6 Proactive Rectification of Lapses observed by field staff, residents, or other stakeholders, ensuring that dust-control measures remain effective throughout the duration of the project.

3. It is advised that these measures be implemented across all ongoing and upcoming road maintenance and re-carpetting works under the Engineering Department, Chandigarh

Administration to safeguard public health and maintain Chandigarh's environmental standards.

Your cooperation in this regard is appreciated.

-sd-

Saurabh Kumar, IFS
Member Secretary

Endst. No. CPCC/NCAP/2025/ 2134-2135 Dated: 26/11/25

A copy is forwarded to the following for kind information please.

1. The Secretary, Engineering, Chandigarh Administration
2. The Secretary, Environment, Chandigarh Adminstration

26/11/25

Saurabh Kumar, IFS o/c
Member Secretary

//TRUE COPY//

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Outlook

SERVICE: Affidavit on behalf of respondent no.34/DM, UT Chandigarh in OA/687/2023 titled as AIR QUALITY INDEX IN VARIOUS CITIES.

From Shubham Bhalla <shubhambhalla@hotmail.com>

Date Sat 1/17/2026 12:52 PM

To cs-bihar@nic.in <cs-bihar@nic.in>; csguj@gujarat.gov.in <csguj@gujarat.gov.in>; cs-haryana@nic.in <cs-haryana@nic.in>; cs-hp@nic.in <cs-hp@nic.in>; cs-jharkhand@nic.in <cs-jharkhand@nic.in>; cs@mp.nic.in <cs@mp.nic.in>; chiefsecretary@maharashtra.gov.in <chiefsecretary@maharashtra.gov.in>; cso-meg@nic.in <cso-meg@nic.in>; cs@punjab.gov.in <cs@punjab.gov.in>; csraj@rajasthan.gov.in <csraj@rajasthan.gov.in>; es-rajasthan@nic.in <es-rajasthan@nic.in>; csup@nic.in <csup@nic.in>; esdelhi@nic.in <esdelhi@nic.in>; kuttydm@nic.in <kuttydm@nic.in>; cagm-ner@gov.in <cagm-ner@gov.in>; mscb.cpcb@nic.in <mscb.cpcb@nic.in>; secy-moef@nic.in <secy-moef@nic.in>; collector_gntr@ap.gov.in <collector_gntr@ap.gov.in>; collector_krnl@ap.gov.in <collector_krnl@ap.gov.in>; collector_nlr@ap.gov.in <collector_nlr@ap.gov.in>; collector-ntr@ap.gov.in <collector-ntr@ap.gov.in>; collector_vspm@ap.gov.in <collector_vspm@ap.gov.in>; collector_antp@ap.gov.in <collector_antp@ap.gov.in>; collector_cttr@ap.gov.in <collector_cttr@ap.gov.in>; collector-eluru@ap.gov.in <collector-eluru@ap.gov.in>; collector_kdp@ap.gov.in <collector_kdp@ap.gov.in>; dm.prakasam@ap.gov.in <dm.prakasam@ap.gov.in>; collector_egd@ap.gov.in <collector_egd@ap.gov.in>; collector_sklm@ap.gov.in <collector_sklm@ap.gov.in>; collector_vznm@ap.gov.in <collector_vznm@ap.gov.in>; dc-kamrupm@nic.in <dc-kamrupm@nic.in>; sumit.sattawan@ias.nic.in <sumit.sattawan@ias.nic.in>; dc-nagaon@nic.in <dc-nagaon@nic.in>; dc-nalbari@nic.in <dc-nalbari@nic.in>; dc-sibsagar@nic.in <dc-sibsagar@nic.in>; dc-cachar@nic.in <dc-cachar@nic.in>; dc-chd <dc-chd@nic.in>; collector-drg.cg@gov.in <collector-drg.cg@gov.in>; korba.cg@gov.in <korba.cg@gov.in>; collector-rpr.cg@gov.in <collector-rpr.cg@gov.in>; dcurban@nic.in <dcurban@nic.in>; deo.davanagere@gmail.com <deo.davanagere@gmail.com>; dcoglb@gmail.com <dcoglb@gmail.com>; deo.dharwad@gmail.com <deo.dharwad@gmail.com>; dcjmu-jk@nic.in <dcjmu-jk@nic.in>; dcsgr-jk@nic.in <dcsgr-jk@nic.in>; nagdmp@nic.in <nagdmp@nic.in>; dckma-ngl@nic.in <dckma-ngl@nic.in>; dm-angul@nic.in <dm-angul@nic.in>; dm-balasore@od.gov.in <dm-balasore@od.gov.in>; dm-khurda@od.gov.in <dm-khurda@od.gov.in>; dm-cuttack@nic.in <dm-cuttack@nic.in>; dm-sundargarh@od.gov.in <dm-sundargarh@od.gov.in>; dm-angul@nic.in <dm-angul@nic.in>; dm-jajpur@od.gov.in <dm-jajpur@od.gov.in>; collrtut@nic.in <collrtut@nic.in>; collrtry@nic.in <collrtry@nic.in>; collrmdu@nic.in <collrmdu@nic.in>; collrchn@nic.in <collrchn@nic.in>; collector_hyd@telangana.gov.in <collector_hyd@telangana.gov.in>; collector-nlgd@telangana.gov.in <collector-nlgd@telangana.gov.in>; collector-srd@telangana.gov.in <collector-srd@telangana.gov.in>; collector-srd@telangana.gov.in <collector-srd@telangana.gov.in>; dm-usn-ua@nic.in <dm-usn-ua@nic.in>; dm-har-ua@nic.in <dm-har-ua@nic.in>; dm-deh-ua@nic.in <dm-deh-ua@nic.in>; dm-kol@nic.in <dm-kol@nic.in>; dmpaschimbardhaman@gmail.com <dmpaschimbardhaman@gmail.com>; dmpaschimbardhaman@gmail.com <dmpaschimbardhaman@gmail.com>; dmpaschimbardhaman@gmail.com <dmpaschimbardhaman@gmail.com>; dm-mid-wb@nic.in <dm-mid-wb@nic.in>; dm-howr@nic.in <dm-howr@nic.in>; collector-sur@gujarat.gov.in <collector-sur@gujarat.gov.in>; ahd@gujarat.gov.in <ahd@gujarat.gov.in>; collector-vad@gujarat.gov.in <collector-vad@gujarat.gov.in>; collector-raj@gujarat.gov.in <collector-raj@gujarat.gov.in>; dc-kan-hp@nic.in <dc-kan-hp@nic.in>; dc-sir-hp@nic.in <dc-sir-hp@nic.in>; dc-sol-hp@nic.in <dc-sol-hp@nic.in>; sdmsolan.hp@nic.in <sdmsolan.hp@nic.in>; dc-sir-hp@nic.in <dc-sir-hp@nic.in>; sdm-paonta-hp@nic.in <sdm-paonta-hp@nic.in>; dc-sol-hp@nic.in <dc-sol-hp@nic.in>; sdmsolan.hp@nic.in <sdmsolan.hp@nic.in>; dc-man-hp@nic.in <dc-man-hp@nic.in>; dc-jsr@nic.in <dc-jsr@nic.in>; dc-ran@nic.in <dc-ran@nic.in>; dm-gaya.bih@nic.in <dm-gaya.bih@nic.in>; dm-muzaffarpur.bih@nic.in <dm-muzaffarpur.bih@nic.in>; dmindore@nic.in <dmindore@nic.in>; dmdewas@nic.in <dmdewas@nic.in>; dmsagar@nic.in <dmsagar@nic.in>; dmujjain@nic.in <dmujjain@nic.in>; dmjabalpur@nic.in <dmjabalpur@nic.in>; collector.akola@maharashtra.gov.in <collector.akola@maharashtra.gov.in>; collector.amravati@maharashtra.gov.in <collector.amravati@maharashtra.gov.in>; collector.aurangabad@maharashtra.gov.in <collector.aurangabad@maharashtra.gov.in>; dmjau@nic.in <dmjau@nic.in>; collector.chandrapur@maharashtra.gov.in <collector.chandrapur@maharashtra.gov.in>; collector.jalgaon@maharashtra.gov.in <collector.jalgaon@maharashtra.gov.in>;

collector.jalna@maharashtra.gov.in <collector.jalna@maharashtra.gov.in>; collector.kolhapur@maharashtra.gov.in <collector.kolhapur@maharashtra.gov.in>; dmlatur-mh@gov.in <dmlatur-mh@gov.in>; collector.mumbaicity@maharashtra.gov.in <collector.mumbaicity@maharashtra.gov.in>; collector.mumbaisuburb@maharashtra.gov.in <collector.mumbaisuburb@maharashtra.gov.in>; collector.nagpur@maharashtra.gov.in <collector.nagpur@maharashtra.gov.in>; collector.nashik@maharashtra.gov.in <collector.nashik@maharashtra.gov.in>; collector.pune@maharashtra.gov.in <collector.pune@maharashtra.gov.in>; dycollslao3@gmail.com <dycollslao3@gmail.com>; collector.solapur@maharashtra.gov.in <collector.solapur@maharashtra.gov.in>; collector.thane@maharashtra.gov.in <collector.thane@maharashtra.gov.in>; collector.palghar@maharashtra.gov.in <collector.palghar@maharashtra.gov.in>; dc.mhl@punjab.gov.in <dc.mhl@punjab.gov.in>; dc.jal@punjab.gov.in <dc.jal@punjab.gov.in>; dc-ludhiana@nic.in <dc-ludhiana@nic.in>; dc.rpr@punjab.gov.in <dc.rpr@punjab.gov.in>; dc.pkt@punjab.gov.in <dc.pkt@punjab.gov.in>; dc.ptl@punjab.gov.in <dc.ptl@punjab.gov.in>; am-alw-rj@nic.in <am-alw-rj@nic.in>; dm-jaip-rj@nic.in <dm-jaip-rj@nic.in>; dm-jod-rj@nic.in <dm-jod-rj@nic.in>; dm-kot-rj@nic.in <dm-kot-rj@nic.in>; dm-uda-rj@nic.in <dm-uda-rj@nic.in>; dmagr@nic.in <dmagr@nic.in>; dmall@nic.in <dmall@nic.in>; dmson@nic.in <dmson@nic.in>; dmbar@nic.in <dmbar@nic.in>; dmfir@nic.in <dmfir@nic.in>; dmjpn@nic.in <dmjpn@nic.in>; commkap@nic.in <commkap@nic.in>; dmmor@nic.in <dmmor@nic.in>; dmrae@nic.in <dmrae@nic.in>; dmvar@nic.in <dmvar@nic.in>; commgor@nic.in <commgor@nic.in>; dmmee@nic.in <dmmee@nic.in>

1 attachment (17 MB)

Scanned Short Affidavit DM Chandigarh pagenumbered.pdf;

Sir/Ma'am,
Please find attached with this email short affidavit on behalf of DM, Chandigarh/Respondent no.34 in the above captioned matter listed before the Hon'ble National Green Tribunal, New Delhi on 20.01.2026.

Regards

SHUBHAM BHALLA
Advocate-on-Record

OFFICE : D-52, BASEMENT, PANCHSHEEL ENCLAVE,
NEW DELHI- 110017
CHAMBER: CH. NO. 206, C.K. DAPTHARY CHAMBERS,
SUPREME COURT OF INDIA, NEW DELHI - 110001.

Phone no. - 011-41064945
Mob: 9654427273