

GOVERNMENT OF INDIA  
MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE

**LOK SABHA**  
**UNSTARRED QUESTION NO. 1438**  
TO BE ANSWERED ON 09.02.2026

**Check on Pollution**

1438. DR. KALANIDHI VEERASWAMY:  
SHRI KHALILUR RAHAMAN:  
COM. SELVARAJ V:  
SHRI SUBBARAYAN K:  
SHRI JAGADISH SHETTAR:

Will the Minister of ENVIRONMENT, FOREST AND CLIMATE CHANGE be pleased to state:

- (a) whether it is a fact that over the last decade since 2011, China has sharply reduced urban PM2.5 levels by 32 per cent and globally by about 10 per cent whereas India's average has barely changed by only 0.4 percent during this period;
- (b) whether it is also a fact that in many of the cities in the country like Pune, Surat, Hyderabad etc. the PM2.5 level has stagnated or worsened during this period;
- (c) the current levels of air pollution (PM2.5, PM10, NO<sub>2</sub>, SO<sub>2</sub>) in major cities and industrial hubs across the country, as per the latest monitoring data;
- (d) the reasons why air pollution levels continue to remain above the National Ambient Air Quality Standards in several cities despite existing regulations;
- (e) the details of the provisions of penalty under the law for polluting industries, the total number of industries and vehicles penalized for violating emission norms during in the last three years, State/UT-wise; and
- (f) the steps taken or proposed by the Ministry to reduce air pollution, particularly in Delhi-NCR, Mumbai, Bangalore, Chennai and other urban areas facing severe pollution?

**ANSWER**

MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE  
(SHRI KIRTI VARDHAN SINGH)

**(a) to (f):** Pollution levels across countries are not directly comparable due to differences in geographical settings, weather conditions, and national circumstances. Air pollution is a collective result of multiple factors including geographical factors, high level of anthropogenic activities in the high-density populated areas, arising from various sectors viz. Vehicular Pollution, Industrial Pollution, Dust from Construction and Demolition Project activities, Road and Open Areas Dust, Biomass Burning, Municipal Solid Waste burning, Fires in Landfills, air pollution from dispersed sources, etc.

Government of India has launched the National Clean Air Programme (NCAP) in 2019 as a long-term, time-bound, national-level strategy to address air pollution in 130 non-attainment and million

plus cities/urban agglomeration in 24 States/UTs which includes 06 Cities of Delhi NCR, Mumbai, Bangalore, Chennai, Pune, Surat, Hyderabad.

City Specific Clean Air Action Plans have been prepared by all 130 cities under NCAP to implement air quality improvement measures in respective cities. These plans target air pollution sources like soil & road dust, vehicular emissions, waste burning, Construction & Demolition activities and industrial pollution. State level Clean Air Action Plans prepared by States/UTs address both PM<sub>10</sub> and PM<sub>2.5</sub> through coordinated approach by implementing various policy and enforcement measures.

Pune, Surat, Hyderabad, Mumbai, Bangalore, Chennai and 6 cities in Delhi-NCR have been included under NCAP and City Clean Air Action plans have been prepared by respective cities. An amount of Rs. 13,852.22 crore has been provided to 130 cities as performance-based incentive under NCAP. Details of critical gap funding provided to Pune, Surat, Hyderabad, Mumbai, Bangalore, Chennai and 6 cities in Delhi-NCR are enclosed at **Annexure I**.

The focused and coordinated actions by 130 cities under NCAP have shown positive results with 103 cities showing reduction in PM<sub>10</sub> concentration in 2024-25 with respect to 2017-18, 64 cities have shown reduction in PM<sub>10</sub> levels by more than 20% with respect to base year 2017-18 and 25 of these cities have achieved a reduction of more than 40%. A total of 22 Cities have met National Ambient Air Quality Standards (NAAQS) and have PM<sub>10</sub> Concentrations less than 60 µg/m<sup>3</sup>.

Further, out of the 130 cities under NCAP, 40 cities have shown reduction in PM<sub>2.5</sub> levels in 2024 as compared to 2019 and 56 cities have met the National Ambient Air Quality Standards (NAAQS) for PM<sub>2.5</sub> (annual standard: 40 µg/m<sup>3</sup>) in 2024 which include Mumbai, Chennai, Bengaluru, Hyderabad, Pune and Surat. PM<sub>10</sub> and PM<sub>2.5</sub> levels of major cities for the year 2024 are enclosed at **Annexure II**.

Further, Section 31 A of the Air (Prevention and Control of Pollution) Act, 1981 and Section 33 A of the Water Act, 1974 provide powers to State Pollution Control Boards to issue directions to any person or authority for performing its functions, which include directions for closure, prohibition or regulation of any industry, operation or process, stoppage or regulation of supply of electricity, water and any other service.

The Environment (Protection) Act, 1986, the Air Act, 1981 and the Water Act 1974 provide for imposing a penalty of not less than ten lakh rupees and which may extend up to fifteen lakh rupees for contravention of provisions of the respective Acts, rules, orders and directions issued under respective Act.

Under the provisions of Chapter VI of the Air (Prevention and Control of Pollution) Act, 1981, and Chapter III of the Environment (Protection) Act, 1986, the penalties are prescribed for polluting industries.

CPCB has directed all 17 categories of high pollution potential industries and common waste treatment facilities to install Online Continuous Effluent/ Emission Monitoring Systems (OCEMS) for strengthening monitoring mechanism and effective compliance through self-regulatory mechanism and constant vigil on pollution levels. Real-time values of environmental pollutants of trade effluent and emissions generated through OCEMS are transmitted online to CPCB and concerned SPCB/PCC on 24x7 basis. Central software processes the data and in case of value of

pollutant parameter exceeds prescribed environmental norms, an automatic SMS alert is generated and sent to industrial unit, SPCB and CPCB, so that corrective measures can be taken by the industry immediately and appropriate action can be taken by concerned SPCB/PCC/CPCB.

About, 7000 industries have installed and connected OCEMS with CPCB server. During last three years i.e. 2023-25, a total of 412 units were inspected under OCEMS-based inspections. Out of these 412 units, 252 units were found non-complying with environmental norms, against which actions as deemed fit based on the gravity of violation and provisions of the environmental laws has been taken. The details of the same is as follows:

- i. Closure directions u/s 5 of EPA, 1986: 6,
- ii. Show Cause Notices/directions u/s 5 of EPA, 1986: 143,
- iii. Directions to SPCBs/PCCs u/s 18(1)(b) of the Water Act, 1974 and the Air Act, 1981 for further action: 70
- iv. Directives in the form of letter to unit: 33

Steps taken to reduce air pollution in Delhi-NCR and other major cities are enclosed as **Annexure III**.

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**Annexure I**

**Funds Provided to Major Cities including cities part of Delhi-NCR (during FY 2019-20 till FY 2025-26)**

(Amount in ₹ crore)

S. No.	State	City	Fund Released
1	Delhi	Delhi	81.36
2	Haryana	Faridabad	107.14
3	Rajasthan	Alwar	25.15
4	Uttar Pradesh	Noida	55.70
5		Ghaziabad	257.89
6		Meerut	187.99
7	Tamilnadu	Chennai	582.65
8	Maharashtra	Mumbai	950.14
9		Pune	271.30
10	Gujarat	Surat	328.60
11	Telangana	Hyderabad	727.18
12	Karnataka	Bengaluru	541.10
	<b>Total</b>		<b>4116.20</b>

**Annexure II****PM<sub>10</sub> and PM<sub>2.5</sub> Values for the Major Cities including cities part of Delhi-NCR for the year 2024**

Sl. No	Name of UA/City	State	Annual Average Concentration	
			PM10	PM2.5
			( $\mu\text{g}/\text{m}^3$ )	( $\mu\text{g}/\text{m}^3$ )
1.	Pune	Maharashtra	92	37
2.	Surat	Gujarat	83	34
3.	Hyderabad	Telangana	78	30
4.	Bengaluru UA	Karnataka	70	33
5.	Chennai UA	Tamil Nadu	60	27
6.	Delhi UA	NCT of Delhi	220	111
7.	Greater Mumbai UA	Maharashtra	87	34
8.	Hyderabad UA	Telangana	78	30
9.	Kolkata UA	West Bengal	96	48

**Steps taken by the Government for controlling air pollution**

1. Emission standards for more than 80 industries have been notified
2. Leapfrogging to Bharat Stage-VI (BS-VI) emissions norms from 1st April 2020
3. Vehicle Scrapping Policy, Rules for Registered Vehicle Scrapping Facilities and Automated Testing Stations-MoRTH
4. Waste management rules for solid waste, plastic waste, hazardous waste, e-waste, battery waste, biomedical waste, fly ash from TPPs
5. Market-based Extended Producer Responsibility (EPR) regulations introduced for waste categories, viz. plastic packaging, e-waste, battery waste, waste tyres, used oil, end-of-life vehicles, construction & demolition waste and scrap of non-ferrous metal
6. 12 identified Single-Use Plastics (SUP) having high littering potential and low utility were banned from 1st July, 2022
7. Mandate for utilization of minimum 5% of crop residue along with coal (pellets/briquettes) in thermal power plants in NCR and adjoining areas.
8. Measures undertaken to control air pollution in Delhi-NCR
  - (i) Regular review meetings have been held on 08.08.2025, 16.09.2025, 10.10.2025, 11.11.2025, 26.11.2025, 03.12.2025, 15.12.2025, 16.12.2025, 17.12.2025, 19.12.2025, 06.01.2026, 12.01.2026, 20.01.2026 and 02.02.2026 under the chairmanship of the Hon'ble Minister for Environment, Forest and Climate Change, to review the action plans and various air pollution control measures implemented by State Governments, local bodies and implement agencies in Delhi-NCR and to deliberate upon the undertaking of air pollution abatement measures and strategies for further strengthening air quality management across the region.
  - (ii) Minister level Inter-Ministerial meeting was held on 07.10.2025 under the Co-chairmanship of Hon'ble Minister for Environment, Forest and Climate Change and Hon'ble Minister for Agriculture & Farmers Welfare (MoA&FW) on the issues of management of Crop Residue Burning.
  - (iii) Commission for Air Quality Management (CAQM) established under the Commission for Air Quality Management in NCR and Adjoining Areas Act, 2021 for better coordination, research, identification and resolution of problems of air pollution in Delhi- NCR and adjoining areas.
  - (iv) The Commission has so far issued 95 Statutory Directions to specifically guide and direct various actions towards abatement of air pollution in the region. A monitoring mechanism to oversee the implementation of these directions has been put in place.
  - (v) To tackle air pollution in emergencies, Graded Response Action Plan (GRAP) for Delhi-NCR has been prepared, which provides set of emergency response actions, depending on severity of air pollution levels, and implemented by identified agencies for minimizing air pollution, a situation that generally persists in the Delhi-NCR during the peak winter months.
  - (vi) 5340 CNG/e-buses have been deployed for public transport in Delhi including 3535 e-buses. 2800 E-Buses and 1100 E-trucks have been allocated for Delhi under PM E-DRIVE scheme of Ministry of Heavy Industries (MHI).
  - (vii) A total of 450 electric buses has been sanctioned for participating cities (Faridabad, Gurugram, Rohtak, Panipat, Karnal & Alwar) of NCR region. The total Central Assistance approved, so far, to NCR region for Behind-the-meter (BTM) power and civil depot infrastructure is ₹35.77 crore under the scheme. By exclusively providing electric buses, the scheme helps in reducing emissions and promoting sustainable mobility. Further, amount of

Rs. 66,718.47 Crore has been released for Metro Rail/RRTS projects in Delhi and NCR region from FY 2014-15 and onwards.

- (viii) All the industries in NCR have been shifted to approved fuels. Out of 240 industrial areas in Delhi-NCR, 224 industrial areas have been provided with PNG connectivity, 6 are provided through cascade system. Directions have been issued for mandating stringent emission norms for industries in NCR.
- (ix) To fast-track cleaner mobility, Direction No. 94 dated 03.06.2025, as amended on 23.12.2025 issued by CAQM mandated that Motor Vehicle Aggregators, Delivery Service Providers and E-Commerce Entities shall not induct any conventional ICE vehicles running purely on diesel or petrol into their existing fleets of four-wheeler LCVs, four-wheeler LGVs (N1 category up to 3.5 tonnes) and two-wheelers from 01.01.2026 onwards. However, induction of BS-VI emission standard two-wheelers has been permitted in existing fleets up to 31.12.2026.
- (x) Directions were issued by CAQM to shift public transport buses coming from neighbouring States to BS-VI diesel/CNG/EV. From 01.11.2026, only CNG/EV/BS-VI diesel buses, including tourist buses, have been permitted to enter Delhi.
- (xi) Entry of Commercial goods vehicles with non BS-VI Low Goods, Medium Goods and High Goods Vehicles into Delhi has been prohibited from 01.11.2025, with limited, time-bound relaxation for BS-IV vehicles up to 31.10.2026.
- (xii) To address air pollution from construction and demolition activities, construction projects having built up area above 500 square meters have been mandated to register on SPCB/DPCC portals, with provisions for video fencing, remote access, standardized checklists, fortnightly self-audits and installation of PM<sub>2.5</sub>/PM<sub>10</sub> monitors.
- (xiii) 70 Dust Control and Management Cells have been set up by road owning agencies across Delhi-NCR, with regular reviews by the CAQM. States and GNCTD have augmented infrastructure for dust control, including mechanized road sweeping machines, water sprinklers and anti-smog guns.

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