

**BEFORE THE NATIONAL GREEN TRIBUNAL**

**SOUTHERN ZONE AT CHENNAI**

**O.A. No. 183 OF 2016(SZ)**

IN THE MATTER OF:

Shri Vinay Shivananda Naik

**...Applicant**

Versus

State of Karnataka & Ors.

**...Respondents**

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Certified that the above documents are true copies of their respective originals.

Dated this the 27<sup>th</sup> day of May 2021



**Anu Ganesan**

**Counsel for Original Applicant**

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APPLICANT TO THE RESPONDENT NO. 3's - BMTC's  
AFFIDAVIT**

**MOST RESPECTFULLY SHOWETH:**

1. Respondent No.3 has, through the Chief Mechanical Engineer (Production), filed an affidavit before this Hon'ble Tribunal. Although directed to do so, Respondent No.3 has not served a copy of the same upon the Applicant. However, the affidavit has been extracted in its entirety by this Hon'ble Tribunal in its order dated 24.09.2020 and the Applicant craves leave of this Hon'ble Tribunal to submit its written submissions in response to the affidavit.

2. Paragraph 2 of Respondent No.3's (BMTC) affidavit materially misrepresents this Hon'ble Tribunal's Order dated 12.01.2017. The Order allowed purchases of BS-IV buses to all Karnataka State Road Transport Corporation subsidiaries **for use outside of Bengaluru**. The relevant part of the order is reproduced below:

*“Therefore the prayer of the respondents for permission to purchase Euro IV norm buses to ply outside the Bengaluru City can only be allowed.”*

- 2.1 Respondent No.3, BMTC, was allowed to purchase 1,000 buses because of their (undocumented) claims that grant funds were expiring, it was an emergency and, with no evidence whatsoever, represented that 150 AC buses were not available in CNG models. No tenders for like equipped CNG buses were presented.

- 2.2 The Order stated:

**“It is made clear that the permission granted shall not be taken a ground to contend later that they need not switch over to CNG buses”** which is the question to be decided in the main application. Similarly, before purchasing any additional buses, in

*addition to the BS IV norm buses now permitted,*  
**“BMTC shall take the Tribunal into confidence  
and satisfy why the CNG vehicles are not being  
chosen.”**

- 2.3 However, all that Respondent No. 3 is submitting as to why CNG vehicles are not being chosen is that *they do not want to* – in paragraph 15 of the affidavit.
3. Per the figures provided in Paragraphs Nos.3, 4, and 5, of the affidavit under reply, Respondent No.3 purchased 2,158 BS-IV buses which is 1,158 more BS-IV buses than the 1,000 buses allowed for by this Hon’ble Tribunal in the Order dated 12.01.2017. To the best of the Applicant’s knowledge, no permission was obtained by the Respondents’ to purchase these buses, violating the directions of the Hon’ble High Court of Karnataka and this Tribunal’s Orders to “take the Court / Tribunal into confidence and satisfy why the CNG vehicles are not being chosen”. Thus, going by the paragraphs 3, 4 and 5, it is submitted that Respondent Nos. 1, 2 and 3 are in contempt of the interim orders granted by this Hon’ble Tribunal.

4. Respondent No.3 states in Paragraph No.6 that it estimates 2 to 3 years to replace 2,813 BS-III buses. Of the said 2,813 BS-III buses 1,545 have not crossed 10 years. The Auto Fuel Policy established a mandate that required the registration of any new vehicle in Bengaluru to be of BS-IV manufacture as of 01.04.2010.

4.1 The question arises as to how then could there be 1,545 BS-III buses under 10 years of age more than 11 years after BS-III buses were no longer legal to purchase and register in Bengaluru?

4.2 Additionally, there are a total of 9,715 KSRTC and BMTC non-BS-IV buses registered in Bengaluru and 4,621 non-BS-IV buses from Respondents No.5 and No.6 for a KSRTC et al total of 14,336 non-BS-IV RTC buses operational in the State. Responses to RTI applications in this regard are enclosed as **Annexures A**. Importantly, these figures do not include other vehicles such as trucks and leased route buses which would place the number substantially higher, perhaps double. The Hon'ble Supreme Court in M.C. Mehta stated the starting point for reducing air pollution is addressing

*“Government vehicles and public undertaking vehicles including public transport vehicles.”*

- 4.3 If the Respondents are directed/ordered to, as an immediate measure, retrofit these buses, the retrofits will quickly produce a meaningful reduction in harmful air pollution at a far lesser expense while the process of replacement of the entire fleet with clean fuel buses is underway.
- 4.4 The Auto Fuel Policy of 2014, adopted by the Government of India, states that all non-BS-IV commercial diesel vehicles should be retrofitted, or renewal of license / registration shall be denied. The said policy is applicable statewide in Karnataka. (Please see Applicant Synopsis Paragraph No.11, page 1587 and Paragraph No.14 pages 1590/91). Further, this Hon’ble Tribunal in its Order dated 27.02.2019 stated - *“Without dealing further on the facts, we make it clear that BS-II and BS-III vehicle shall not be granted renewal of registration and registration of new BS-IV complaint vehicle shall be subject to the decision of the Tribunal in “Original*

*Application no. 21 of 2014, Vardhaman Kaushik Vs. Union of India & Ors.*”. The Respondents have continued to renew registration on thousands of non-BS-IV vehicles for over 2 years. The Petitioner humbly submits that Respondents No.1, 2, 3, 5 and 6 are in contempt of the interim orders granted by this Hon’ble Tribunal.

4.5 To the best of the Applicant’s knowledge, KSRTC operates daily in Bengaluru, through their huge main terminal at Majestic in Central Bengaluru, and a dozen or more pickup stands throughout the city. It has registered 8,674 buses in Bengaluru per the Karnataka Transport Commissioner’s Annual Report and the KSRTC RTI Response dated 16.05.2019.

4.5.1 Dr. Bhure Lal’s Expert Committee (EPCA) Report for the Supreme Court dated 01.02.2017 stated “*Adopting a regional approach for common air-shed: Over time, science has made it clear that local pollution cannot be solved without addressing the larger regional pollution.*” (See Applicant’s Synopsis,

Paragraph 12, page 1589.) In short, pollution sources in and around urban centers must be addressed. KSRTC cannot claim they have no meaningful contribution to the air pollution in Bengaluru. Their version does not withstand even a cursory review. KSRTC buses are registered in Bengaluru, KSRTC buses are serviced in Bengaluru, KSRTC buses operate through Bengaluru, KSRTC has their huge main hub in central Bengaluru and KSRTC has over a dozen bus stands / pick up and drop places scattered throughout the city. KSRTC buses must fall under metro Bengaluru standards and regulations. (See Paragraphs No.13 and No.14, pages 1589 – 1591 of Applicant Synopsis)

5. Reply to paragraph nos. 7, 8, and 9 of the affidavit:
  - 5.1 The Respondents have, over the 5-year pendency of this Petition, provided many reasons for their non-compliance, such as shortage of funds, CNG technology is (allegedly) new; there is (allegedly) better technology available; electric buses are being

bought instead of CNG, etc. However, the net result is zero progress, i.e. not one bus of any clean fuel, be it CNG, LPG or electric has been purchased / operated till date and no buses have been retrofitted, or in other words, Respondents have not produced anything before this Hon'ble Tribunal to denote otherwise.

5.2 In the 5-year pendency of this Petition the Respondents have not addressed the air pollution generated by their vehicles and have not complied with the statutory directives from Respondent No.4, Karnataka State Pollution Control Board (KSPCB). KSPCB directed Respondent No.2 (KSRTC) and Respondent No.3 (BMTC) to convert to CNG use in 2014. There was no exemption granted to KSRTC from this statutory directive, but KSRTC keeps incorrectly contending that they are not operating in Bengaluru (see Paragraph No.4, page 1580 and Paragraphs No.13 and No.14, pages 1589 – 1591 of Synopsis).

5.3 The Applicant humbly submits that 'running out the clock' on BS-III and now BS-IV emission norms

through constant delay tactics on this Original Application, does not exempt the Respondents from compliance.

5.4 The Respondents' plans to replace all RTC buses with CNG and / or electric have been proffered often in the press as well as in the form of promises to the Courts since 2004. (See Applicant Synopsis Paragraph 13, page 1589 and 1590) These plans and promises have yielded zero clean fuel or retrofitted RTC buses in the State till date.

5.5 Public domain sources state that Respondent No.1 collects between 1200 and 1300 crores **per month** from fuel tax alone – the burning of that fuel is the primary source of air pollution in Karnataka. (<https://www.newindianexpress.com/states/karnataka/2020/jun/07/karnataka-gets-rs-4313-crore-in-gst-dues-fuel-tax-trickles-into-coffers-2153332.html>). Printout of the article is enclosed as **Annexure B**.

5.6 Respondent No.1 taxes the source of the air pollution (fuel) generating thousands of crores in income but chooses not to fulfill its constitutional duty to protect

the environment by spending some of those very substantial funds on reducing the air pollution they themselves generate by burning that fuel. Respondent No.1 owned RTCs are one of the largest purchasers of fuel in Karnataka and, thus, are one of the largest polluters of the air. The Applicant humbly submits that **the Polluter Pays Principle must apply to Respondent No.1.**

6. Reply to paragraph nos. 10 & 11 of the affidavit under reply:

- 6.1 The Respondents' have proffered unsubstantiated information as fact in their pleadings and the affidavit under reply. The contentions urged by the Respondents with regard to technology hold no water. In any event, the Hon'ble Supreme Court by creating two expert committees whose reports are adopted by the Government of India: The Dr. Bhure Lal Expert Committees (EPCA) and; the Auto Fuel Policy Expert Committee that consisted of representation from all relevant Ministries, manufacturers, academia and NGO's, has laid to rest all contentions that the Respondents seek to agitate.

The Respondents' claim that BS-IV and BS-VI emissions are better than CNG is unverified, highly disputed and is contrary to both sets of expert committee reports accepted by the Government of India. The said assertion is also contrary to the statutory directive of KSPCB to convert to CNG.

6.2 Additionally, Dr. Bhure Lal Expert Committee Report dated 01.02.2017 stated: *“Also, as global evidence shows, modern diesel vehicles, **Euro 6 (BS- VI), have serious problems in meeting emission norms on roads.**”* (See Paragraph No.11, page 1586 of the Applicant's Written Synopsis).

6.3 In short, the Respondents delay any CNG purchases until BS-VI is available then state in Paragraph No.15 of the Affidavit under reply that *“**BMTC will only purchase BS-VI make diesel buses or electrical buses.**”* Respondents No.1, 2 and 3 cannot do so. They are bound by the statutory directive issued by the KSPCB as well as various orders and directions to switch over to clean fuel, be it CNG, electric or LPG.

**6.4** The Respondents have been ordered to use CNG/clean fuel and to retrofit in order to reduce vehicular pollution many times since 2002 by the Hon'ble Supreme Court, the Hon'ble High Court of Karnataka and the Karnataka Pollution Control Board. (See Paragraphs 4, 5 and 6, pages 1580 – 1582) of the Applicant's Synopsis). The Respondents have refused any action on CNG, LPG or Electric during the 5-year pendency of this Petition. However, the Respondents always have "an emergency" to petition this Hon'ble Tribunal for the purchase of diesel buses "*before grant money runs out*". The Petitioner is not aware of any grant money for diesel buses that does not apply to CNG or LPG or electric buses as well. In all these requests for permission to buy more diesel buses, not once have the Respondents offered anything, even a simple comparison quote to "*satisfy this Tribunal as to why the CNG vehicles are not being chosen*". The Petitioner humbly submits that defenses in the affidavit are meaningless, unsupported, and contrary to Government of India accepted reports / policies of

the Dr. Bhure Lal Expert Committees and the Auto Fuel Policy Expert Committee and is not a sufficient argument to justify why the Respondents have not purchased CNG, LPG or Electric buses. Meanwhile, the Respondents just proceed and buy diesel buses without the permission of this Hon'ble Tribunal. The Respondents claim CNG buses are too expensive, but Respondents turned down the GAIL Gas offer to pay the difference in purchase price between diesel and CNG buses. The rejection of the GAIL Gas offer coupled with zero CNG or electric buses 6 years after promising a full fleet of both shows a lack of good faith from Respondent No.1 to fulfil its constitutional duty to protect the environment. (See Paragraph 16 of Petitioner Synopsis page 1592). The Petitioner humbly submits that **the Polluter Pays Principle must apply to Respondent No.1.**

7. Reply to the paragraph nos. 12 & 13 of the affidavit under reply:

7.1 The Respondents have been promising an "all CNG bus fleet" then "all electric bus fleet" since 2014. The

Respondents consumed all of 2019 and 2020 asking for diesel buses, stating CNG buses were too expensive (but refused the GAIL Gas's offer of partial funding) then pivoted to promising electric buses while buying diesel buses without permission from this Hon'ble Tribunal.

7.2 The Respondents have delayed the proceedings at every juncture during the pendency of this Application, dragging out the proceedings despite Orders from this Hon'ble Tribunal.

7.2.1 Forty months ago this Hon'ble Tribunal vide Order dated 20.11.2017 held that: "**...Pleading are completed. List the matter for final arguments on 15.12.2017.**"

7.2.2 Sixteen months later this Hon'ble Tribunal vide Order dated 24.4.2019 held that: "*After Counsel appearing for the Bangalore Metropolitan Transport Corporation (BMTC), **Respondent No. 3, prays time to file an affidavit regarding course of action to be taken for replacement of vehicles as directed by this Tribunal vide***

***order dated 27.02.2019. The State Government is also directed to file a report regarding the steps to be taken to avoid air pollution being caused on account of user of motor vehicles in the State. List this matter on 10th July 2019.***

7.2.3 Twenty-one months ago, this Hon'ble Tribunal vide Order dated 10.07.2019: "*Since pleadings are complete the matter now be **listed for final hearing as it has been going on for a long time.***"

7.2.4 Fourteen months ago, this Hon'ble Tribunal on 24.02.2020 once again Ordered the State of Karnataka and the Karnataka State Road Transport Corporation to submit a detailed report within a month.

7.2.5 In this Hon'ble Tribunal's Order of 24 September 2020, 19 months after the initial Order to submit a detailed plan, the long-awaited reply from the Respondents was published within this Order and this Hon'ble Tribunal held as follows: "*it*

*appears that nothing fruitful has happened in converting the old vehicles in a phased manner to the new eco-friendly vehicles and still they are in the process of tender of purchasing new electricity vehicle and shifting of old vehicle of BS - VI Model. They have not given any time line within which these things can be implemented. So, they are directed to submit an action plan with specific time line, instead of giving a vague time line within which it will be done with necessary budget provision. They are directed to submit the report to this Tribunal on or before 24.11.2020 by e-filing along with necessary hard copies to be produced as per rules.*

7.2.6 It is pertinent to mention herein that the Karnataka State Road Transport Corporation, in response to RTIs, had disclosed staggering figures of non-BS-IV buses in its fleets – the very buses this Hon’ble Tribunal stated over 2 years ago “*we make it clear that BS-II and BS-III vehicle shall not be granted renewal of registration*” and 7 years since the Auto Fuel Policy stated these non-BS-IV commercial diesel vehicles should be retrofitted

within 2 years or renewal of registration denied. Karnataka State Road Transport Corporation has a total of 14,336 non-BS-IV buses in operation, out of which 9,715 are registered in and are operating daily in Bengaluru. Importantly, these figures do not include trucks and leased route buses, which if included, may double that number.

7.2.7 As covered in the Auto Fuel Policy, BS-I, BS-II and BS-III commercial diesel vehicles not retrofitted with emission control devices should be denied renewal of registration. It is submitted that a mandatory retrofit program coupled with a mandatory replacement purchase program of new clean fuel vehicles can ensure immediate and meaningful reduction in harmful pollution levels during the transition to clean fuel.

7.2.8 Eighteen months ago, this Hon'ble Tribunal vide Order dated 01.11.2019 held: *"The counsel appearing for the State of Karnataka has filed memo of submission showing that the option given*

*by GAIL Gas ltd., has not been found viable and proposes to purchase 300 electrical vehicles. Tenders have been invited by BMTC for this purpose on 18.09.2019 and **they will be able to put the vehicles on the road shortly.** The State Government as well as BMTC is directed to come with a timeline within which this can be implemented.”*

7.2.9 The nearly 20-year track record of the Respondents remains consistent: despite many promises, there is not a single RTC bus that is retrofitted or operates on CNG, electricity or LPG in the State of Karnataka.

7.3 The affidavit from Respondent No.3 under reply states in Paragraph No.15 that **“BMTC will only purchase BS-VI make diesel buses or electrical buses.”** The Applicant takes that to mean a unilateral rejection of settled principles of environmental law and direct Orders / Policies / Statutory Orders to convert vehicles to CNG or LPG use. Compliance with these settled

principles, Orders and directives will bring down vehicular pollution by adopting clean fuels be it electricity, CNG or LPG and immediately retrofitting the older vehicles during the replacement cycle starting with *“Government vehicles and public undertaking vehicles including public transport vehicles.”*

7.4 Respondent No.1 owns and administers the RTCs in Karnataka, controls all funding for the RTCs in Karnataka and has the constitutional responsibility for protecting the environment in Karnataka. (See Paragraph No.16, page 1592 of Applicant Synopsis) All evidence and history during the 5-year pendency of this Petition indicates that Respondent No.1 has failed to ensure that its corporations comply with statutory directives, High Court Orders, and directions from this Hon’ble Tribunal. It is therefore incumbent on Respondent No.1 to ensure that its agencies and instrumentalities comply with settled principles of environmental law and consequently, bring down vehicular pollution by adopting clean fuels be it electricity, CNG or LPG and retrofit the

older vehicles during the clean fuel vehicle replacement cycle.

8. Reply to the paragraph nos. 14, 15, 16 and 17 under reply:

8.1 In these paragraphs, the Respondents once again claim that they do not have funds to implement, despite Respondent No. 1 collecting well over a thousand crore per month in fuel tax. After years of promises for an “all CNG bus fleet” and an “all-electric bus fleet” the Respondents offer a plan to this Hon’ble Tribunal that they intend to issue a tender in an undisclosed timeline for 300 electric buses and purchase 1,500 diesel buses in 2 or 3 years from now. Additionally, they do not even mention the required retrofits whatsoever.

8.2 The Respondents’ delay tactics have consistently worked for them for nearly two decades. Due to those successes they choose to continue delaying implementing orders and directives of this Hon’ble Tribunal, KSPCB and the Courts.

8.3 It is submitted that there is need for urgent action.

- 8.3.1 While the Respondents continue their successful 5-year campaign to delay any action whatsoever, the Applicant most humbly submits that there is a constantly growing threat / harm to the lives and health of millions of Karnataka citizens, and merely because it is not directly visible to the naked eye does not mean that the said threat need not be addressed with urgency.
- 8.3.2 A study regarding Bangalore children was mentioned by the Hon'ble Supreme Court in M.C. Mehta (2002) – *“A study conducted with regard to children in Bangalore show that the incidents of asthma in percentage of children rose from 9% in 1979 to 29.5% in 1999”*.
- 8.3.3 The Breathe Blue Report of 2015, submitted with the Original Application, reflected nearly 36% of the Bangalore children had asthma with poor lung health from air pollution (up 7%) and nearly 9 out of 10 Bangalore children had adversely affected lung capacity from air pollution.

8.3.4 Today, public domain studies show the continuing degradation of health in Karnataka from air pollution as the Government of Karnataka does nothing to mitigate a serious threat to citizen's health from air pollution. May 2, 2021: <https://bengaluru.citizenmatters.in/bengaluru-children-inhaling-polluted-air-every-day-report-60167>

“Up to two million school children in Bengaluru are exposed to dangerous air pollution during their school day, risking asthma, allergic rhinitis and other chronic health impacts, according to a report produced by the Global Climate and Health Alliance (GCHA) and Health and Environment Alliance (HEAL). According to this study, Karnataka lost USD 568 million to air pollution in 2019... *Children are especially vulnerable to the adverse health effects of air pollution, but have no control over environments where they live, learn and play. We have a duty to protect children from airborne toxins, because they can't protect themselves. Doing so requires political will, a multi-sector commitment to*

*improving air quality, and sustained collaboration towards comprehensive solutions”.*

- 8.4 The Hon’ble Supreme Court in M.C. Mehta 2002 stated: *“The increase in respiratory diseases specially amongst the children **should normally be a cause of concern for any responsible government.** The precautionary principle enshrined in the concept of sustainable development would have expected the government and the health authorities to take appropriate action and arrest the air pollution. **However, children do not agitate or hold rallies and, therefore, their sound is not heard and the only concern of the Government now appears to be is to protect the financial health of the polluters... at the cost of public health.***
- 8.5 The Applicant most humbly submits that the aforementioned law laid down by the Hon’ble Supreme Court is applicable in the facts and circumstances of this case.
9. In view of the foregoing, it is respectfully submitted that there is an immediate urgency to address the issues raised

by the Applicant in the instant OA and delayed by the Respondents for 5 years. Further, it is most respectfully submitted, the conduct of the State of Karnataka and the Karnataka State Road Transport Corporations **warrants that they be given no further time and that the instant petition be heard immediately with final orders passed.**

It is submitted that meaningful action from the State of Karnataka and the Karnataka State Road Transport Corporation and its subsidiaries will come only through specific Orders/directions from this Hon'ble Tribunal requiring immediate action, paid for by the State of Karnataka, followed by vigilant monitoring and rigorous enforcement.

10. In summation, the Applicant prays that this Hon'ble Tribunal be pleased to pass orders and directions as prayed for and issue further orders and directions in order to ensure timely compliance.

**Chennai**

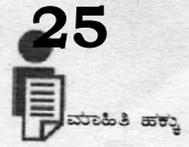
**Date:** 27.05.2021



**Counsel for the Applicant**



ಬೆಂಗಳೂರು ಮಹಾನಗರ ಸಾಲಿಗೆ ಸಂಸ್ಥೆ  
ಕೇಂದ್ರ ಕಛೇರಿ, ತಾಂತ್ರಿಕ ಇಲಾಖೆ: ಎ.ಇ.ವಾಜಪೇಯಿ ಸಂಚಾರ  
ಸಂಕೀರ್ಣ, ಬೆಂಗಳೂರು-560 027



ಸಂಖ್ಯೆ:ಬೆಂಮಸಾಸಂಸ್ಥೆ:ಕೇಕ:ತಾಂತ್ರಿಕ(ನಿ):ಸಾ-03:23:2019-20

ದಿನಾಂಕ: 27/5/2019

ಶ್ರೀ. ನಯಾಜ್ ಖಾನ್,  
ನಂ.333, ಡೆಲ್ಲಿ ಬಾದಷಾ ಕಾಂಪೌಂಡ್,  
1 ನೇ ಮೇನ್, 2ನೇ ಕ್ರಾಸ್, ದರ್ಗಾ ಮೊಹಲ್ಲಾ,  
ದೂರವಾಣಿ ನಗರ, ಬೆಂಗಳೂರು - 560016.

Annexure A

ಮಾನ್ಯರೆ,

ವಿಷಯ : ಮಾಹಿತಿ ಹಕ್ಕು ಅಧಿನಿಯಮ-2005 ರಡಿಯಲ್ಲಿ ಮಾಹಿತಿ ಕೋರಿರುವ ಕುರಿತು.

ಉಲ್ಲೇಖ : 1.ಮನವಿ ದಿನಾಂಕ 16/5/2019. PO : 48 ಎಸ್ 589952..

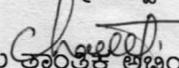
2.ಮಾಹಿತಿ ಶಾಖೆ ಸಂ:59:18-19 ದಿನಾಂಕ 16/5/2019.

\*\*\*\*\*

ಮೇಲ್ಕಂಡ ವಿಷಯಕ್ಕೆ ಸಂಬಂಧಿಸಿದಂತೆ, ಈ ಮೂಲಕ ತಮಗೆ ತಿಳಿಯಪಡಿಸುವುದೇನೆಂದರೆ, ಮಾಹಿತಿ ಹಕ್ಕು ಅಧಿನಿಯಮ-2005 ರಡಿಯಲ್ಲಿ ತಾವು ಕೋರಿರುವ ಮಾಹಿತಿಯನ್ನು ನೀಡುವಂತೆ ಅರ್ಜಿಯನ್ನು ತಾಂತ್ರಿಕ(ನಿ) ಶಾಖೆಗೆ ಕಳುಹಿಸಿರುತ್ತಾರೆ. ಅದರಂತೆ ಪರಿಶೀಲಿಸಿ ಸಂಬಂಧಿಸಿದ ಮಾಹಿತಿಯನ್ನು ಈ ಕೆಳಕಂಡಂತೆ ವಿವರಿಸಲಾಗಿದೆ.

ವಿವರಗಳು	ಷರಾ
Q-1) Please provide the total number of buses in the BMTC fleet as of 31 March 2019. Totals to include leased buses and leased routes to private firms.	ದಿನಾಂಕ:31-3-2019ರ ಅಂತ್ಯಕ್ಕೆ ಒಟ್ಟು 6521 ವಾಹನಗಳು ಇರುತ್ತವೆ. ಸಂಸ್ಥೆಯಲ್ಲಿ ಬಾಡಿಗೆ/ಗುತ್ತಿಗೆ ಆಧಾರದ ಮಾರ್ಗಗಳು ಮತ್ತು ಬಸ್‌ಗಳು ಕಾರ್ಯಾಚರಣೆ ಬಗ್ಗೆ ಮಾಹಿತಿ ನೀಡುವಂತೆ ಸಲ್ಲಿಸಿರುವ ಅರ್ಜಿಯನ್ನು ಮಾಹಿತಿ ಹಕ್ಕು ಅಧಿನಿಯಮ 2005ರ ಕಲಂ 6(3) ರಲ್ಲಿ ಸಾರ್ವಜನಿಕ ಮಾಹಿತಿ ಅಧಿಕಾರಿ, (ವಾಣಿಜ್ಯ) ಮತ್ತು ಸಾರ್ವಜನಿಕ ಮಾಹಿತಿ ಅಧಿಕಾರಿ (ಆಚರಣೆ) ಬೆಂಮಸಾ ಸಂಸ್ಥೆ, ಕೇಂದ್ರ ಕಛೇರಿ, ಬೆಂಗಳೂರು ರವರಿಗೆ ವರ್ಗಾಯಿಸಲಾಗಿದೆ.
Q-2) Please group the total number of buses above by the emissions norm class they were manufactured to (i.e. BS-1, BS-11,BS-111 and BS-IV) reflecting the total number of buses per the emissions norm level they were originally manufactured to.	ಮೇಲಿನ ಒಟ್ಟಾರೆ ಬಸ್ಸುಗಳ emissions norm ರಂತೆ ವಾಹನ ತಯಾರಕರನ್ನಯ ವಿವರಗಳು ಈ ಕೆಳಕಂಡಂತಿರುತ್ತವೆ. 1.BS-I -- 00 2.BS-II -- 86 3.BS-III -- 2535 4. BS IV -- 3900 TOTAL - 6521

ತಮ್ಮ ವಿಶ್ವಾಸಿ,

  
ವಿಭಾಗೀಯ ತಾಂತ್ರಿಕ ಅಭಿಯಂತರರು (ನಿ)  
ಸಾರ್ವಜನಿಕ ಮಾಹಿತಿ ಅಧಿಕಾರಿ

ಪ್ರತಿಯನ್ನು: 1.ಸಾರ್ವಜನಿಕ ಮಾಹಿತಿ ಅಧಿಕಾರಿ, ಸಂಚಾರ ಶಾಖೆ ಮತ್ತು ವಾಣಿಜ್ಯ ಶಾಖೆ, ಬೆಂಮಸಾ ಸಂಸ್ಥೆ, ಕೇಂದ್ರ ಕಛೇರಿ, ಬೆಂಗಳೂರು-560027 ರವರಿಗೆ ಅರ್ಜಿದಾರರಿಗೆ ಮಾಹಿತಿ ಹಕ್ಕು ಅಧಿನಿಯಮ 2005ರ ಕಲಂ 6(3) ರಲ್ಲಿ ಮಾಹಿತಿ ಒದಗಿಸಲು ವರ್ಗಾಯಿಸಲಾಗಿದೆ.  
2. ಮಂಡಳಿ ಕಾರ್ಯದರ್ಶಿ, ಮಾಹಿತಿ ಶಾಖೆ, ಬೆಂಮಸಾ ಸಂಸ್ಥೆ, ಕೇಂದ್ರ ಕಛೇರಿ, ಬೆಂಗಳೂರು-560027 ರವರ ಮಾಹಿತಿಗಾಗಿ.

“Translation”

BRUHAT METROPOLITAN TRANSPORT CORPORATION  
Central Office, Mechanical Department: A.B.Vajapayee Traffic Complex,  
Bengaluru – 560 027

No. BMTC:CO:M(N):Sa-03:233:2019-20

Dated: 27/5/2019

Sri Nayaz Khan,  
No.333, Delhi Badhsha Compound,  
1<sup>st</sup> Main, 2<sup>nd</sup> Cross, Darga Mohalla,  
Dooravani Nagar, Bengaluru – 560 016.

Sir,

Sub : Information requested under Right to Information Act, 2005.

Ref : 1. Representation dated 16/5/2019. PO: 48 F 589952

2. Information Branch No.59:18-19 dated 16/5/2019.

-----

With reference to the above subject, this is to inform you that the information requested by you under Right to Information Act, 2005 has been sent to Mechanical (N) section. Accordingly, examined the concerned information and explained herein below:

Details	Remarks
Q-1) Please provide the total number of buses in the BMTC fleet as of 31 March 2019. Totals to include leased buses and leased routes to private firms.	For the date ending on 31.3.2019 there are vehicles totaling to 6521. The application submitted seeking information on operation of buses and their routes based on rent/lease has been transferred to Public Information Officer (Commercial) and Public Information Officer (Operations), BMTC, Central Office, Bengaluru.
Q-2) Please group the total number of buses above by the emissions norm class they were manufactured to (i.e. BS-1, BS-11, BS-111 and BS-IV) reflecting the total number of buses per the emissions norm level they were originally manufactured to.	As per the emissions norm of the total buses and based on the vehicles manufacturers, the details are herein below: 1. BS-I -- 00 2. BS-II -- 86 3. BS-III -- 2535 4. BS IV -- 3900 TOTAL -- 6521

Yours faithfully,

Sd/-

Divisional Mechanical Engineer (N)  
Public Information Officer

Copy to: 1. Public Information Officer, Traffic Branch and Commercial Branch, BMTC, Central Office, Bengaluru – 560 027 - transferred to provide information to applicant under section 6(3) of Right to Information Act, 2005.

2. Board Secretary, Information Branch, BMTC, Central Office, Bengaluru – 560 027 – for information.

**KARNATAKA STATE ROAD TRANSPORT CORPORATION  
CENTRAL OFFICES: BANGALORE**

Mechanical Engineering (Maintenance) Dept.

No.KST/CO/ME(M)/<sup>853</sup>/19-20

Dated: 11/06/2019

Nayaz Khan,  
333, Delhi Badshah Compound,  
1<sup>st</sup> Main, 2<sup>nd</sup> Cross, Dargha Mohalla,  
Doorvaninagar, Bangalore - 560016.

Sir,

Sub: Furnishing of information under RTI-2005-reg.  
Ref: PIO No. 86 Dated: 16.05.2019.

\* \* \* \* \*

This is with reference to the letter cited above, you have requested to furnish the details regarding number of buses in KSRTC under RTI 2005.

Questions	Answers												
1. Please provide the total number of buses in the KSRTC fleet as of March 31 2019. Totals to include leased buses, leased routes to private firms and Volvo buses.	1. With respect to the information sought, as on 31/3/2019, KSRTC has total 8674 number of buses.												
2. Please group the total no of buses above by the emissions norm class they were manufactured to (i.e BS-I , BS-II, BS-III,BS-IV) reflecting the total number of buses per the emissions norm level they were originally manufactured to.	2. <table border="1"> <thead> <tr> <th align="center">Euro wise</th> <th align="center">No. Of vehicles</th> </tr> </thead> <tbody> <tr> <td align="center">BS-1</td> <td align="center">8</td> </tr> <tr> <td align="center">BS-2</td> <td align="center">1270</td> </tr> <tr> <td align="center">BS-3</td> <td align="center">5624</td> </tr> <tr> <td align="center">BS-4</td> <td align="center">1772</td> </tr> <tr> <td align="center"><b>Total</b></td> <td align="center"><b>8674</b></td> </tr> </tbody> </table>	Euro wise	No. Of vehicles	BS-1	8	BS-2	1270	BS-3	5624	BS-4	1772	<b>Total</b>	<b>8674</b>
Euro wise	No. Of vehicles												
BS-1	8												
BS-2	1270												
BS-3	5624												
BS-4	1772												
<b>Total</b>	<b>8674</b>												

Thanking you,

Yours faithfully



(SUMALATHA.H)

Public Information Officer  
Mechanical Engg. Dept.(M)  
KSRTC, Central Office, Bangalore

28

Sri. Nagar  
Khan  
KMP

Copy to:  
Public Information Officer, KSRTC , Central Office, Bangalore, for information  
and necessary action.



## ಬೆಂಗಳೂರು ಮಹಾನಗರ ಸಾರಿಗೆ ಸಂಸ್ಥೆ



ಸಂಖ್ಯೆ:ಬೆಂಮಸಾಸಂಸ್ಥೆ/ಕೇಕ/ಸಂ(ಆ)/ಸಾ-1/11/2019-20

ದಿನಾಂಕ:05.2019.

ಶ್ರೀ ನಯಾಜ್ ಖಾನ್,  
ನಂ.333, ಡೆಲ್ಲಿ ಬಾದಷಾ ಕಾಂಪೌಡ್,  
1 ನೇ ಮೇನ್, 2ನೇ ಕ್ರಾಸ್, ದರ್ಗಾ ಮೊಹಲ್ಲಾ,  
ದೂರವಾಣಿ ನಗರ, ಬೆಂಗಳೂರು - 560016

ಮಾನ್ಯರೇ,

ವಿಷಯ: ಮಾಹಿತಿ ಹಕ್ಕು ಅಧಿನಿಯಮ-2005 ರಡಿಯಲ್ಲಿ ಮಾಹಿತಿಯನ್ನು ಒದಗಿಸುವ ಬಗ್ಗೆ.  
ಉಲ್ಲೇಖ: ಪಿಐಟಿ ಸಂಖ್ಯೆ: 59/19-20 ದಿನಾಂಕ: 16.05.2019. (ಐಪಿಟಿ 48ಎಫ್ 589952)

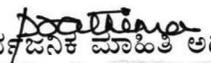
\*\*\*\*\*

ಮೇಲ್ಕಂಡ ವಿಷಯ ಮತ್ತು ಉಲ್ಲೇಖಕ್ಕೆ ಸಂಬಂಧಿಸಿದಂತೆ, ಮಾಹಿತಿ ಹಕ್ಕು ಅಧಿನಿಯಮ-2005 ರನ್ವಯ ತಾವು ಕೋರಿರುವ ಅಂಶಗಳ ಬಗ್ಗೆ ಮಾಹಿತಿಯ ವಿವರ ಈ ಕೆಳಕಂಡಂತಿರುತ್ತದೆ.

ಕೋರಿರುವ ಮಾಹಿತಿ	ನೀಡಿರುವ ಮಾಹಿತಿ
Q-1) Please provide the total number of buses in the BMTC fleet as of 31 March 2019.  Totals to include leased buses and leased routes to private firms.	ತಾಂತ್ರಿಕ (ನಿ) ಶಾಖೆಯಿಂದ ಮಾಹಿತಿ ನೀಡಲಾಗಿರುತ್ತದೆ.  ಸದರಿ ವಿಷಯವು ಸಂಚಾರ (ವಾ) ಶಾಖೆಗೆ ಸಂಬಂಧಿಸಿದ ವಿಷಯವಾಗಿರುವುದರಿಂದ ಕಲಂ 6(3) ರನ್ವಯ ಅರ್ಜಿಯನ್ನು ಸಂಚಾರ (ವಾ) ಶಾಖೆಗೆ ವರ್ಗಾಯಿಸಲಾಗಿದೆ.
Q-2) Please group the total number of buses above by the emissions norm class they were manufactured to (i.e. BS-1, BS-11, BS-111 and BS-1V) reflecting the total number of buses per the emissions norm level they were originally manufactured to.	ತಾಂತ್ರಿಕ (ನಿ) ಶಾಖೆಯಿಂದ ಮಾಹಿತಿ ನೀಡಲಾಗಿರುತ್ತದೆ.

ವಂದನೆಗಳೊಂದಿಗೆ,

ತಮ್ಮ ವಿಶ್ವಾಸಿ,

  
ಸಾರ್ವಜನಿಕ ಮಾಹಿತಿ ಅಧಿಕಾರಿ,  
ವಿಭಾಗೀಯ ಸಂಚಾರ ಅಧಿಕಾರಿ (ಆ & ಯೋ)  
ಬೆಂಮಸಾಸಂಸ್ಥೆ.

ಪ್ರತಿಯನ್ನು:

- 1) ಸಾರ್ವಜನಿಕ ಮಾಹಿತಿ ಅಧಿಕಾರಿ, ವಾಣಿಜ್ಯ ಶಾಖೆ, ಕೇಂದ್ರ ಕಛೇರಿ, ಬೆಂಮಸಾಸಂಸ್ಥೆ ರವರ ಮಾಹಿತಿಗಾಗಿ ಹಾಗೂ ಅರ್ಜಿಯನ್ನು ಈ ಪತ್ರದೊಂದಿಗೆ ಲಗತ್ತಿಸಿ ಕಲಂ 6(3) ರಡಿಯಲ್ಲಿ ಮುಂದಿನ ಸೂಕ್ತ ಕ್ರಮಕ್ಕಾಗಿ ರವಾನಿಸಲಾಗಿದೆ.
- 2) ಸಾರ್ವಜನಿಕ ಮಾಹಿತಿ ಅಧಿಕಾರಿ, ತಾಂತ್ರಿಕ (ನಿ) ಶಾಖೆ ರವರ ಮಾಹಿತಿಗಾಗಿ ರವಾನಿಸಲಾಗಿದೆ.

**NORTH WEST ROAD TRANSPORT CORPORATION**  
**CENTRAL OFFICE GOKUL ROAD HUBBALLI**  
(MECHANICAL ENGINEERING DEPARTMENT)

NO.NWKT/CO/HBL/ME /2019-20

DT.28-5-2019

To,  
Nayaz Khan,  
No.333,Delhi Badshah Compound,  
1st Main,2<sup>nd</sup> Cross,Dargha Mohalla,  
Doorvaninagar, Bangalore-560016.

By.RPAD.

Sir,

Sub: Forwarding the reply to the question raised  
by Mr.Nayaz Khan of Bangalore under RTI  
Act-2005.

<><><>

With reference to the above subject the reply to the question raised by Mr.Nayaz Khan of Bangalore under RTI Act-2005 Is as below.

Sino	QUESTION	REPLY																		
01	Please provide the total number of buses in the NWKRTC fleet as on March-2019. Totals to include leased buses, and leased routes to private firms.	As on 31.03.2019 the corporation holding 5013 Nos of Buses, and there is no leased routes and leased buses in the Corporation.																		
02	Please group the total number of buses above by the emission norm class they were manufactured to (i.e BS-1,BS-2,BS-3,BS-4) reflecting the total number of buss per the emission norm level they were originally manufactured to	However the total number of buses is categorised as below. <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th>Sino</th> <th>BS-Norms</th> <th>No of buses held</th> </tr> </thead> <tbody> <tr> <td>01</td> <td>BS-I</td> <td>06</td> </tr> <tr> <td>02</td> <td>BS-II</td> <td>812</td> </tr> <tr> <td>03</td> <td>BS-III</td> <td>3406</td> </tr> <tr> <td>04</td> <td>BS-IV</td> <td>789</td> </tr> <tr> <td>Total</td> <td></td> <td>5013</td> </tr> </tbody> </table>	Sino	BS-Norms	No of buses held	01	BS-I	06	02	BS-II	812	03	BS-III	3406	04	BS-IV	789	Total		5013
Sino	BS-Norms	No of buses held																		
01	BS-I	06																		
02	BS-II	812																		
03	BS-III	3406																		
04	BS-IV	789																		
Total		5013																		

Yours faithfully

Dy.Chief Mechanical Engineer  
And Public Information Officer

Copy:fwcc: Public Information officer and Board secretary NWKRTC C.O.  
Hubballi for information.

## Karnataka gets Rs 4,313 crore in GST dues, fuel tax trickles into coffers

Annexure B

[TNI newindianexpress.com/states/karnataka/2020/jun/07/karnataka-gets-rs-4313-crore-in-gst-dues-fuel-tax-trickles-into-coffers-2153332.html](https://www.newindianexpress.com/states/karnataka/2020/jun/07/karnataka-gets-rs-4313-crore-in-gst-dues-fuel-tax-trickles-into-coffers-2153332.html)



It is to be noted that the 39th meeting of GST Council held in March did discuss the impact of coronavirus on the economy.

By Express News Service

**BENGALURU:** In a huge relief to the State Government, which is facing a severe fund crunch due to the Covid-19-induced lockdown, the Central Government has released Rs 4,313 crore towards the Goods and Services Tax (GST) component for December 2019-February 2020. With Unlock 1.0, there has also been an increase in collection of taxes on petrol and diesel in the state.

The lockdown had badly affected the state's economy and to overcome the crisis, the government has been pushing for economic revival even as it continues to take measures to fight the pandemic. A CMO official said the GST component coming at this juncture will help the state shore up its finances. Also, the situation is slowly improving after restrictions were eased with industries and other businesses restarting, the official pointed out.

On Saturday, at a meeting chaired by Chief Minister B S Yediyurappa, Finance Department officials informed that Rs 4,313.13 crore has been released by the Central Government as the GST compensation for the December-February period. The officials also pointed out that there is an increase in collection of taxes on automotive fuel.

Sales tax on fuel is among the major sources of revenue for the state and, according to estimates, the government gets around Rs 1,200 to 1,300 crore per month from it. However, it had dropped significantly during the lockdown due to restrictions on movement of vehicles within and outside the state. State excise, motor vehicle tax and registration of properties are other major sources of revenue for the state.

### **Action to be taken against illegal transport of goods**

Apart from the GST component, the State Government is also expecting Rs 5,495 crore in special grant, recommended by the 15th Finance Commission. The CM had earlier discussed this issue with the Union Finance Minister.

The Chief Minister on Saturday directed the Commercial Taxes Department officials to take strict action against illegal transportation of goods. Based on a similar directive by the CM during a meeting last month, the department has increased the number of road vigilance teams from 77 to 116.

The teams inspected 2.89 lakh transport vehicles and 7.46 lakh e-way bills. Of this, 300 unlawful cases were detected and Rs 6.21 crore in taxes and fine had been collected, according to a note issued by the Chief Minister's Office. The CM also instructed the officers to conduct a survey of dealers conducting transactions of more than Rs 40 lakh and commercial complexes in big cities which collect monthly rent of more than Rs 20 lakh.

[Now we are on Telegram too. Follow us for updates](#)



Anu Ganesan &lt;advocateanuganesan@gmail.com&gt;

---

**OA No. 183 of 2016 - Written Submissions of the Applicant Shri Vinay Shivananda Naik**

1 message

---

**Anu Ganesan** <advocateanuganesan@gmail.com>

Thu, May 27, 2021 at 12:12 PM

To: darpan.advocate@gmail.com, r.thirunavukarasu@bharatmail.co.in, thirunavukarasurajabathar@gmail.com, advocatesarashwathy@gmail.com, bharadwaj@vivrti.in

Cc: Saransh Jain &lt;saransh@poovayya.net&gt;, "Manu P. Kulkarni Adv." &lt;manu@poovayya.net&gt;, shloka.n@poovayya.net

Sir/Ma'am,

Please find attached herewith the written submissions being filed on behalf of the Applicant in the subject referred Original Application.

Regards,

**Anu Ganesan B.A., B.L (Hons), ACS****Advocate & Standing Counsel (Central GST & Customs)**

High Court of Madras

**Mobile:** +91-99415-42415**Office:** Office 3B, No.11, Riviera Park, 4th Main Road Extension, Off Riverview Road, Kotturpuram, Chennai - 600085**Disclaimer:**

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 **OA 183 of 2016 - Written Submissions of the Applicant.pdf**  
7427K

**BEFORE THE  
NATIONAL GREEN TRIBUNAL  
SOUTHERN ZONE  
AT CHENNAI**

**O.A. NO. 183 OF 2016 (SZ)**

Shri Vinay Shivananda Naik  
...Applicant

-VS-

State of Karnataka & Ors.

...Respondents

**WRITTEN SUBMISSIONS ON  
BEHALF OF THE ORIGINAL  
APPLICANT TO THE  
RESPONDENT NO. 3's - BMTC's  
AFFIDAVIT**

**M/s. Anu Ganesan  
Archishman Chaudhary**

**COUNSELS FOR APPLICANT**