Leapfrog to clean air: Kolkata's agenda for action

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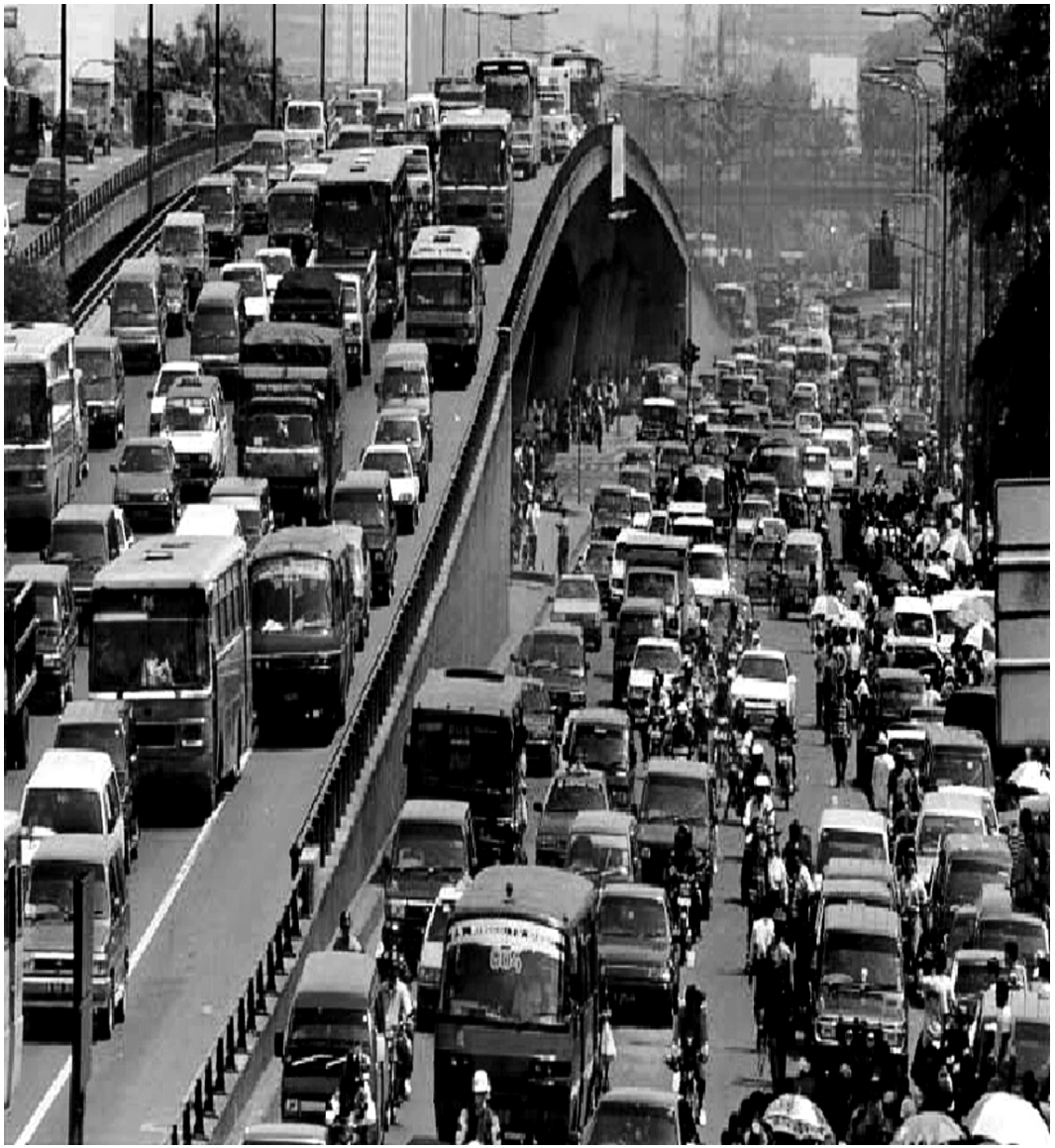
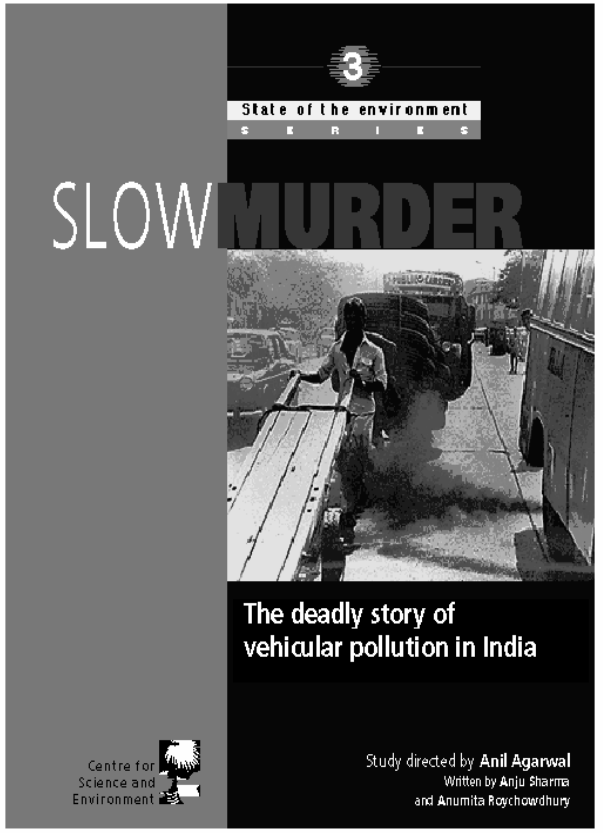
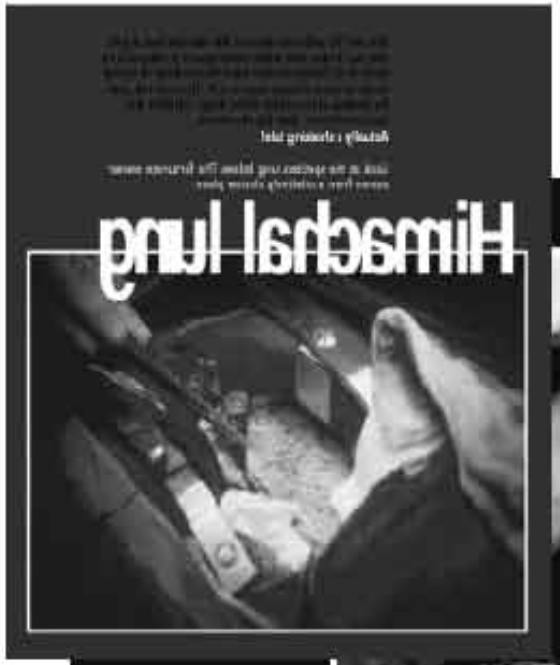
Centre for Science and Environment,
Kolkata
February 26, 2009



Right to clean air campaign: 1996





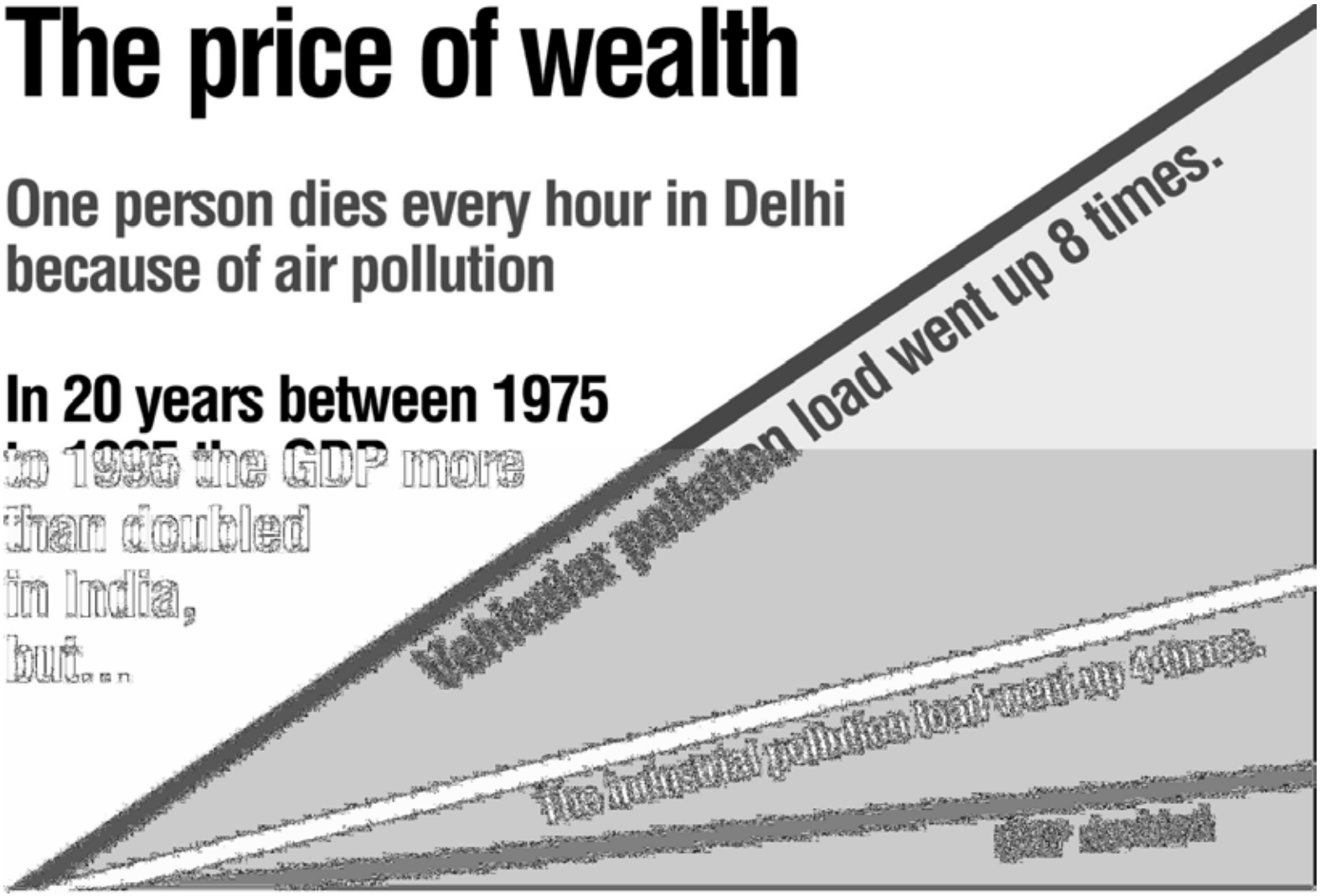
Delhi-lung

Capital punishment

Look at these black spots on the lung. The unfortunate owner lives in Delhi and has been breathing polluted air. Air full of carbon particles which accumulate in the lungs (black spots). What you can't see is a cocktail of gases and tiny particles, even smaller than carbon that get into our bodies.
Actually, you are getting polluted.

Scary? But those cars are so sexy!

Vehicles contribution growing. Slow Murder.



Roll down the window of your bullet-proof car, Mr Prime Minister

The security threat is not the gun. It's the air of Delhi

Hon'ble Prime Minister,

Here is something that just may convince you: while India's Gross Domestic Product has increased two-and-half times in two decades (1975-1995), the pollution load from industries has gone up four times and from vehicles a shocking eight times.

A study by the Centre for Science and Environment shows that the number of people dying due to air pollution went up by almost 30 per cent in four years between 1991 and 1995. An estimated 52,000 people are dying due to air pollution every year – about 10,000 of them in Delhi itself.

One person dies every hour due to air pollution in the city.

In Delhi vehicles are responsible for 70 per cent of the pollution load. Because of the high toxicity of fumes from transport fuel, one out of every 10-15 people living in Delhi is likely to get cancer.

Your government has failed to arrest this deterioration of air quality in Indian cities. Worse still, it contributes to the pollution in a big way by producing low quality fuel in state-owned refineries. Improving fuel quality is a short-term measure which will go a long way. Vehicles using clean fuel will pollute less.

Seeing your government's inability to tackle air pollution, we present you with a peoples' charter for clean air. This will help to immediately improve the quality of the air we breathe.

Mr Prime Minister, 50 years into Independence, please give us our right to clean air. We hope you will take our concern seriously.

Yours sincerely

Centre for Science and Environment
November 2, 1998

PEOPLES' CHARTER ON CLEAN AIR

FOR AN IMMEDIATE IMPACT

✔ **PRODUCE CLEAN DIESEL OR IMPORT**
Diesel emissions contain deadly particulate matter with traces of the strongest carcinogen known till date. Indian diesel is 250 times dirtier than the world's best.

✔ **REMOVE BENZENE FROM PETROL**
India is moving towards unleaded petrol. But this fuel contains too much benzene. Though we use one hundred times less petrol than USA, the total amount of benzene emissions from Indian vehicles is the same as in the US.

Benzene causes blood cancer and air should have no benzene at all, says WHO. Yet the level of benzene in and around Connaught Place in Delhi is 10 times higher than the European safety limit. If you live in Delhi, your chances of getting blood cancer are twice as high as people living in Bangalore, Chennai and Mumbai.

✔ **STOP PRIVATE DIESEL CARS**
Registration of all private diesel models should be banned in cities like Delhi. Cheap government diesel means more diesel cars, including luxury models.

✔ **TAX TO IMPROVE VEHICLE TECHNOLOGY**
Penalise vehicle manufacturers for producing polluting technology. Tax vehicles according to their emission level. Manufacturers will then invest in cleaner technology.

✔ **INTRODUCE EMISSION WARRANTY**
Make the industry accountable for the life long emission efficiency of all vehicles they produce.

✔ **MAKE EMISSION LEVELS PUBLIC**
Manufacturers must inform buyers of the exact emission levels of their vehicles.

✔ **MONITOR ALL HARMFUL GASES**
Improve air quality assesment. A wide range of poisons are not monitored till date. Alert people about pollution levels in the city. It is done all over the world.

Register your protest to the Prime Minister today

PMO, South Block, New Delhi 110 001
Tel: 301 6939 Fax: 301 6857, 301 9817

Join CSE's Right To Clean Air campaign

CSE
Centre for Science and Environment
41, Tughlakabad Institutional Area, New Delhi 110 062
Tel: 698 3394, 698 1124, 698 6399 **Fax:** 698 5879
Email: cse@cseindia.org **Website:** www.cseindia.org

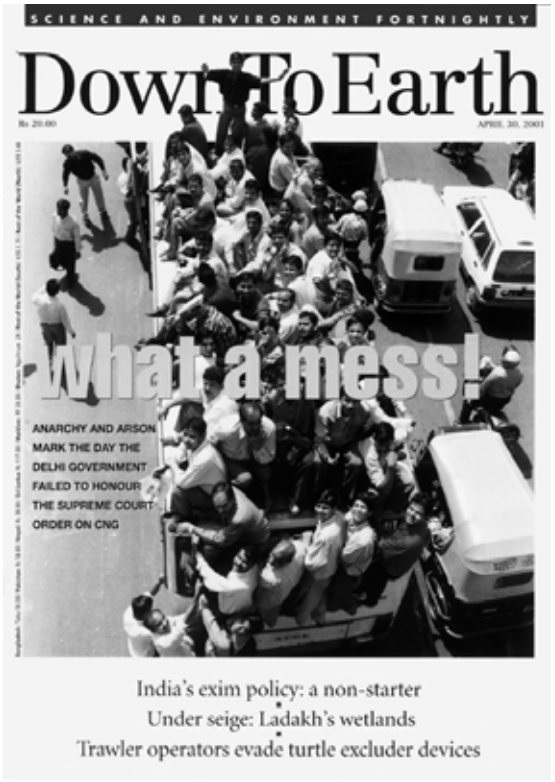
Supreme Court listens (July 98)

- Government to phase out all diesel buses in Delhi; Convert to CNG;
- All autos in Delhi to move to CNG;
- Advance emission norms by 5 years;
- Clean up the quality of fuel…

- Court proposes. Government disposes

Sabotage

Poachers run riot in Corbett Tiger Reserve
How do your genes react to toxic chemicals?
The map of the human genome is ready



India's exim policy: a non-starter
Under seige: Ladakh's wetlands
Trawler operators evade turtle excluder devices

Selective passage to Nanda Devi Reserve
The joys and perils of building check dams
Mithila paintings: propagating ecocare

The verdict
April 5, 2002

> Orders of this court cannot be nullified or altered in any way by administrative order

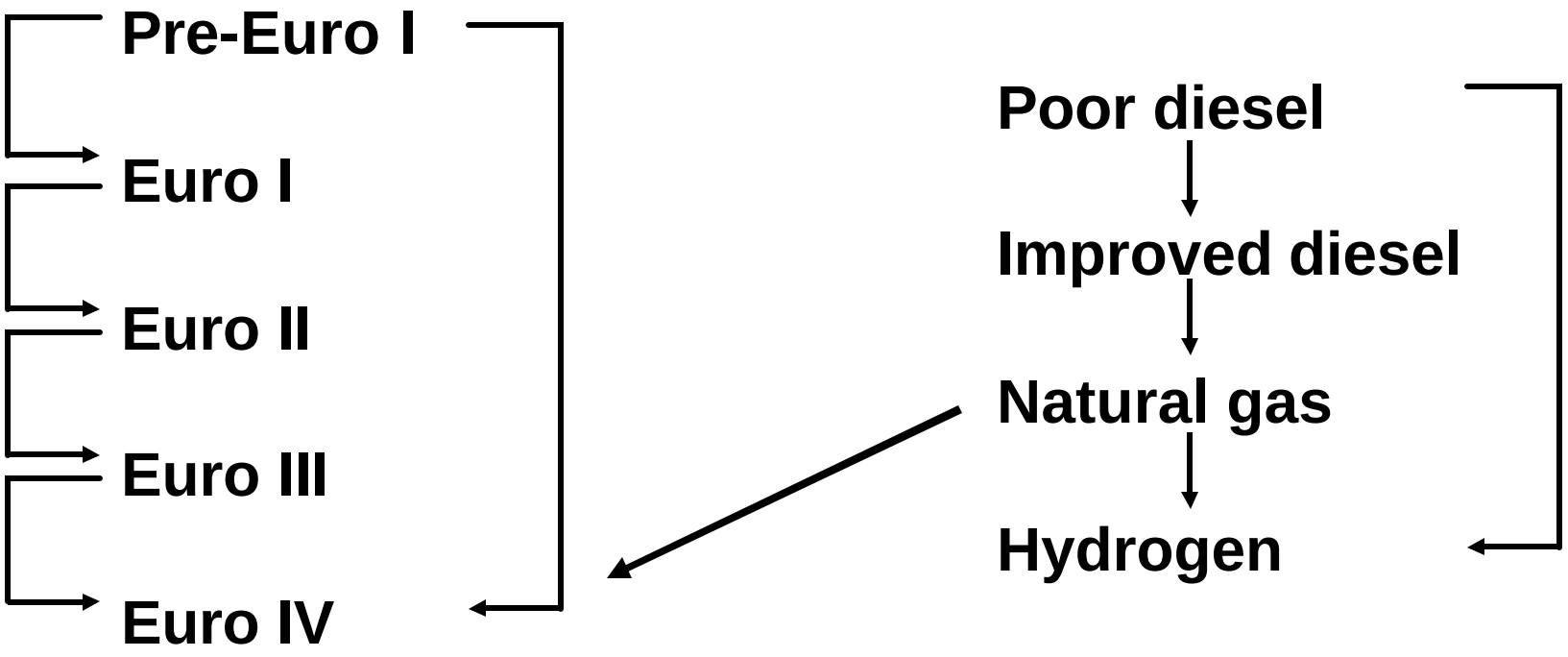
> Give priority to transport - allocate 16.1 lakh kg of CNG per day

> Phase out 800 diesel buses every month.

> Diesel buses to pay a penalty per bus per day

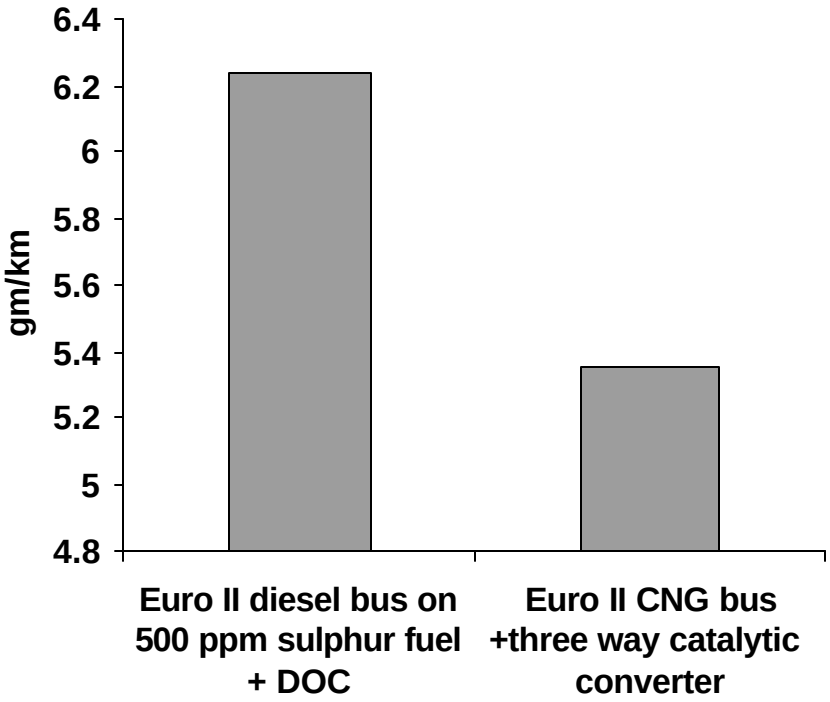
Strategies to technology leapfrogging

Do we have to go through the same stages of environmental management that the West went through or can we leapfrog?

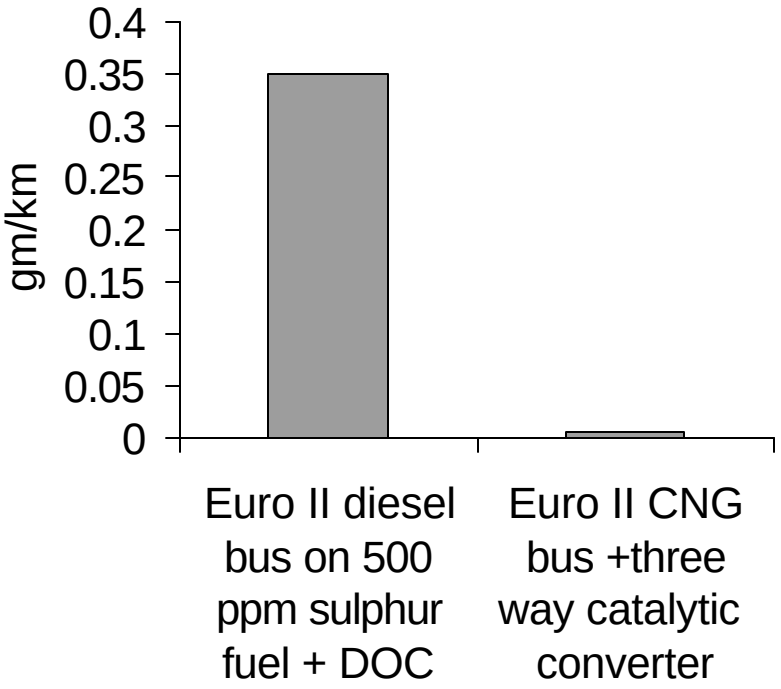


CNG buses: big gains

NOx emissions from Euro II CNG bus: 1.2 times lower than diesel buses



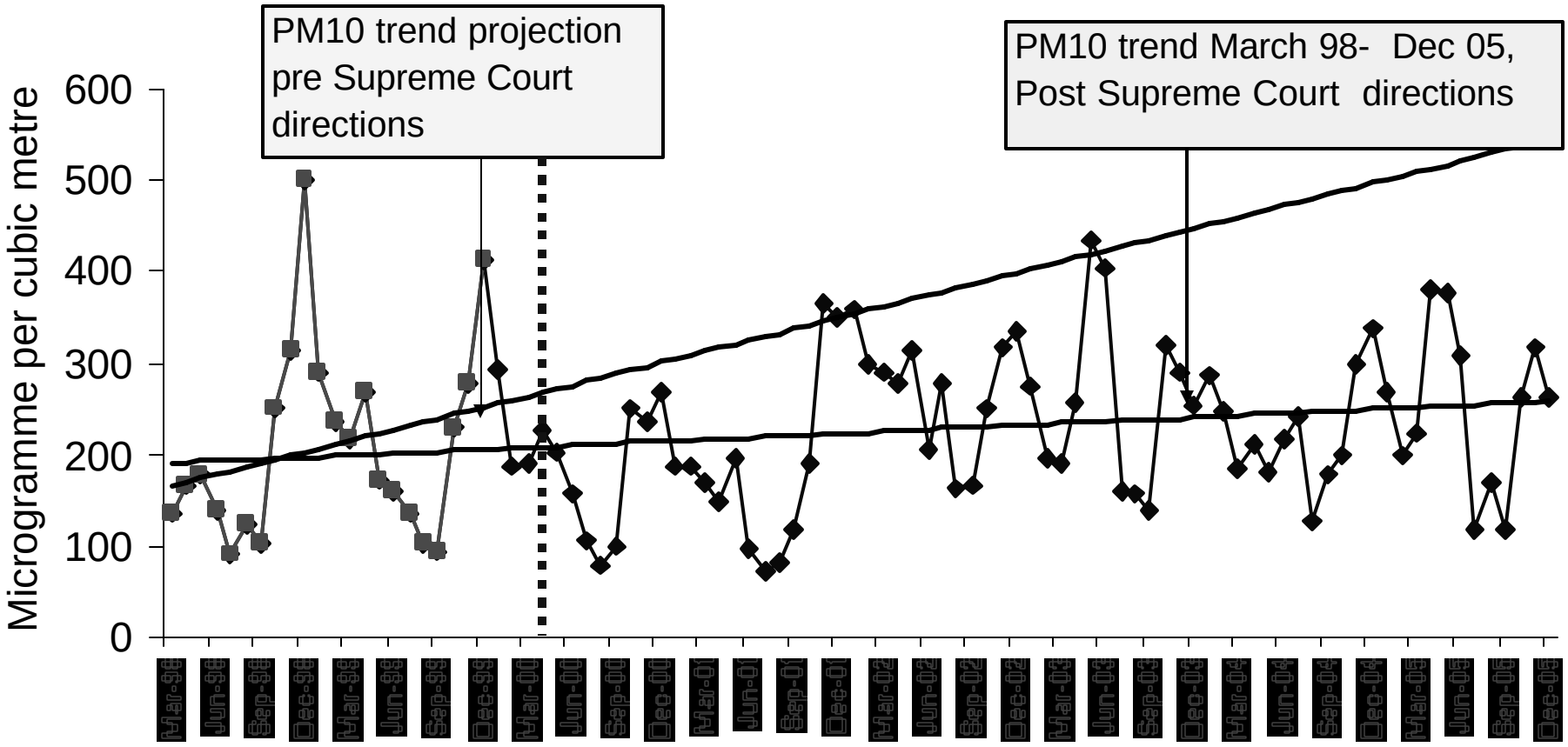
PM emissions from Euro II CNG bus: more than 50 times lower than Euro II diesel buses



Source: Teri

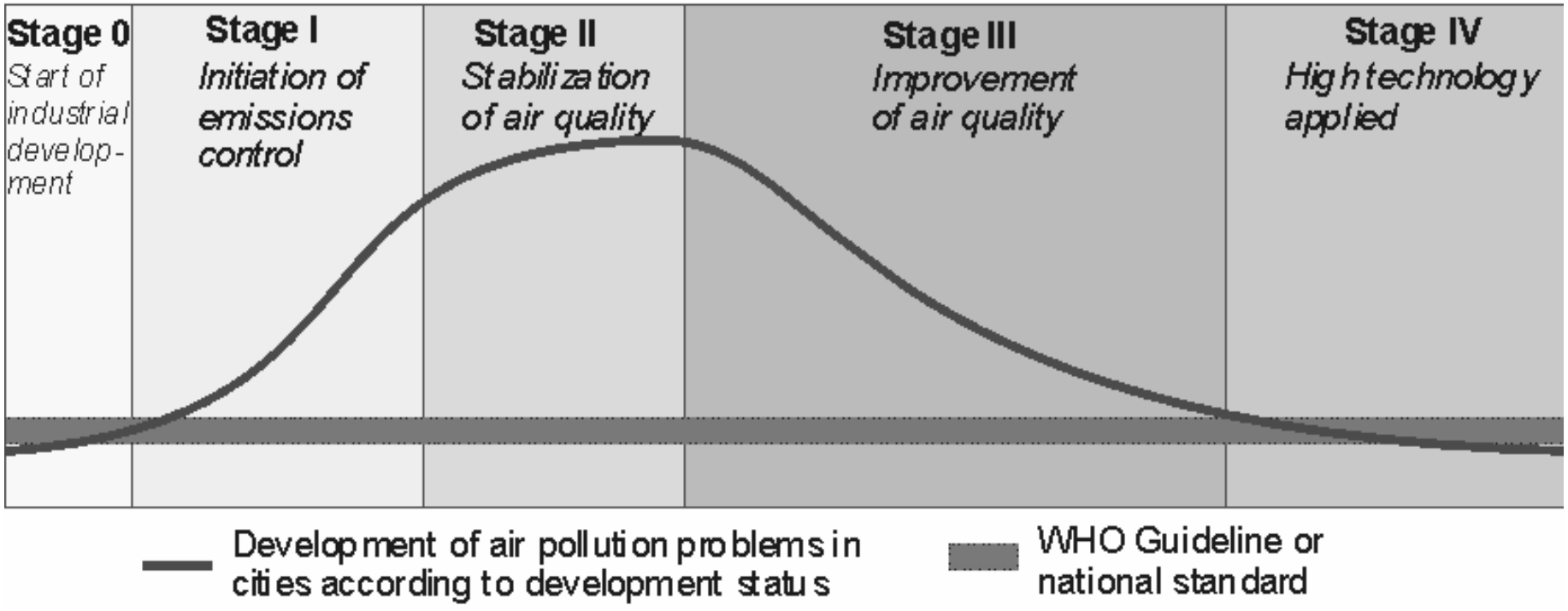
Delhi got cleaner air: it avoided pollution; got health benefits

PM10 at ITO Traffic Intersection



Stages of clean air

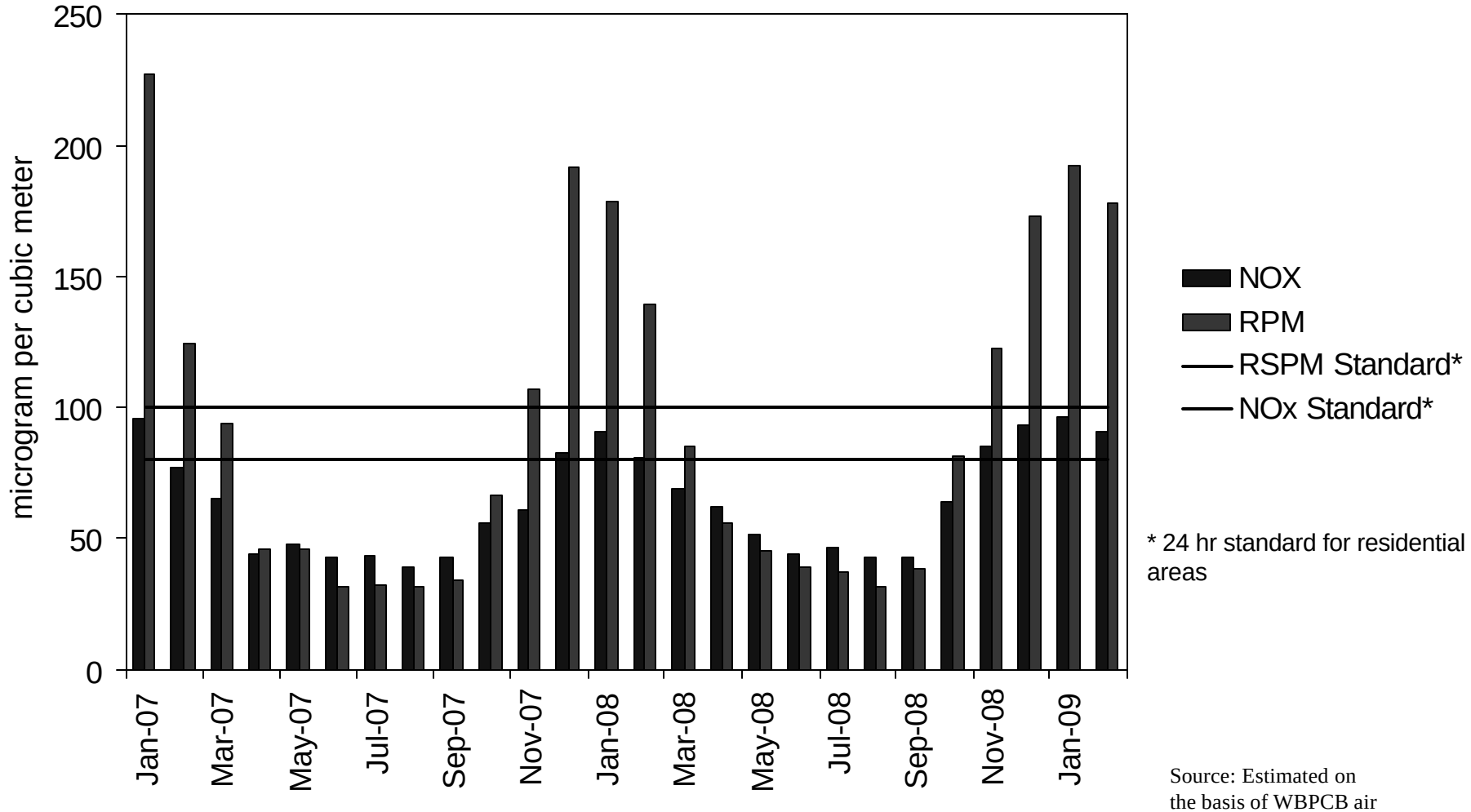
Growth in air pollution problem with development status



CORNIELIUS HUIZENGA, Clean Air Initiative for Asian cities, Manila, Philippines
CSE conference: The leapfrog factor, New Delhi, April 2004

Winter woes

RSPM and NOx trend in Kolkata (January 2008 to February 2009)

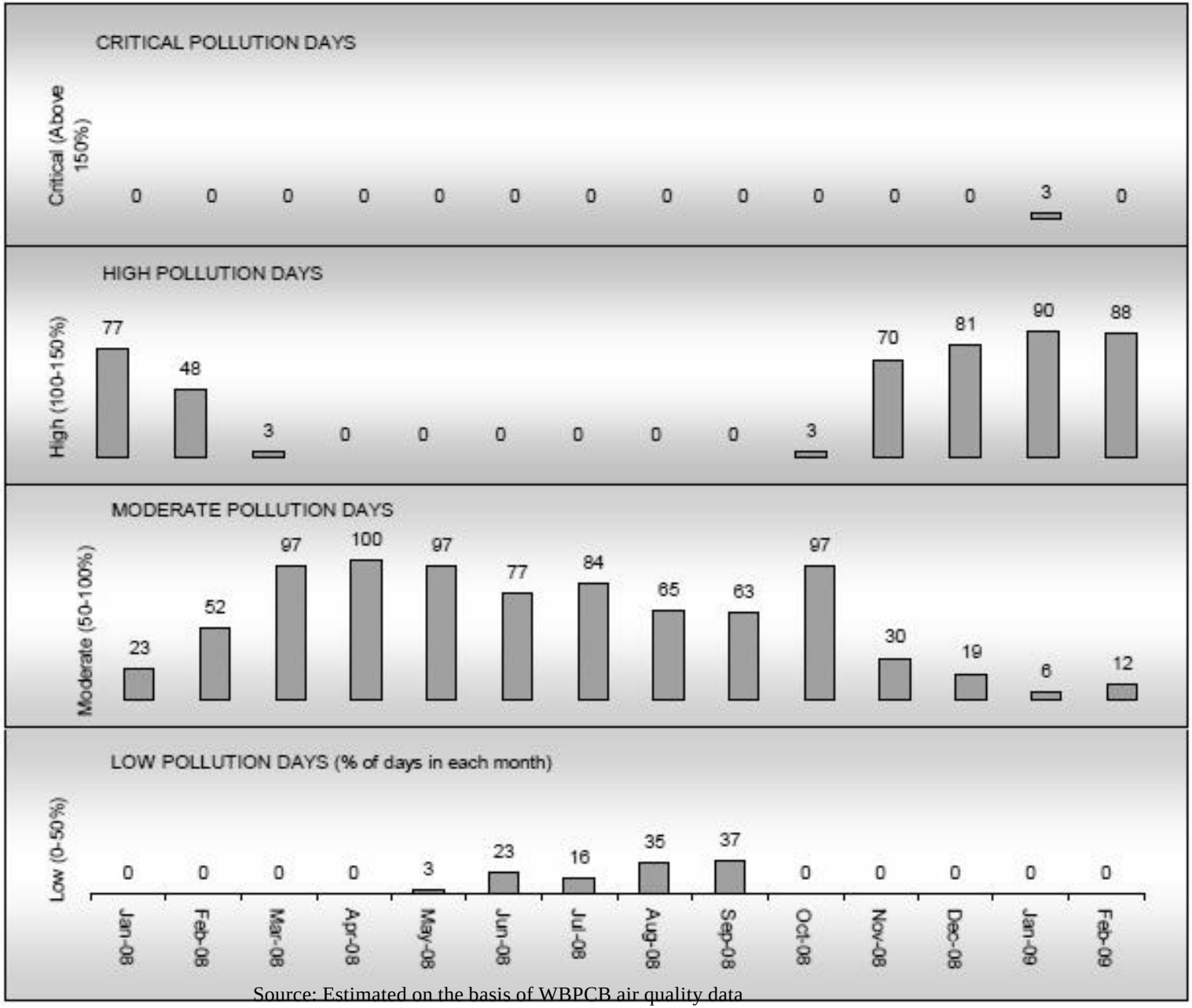


* 24 hr standard for residential areas

Source: Estimated on the basis of WBPCB air quality data

Kolkata: NOx levels (January 2008 to February 2009)

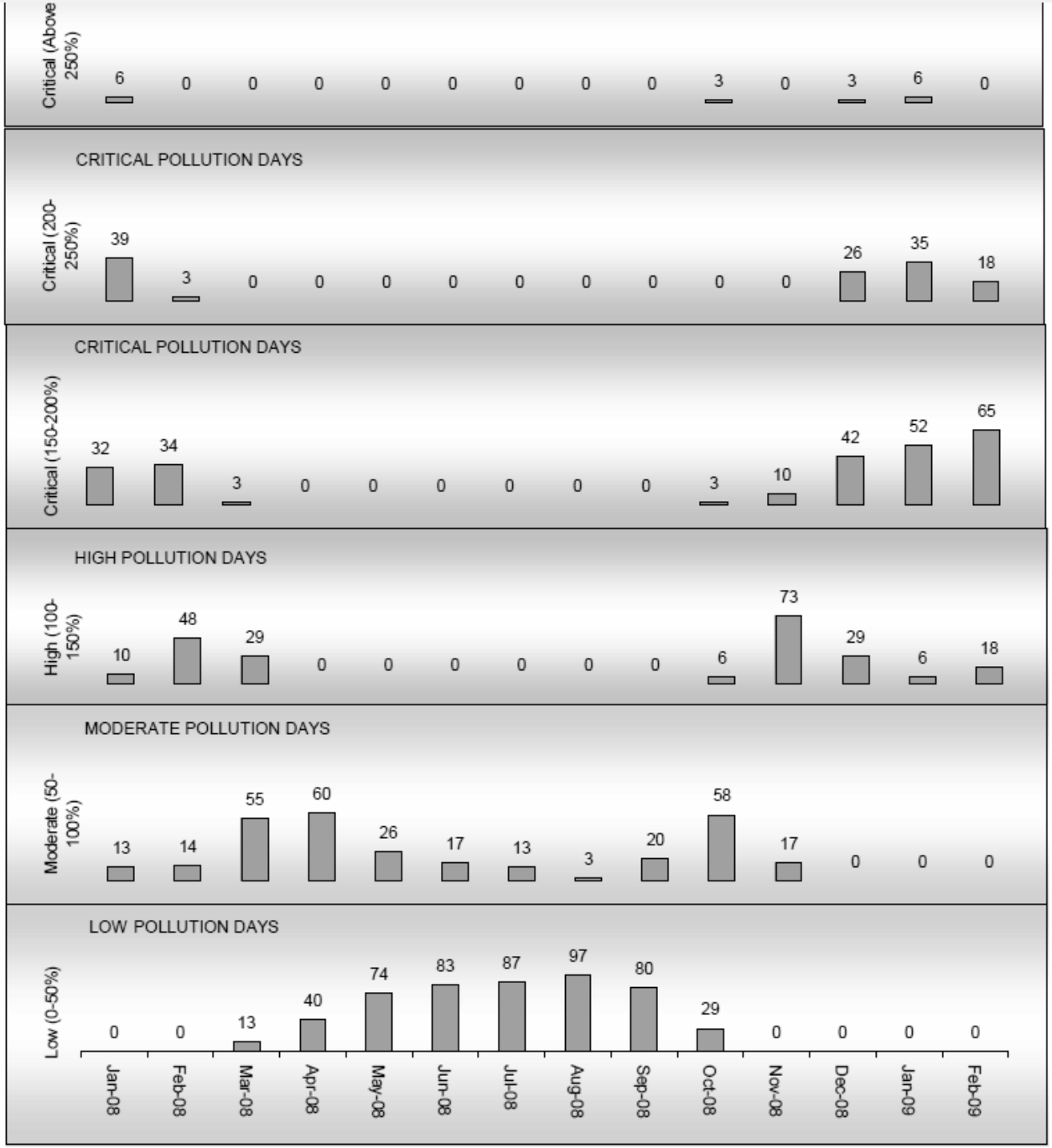
NO2 can reach high levels during winter months



Source: Estimated on the basis of WBPCB air quality data

Kolkata: PM10 exceedance (January 2008 to February 2009)

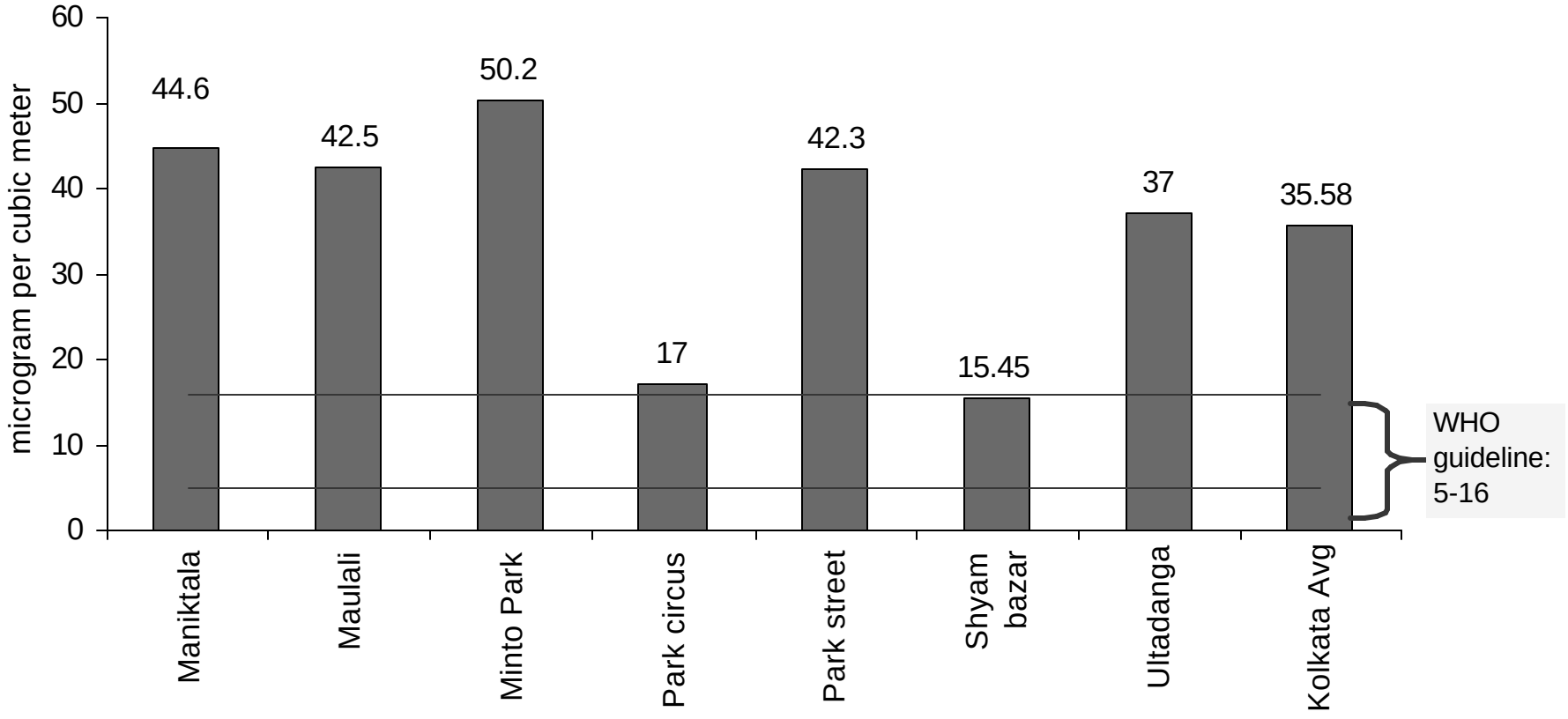
Days with high and critical PM10 levels increase during winter in Kolkata



Source: Estimated on the basis of WBPCB air quality data

Toxic air

Benzene level (microgram/cum) Kolkata (Dec 2006-Feb 2007)

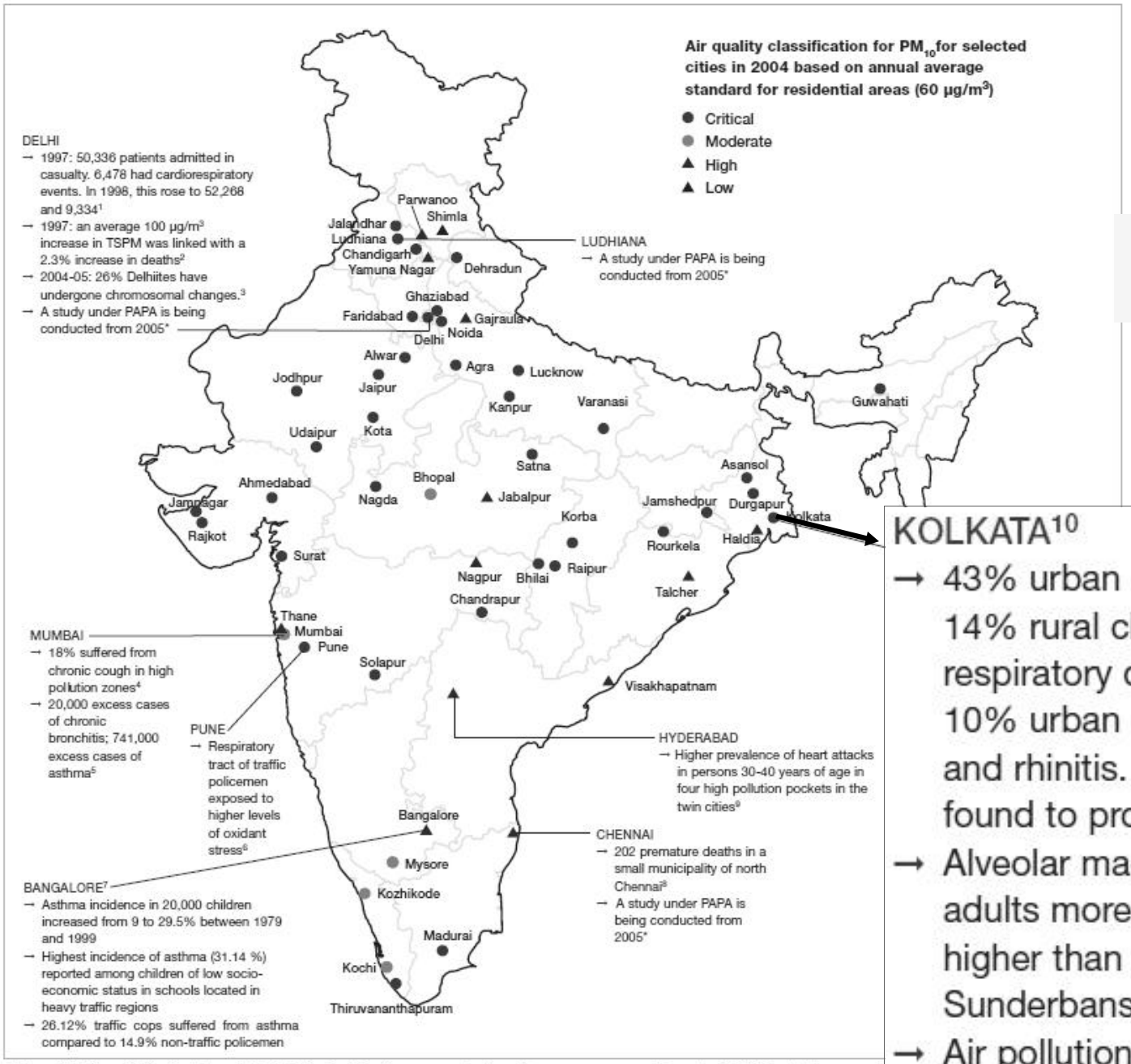


Source: D Chakraborty 2008, Alarming air quality of Kolkata – a real health concern, presentation by West Bengal Pollution Control Board, Kolkata

Trends and toxins: worrying

- Annual average PM 10 standards exceeding standards by **1.5 times** -- but many times higher in winter months
- Annual average Nox levels are below national standard; but **increasing** and exceed standards in winter
- Benzene levels **very high** -- sign of adulteration; two-wheeler and vehicles without cat-converters

Scourge



Notes: *PAPA — Public Health and Air Pollution in Asia Program; µg/m3 — microgramme per cubic metre; TSPM — total suspende
Sources: 1. J N Pandey *et al* 2002; 2. Maureen Cropper *et al* 1997; 3. CNCI and CPCB 2005; 4. CPCB and IIT, Mumbai; 5. S R *et al, mimeo;* 7. H Paramesh, *mimeo*; 8. Sri Ramchandra Medical College and Research Institute, Chennai; 9. Andhra Pradesh Pollut *et al* 2000

KOLKATA[10]

→ 43% urban children and 14% rural children have respiratory disorders. 19% and 10% urban children have cough and rhinitis. 94-96% children found to produce sputum

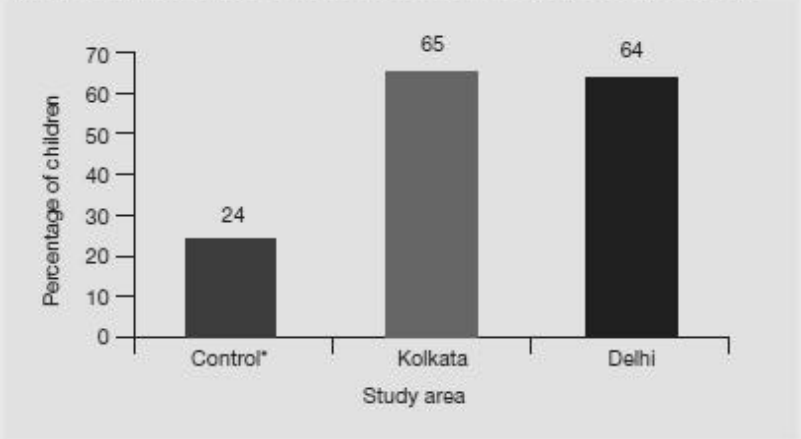
→ Alveolar macrophage counts of adults more than eight times higher than the people in the Sunderbans

→ Air pollution related allergies seven times higher

Health Effects of Air Pollution in Kolkata

IMPAIRED LUNGS

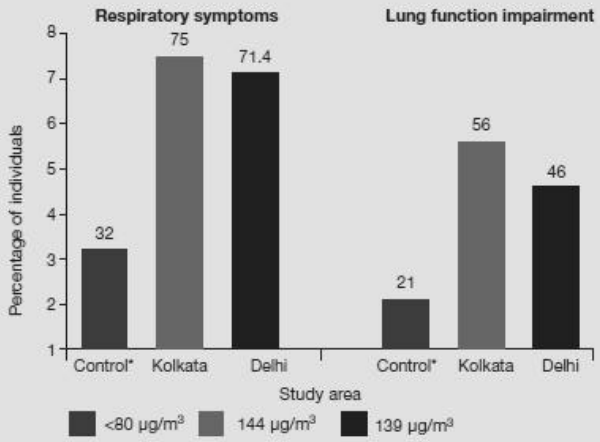
More than 60 per cent children in Kolkata and Delhi showed lung function impairments compared to a mere 24 per cent in controls



Note: * — Sundarbans, West Bengal

NON-SMOKERS' WOES

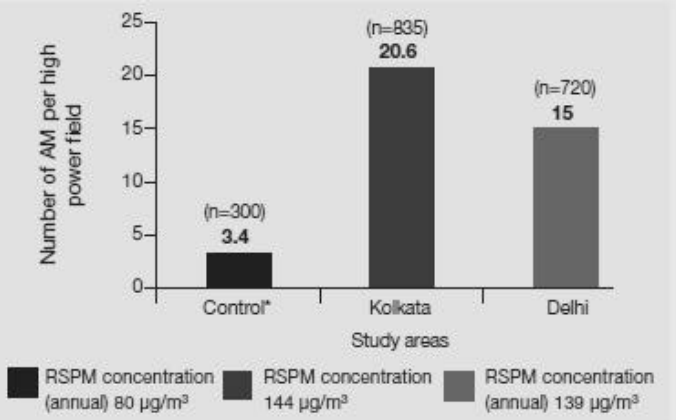
A high percentage of non-smoking, healthy individuals display respiratory symptoms



Note: * — Sundarbans, West Bengal

ALVEOLAR MACROPHAGE: A BIOMARKER

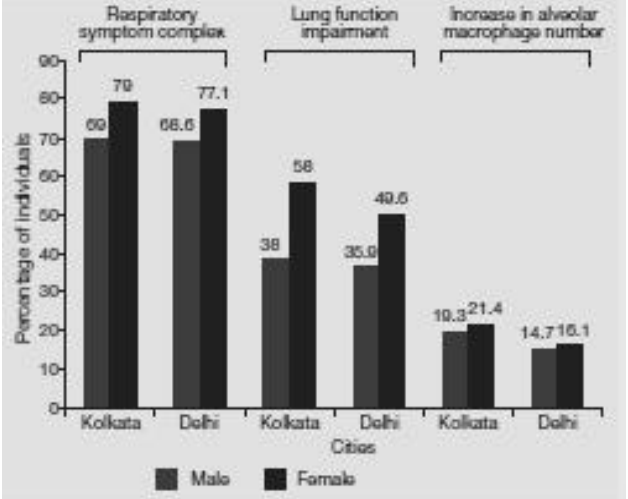
Exposure to increasing concentrations of RSPM increases the AM count in sputum



Notes: *Sundarbans, West Bengal; µg/m³ — microgramme per cubic metre; RSPM — respirable suspended particulate matter; AM — alveolar macrophage

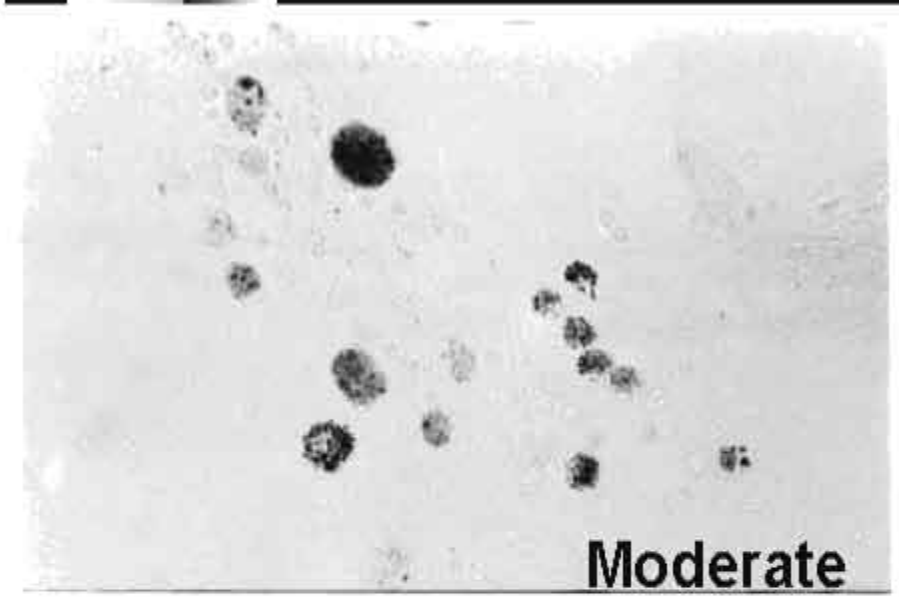
THE GENDER BIAS

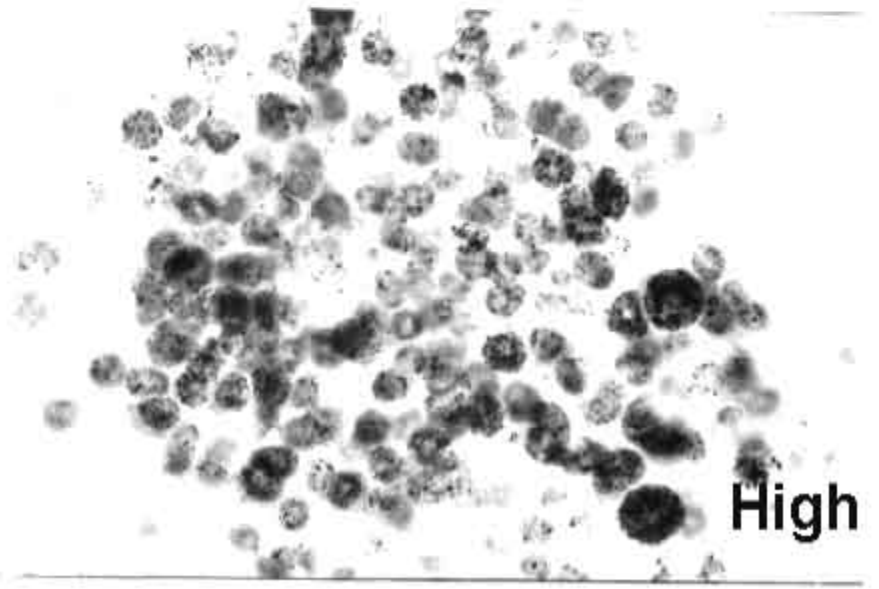
Because of smaller lungs, smaller airway diameter and continuous exposure to cooking, women are more vulnerable



Source: TWISHA LAHIRI
assistant director and head, department of neuroendocrinology
Chittaranjan National Cancer Institute, Kolkata
CSE conference: The leapfrog factor, New Delhi, April 2004

Alveolar macrophage distribution in sputum

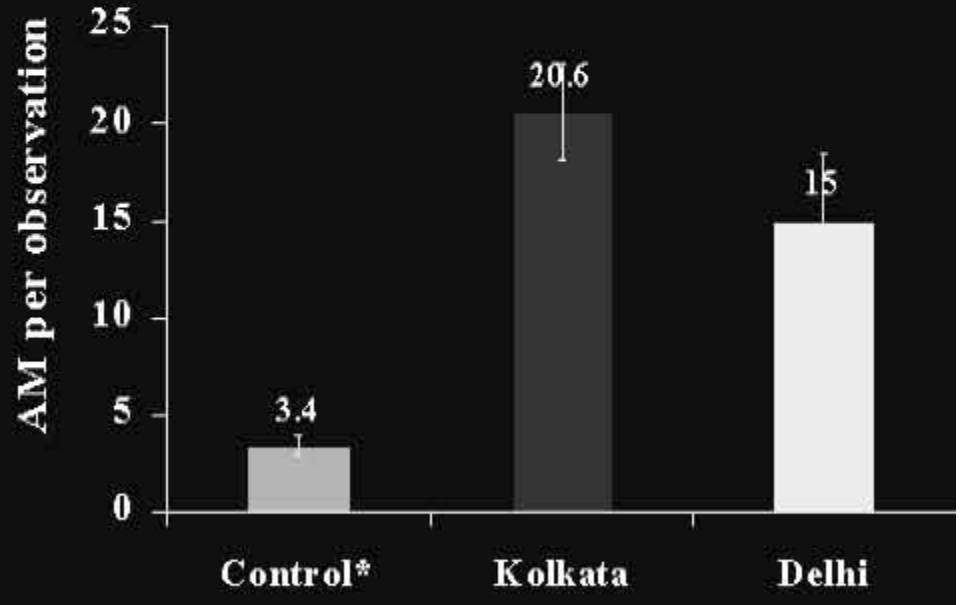




NSE stained

RSPM concentration (annual)

- 80 µg/m^3
- 144 µg/m^3
- 139 µg/m^3



n= 300 control, 835 Kolkata, 720 Delhi

Source: T. Lahiri, Kolkata

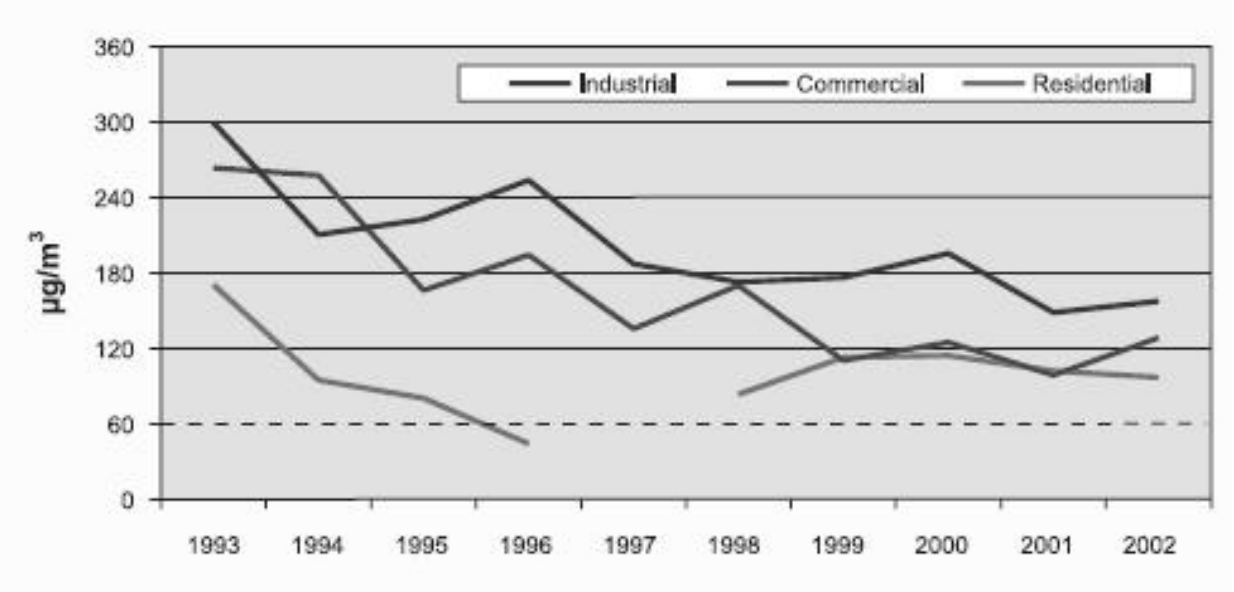
Health benefits of improving air quality

Health benefits of RSPM reduction in five cities of India (between 1993 to 2002)

	Population (in millions)	Live saved per year
Delhi	12.8	3,629
Kolkata	13.2	3,293
Mumbai	11.9	5,308
Hyderabad	5.5	125
Chennai	6.4	484

Source: For a breath of fresh air, The World Bank, June 2005

Trend in RSPM levels in three areas of Kolkata



First generation reforms..

1. Bharat stage III introduced+low benzene fuel (less than 1%)
2. Industrial units directed to control air pollution by installing after-treatment devices
3. Decision to ban 15-year old commercial vehicles in Kolkata metropolitan area

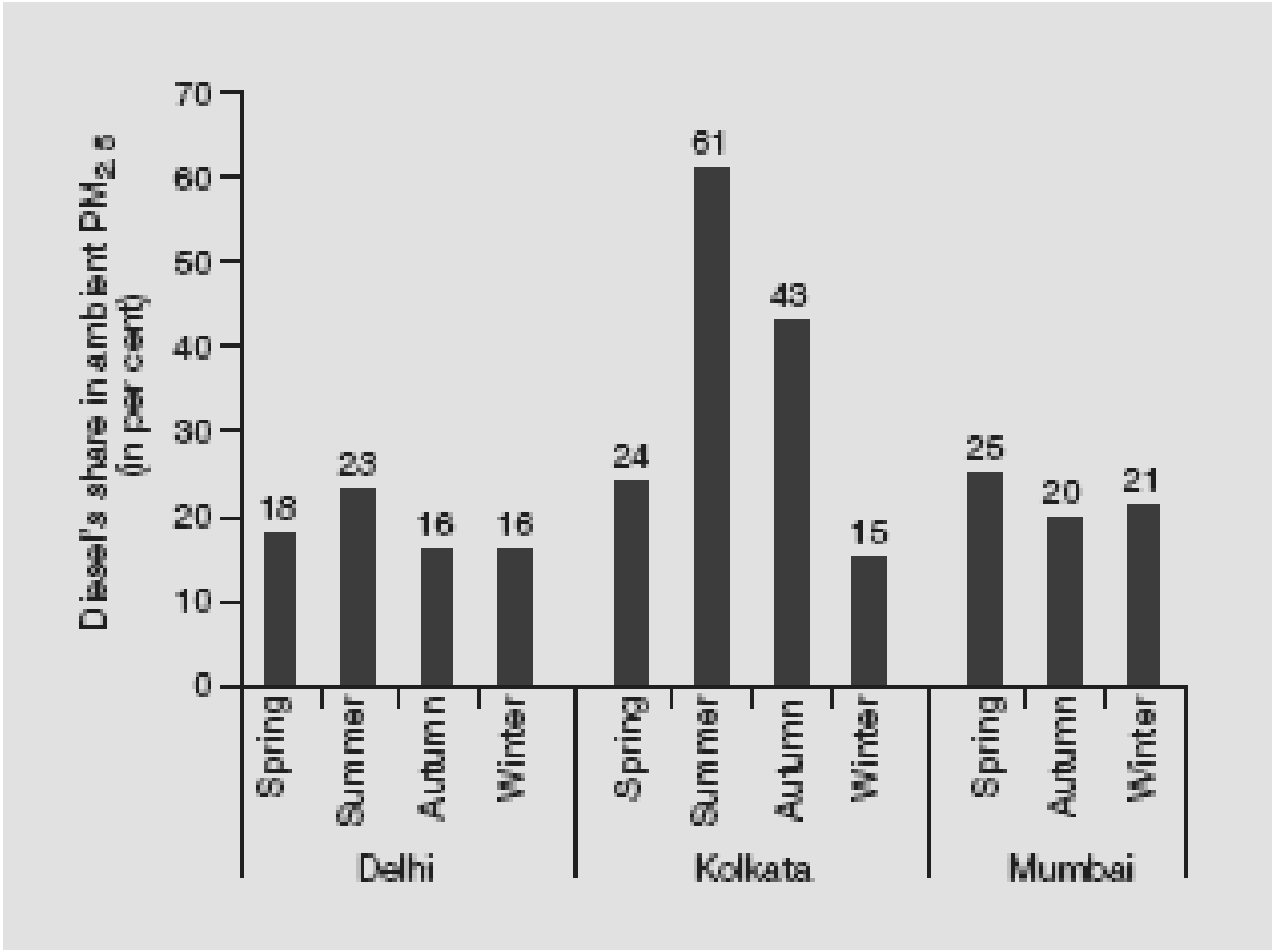
But not enough…

Time for next-generation steps

- Big fleet of old two-stoke three-wheelers; possibility of running on adulterated fuel with high benzene and other pollutants;
- Big fleet of old diesel vehicles -- taxis, buses and cars;
- Limited road space
- Growing numbers of cars in city, adding to congestion and so pollution

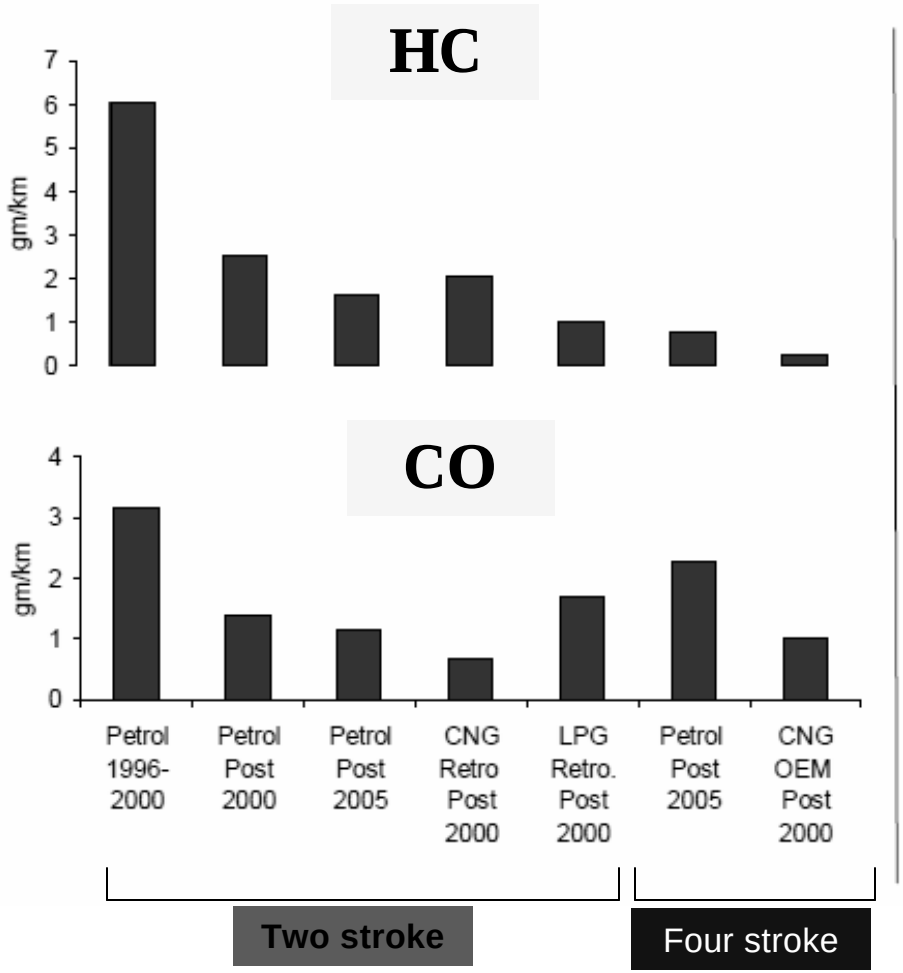
sel's contribution to PM2.5 in Kolkata

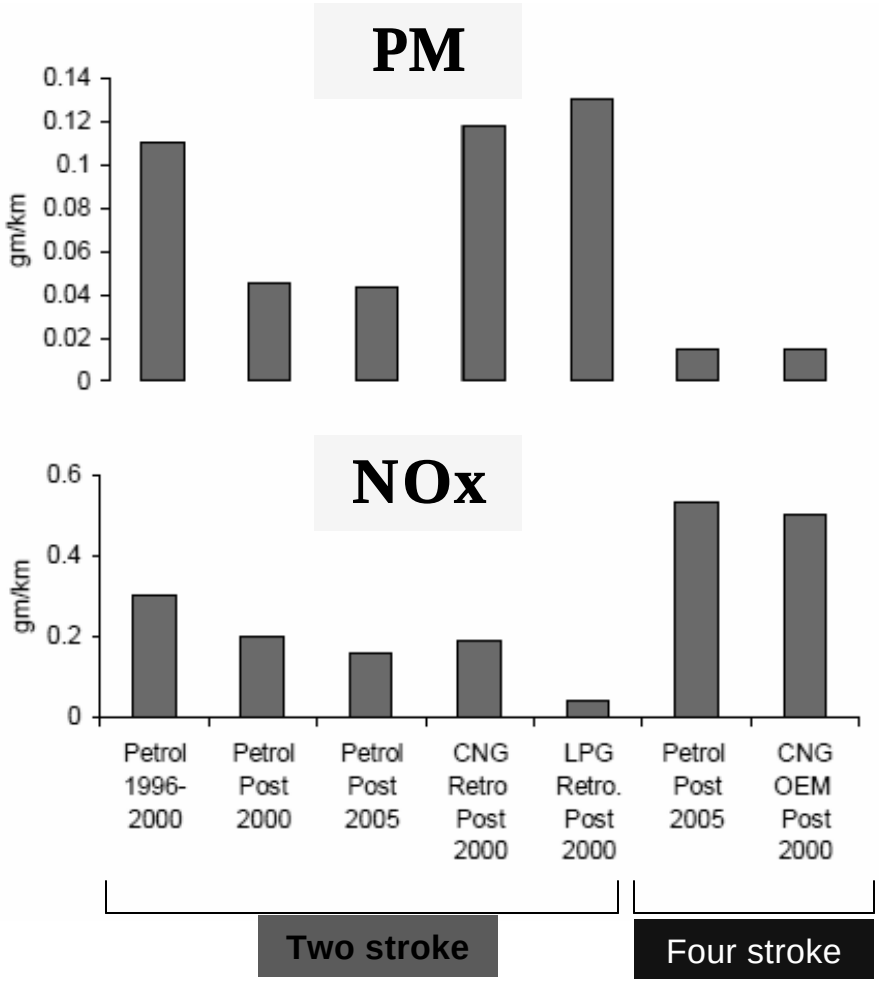
Highest amongst other metros, up to 61 per cent



Source: World Bank, 2004

Two-stroke with adulteration even more deadly





Kolkata is diesel capital of world

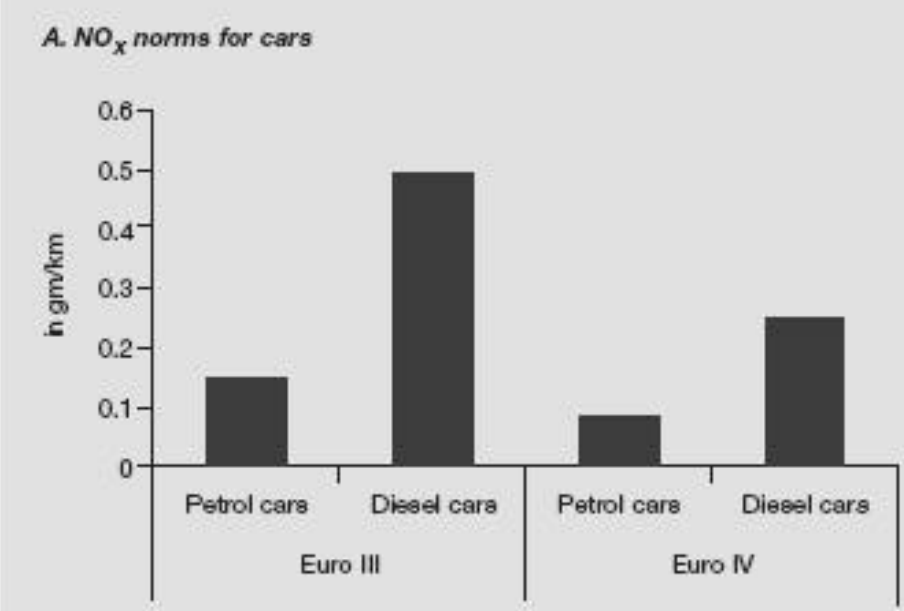
- **Nationally, 30% of new car sales are on diesel -- a worrying trend**
- **Nearly 65% of the Kolkata's vehicular population and nearly 99% of commercial vehicles are diesel-run**
- **Huge fleet of diesel taxis**
- **Depending on the seasons, contribution of diesel fuel combustion to ambient PM2.5 can be as high as 23 per cent in Delhi, 25 per cent in Mumbai to an astounding 61 per cent in Kolkata (World Bank).**

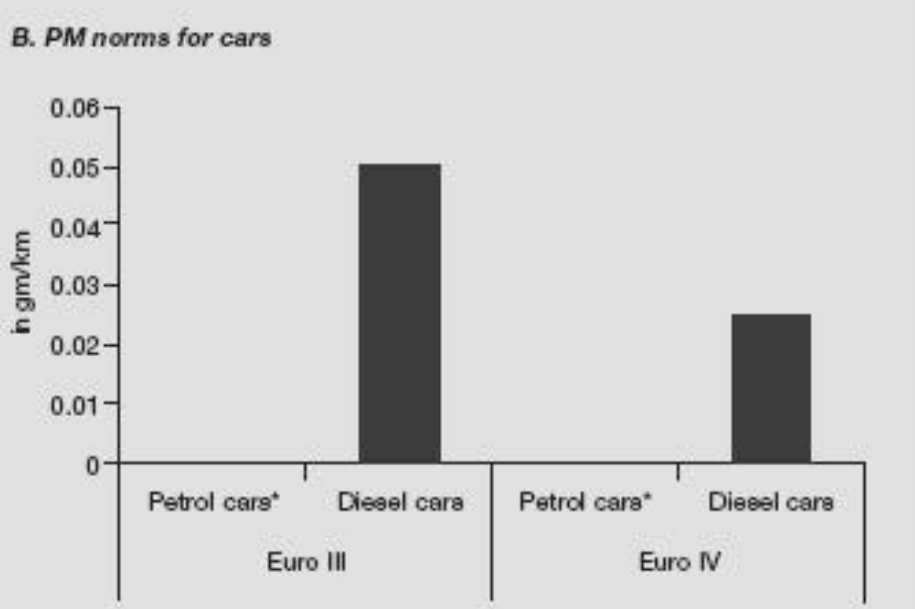
License to pollute

One diesel car emits as much NOx as 3 to 5 petrol cars. PM is several times higher

NOx norms for cars

PM norms for cars



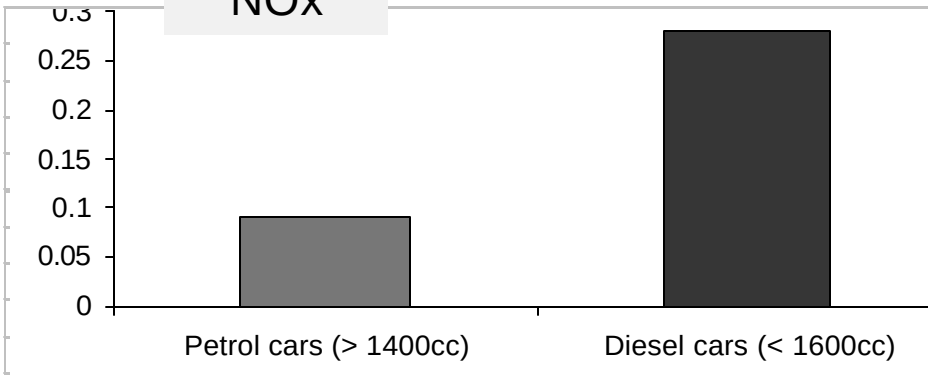


Source: MP Walsh

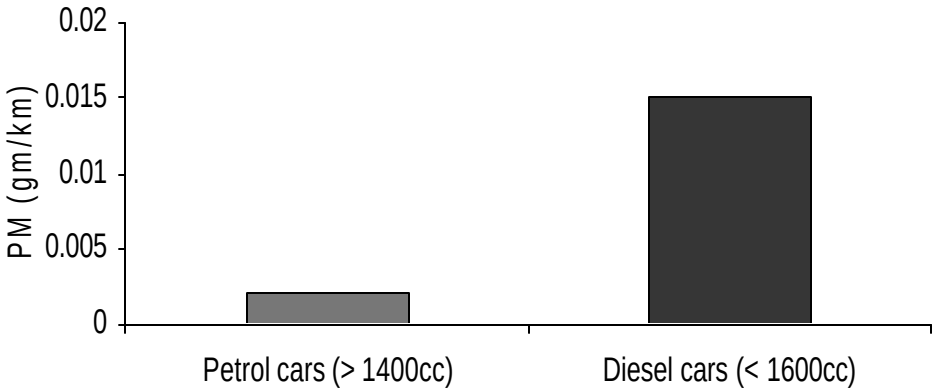
"New diesel cars in India are clean" - A Myth?

Post 2005 diesel car model: High levels of PM, NOx and air toxics; Overwhelms the CO2 advantage: A crippling trade-off

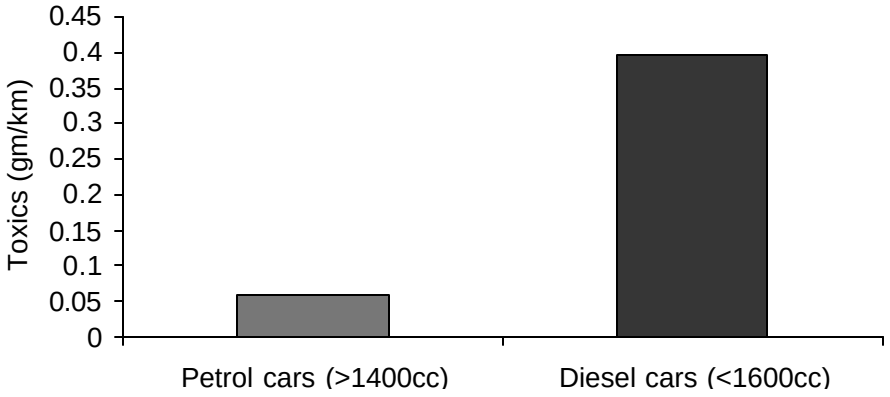
NOx



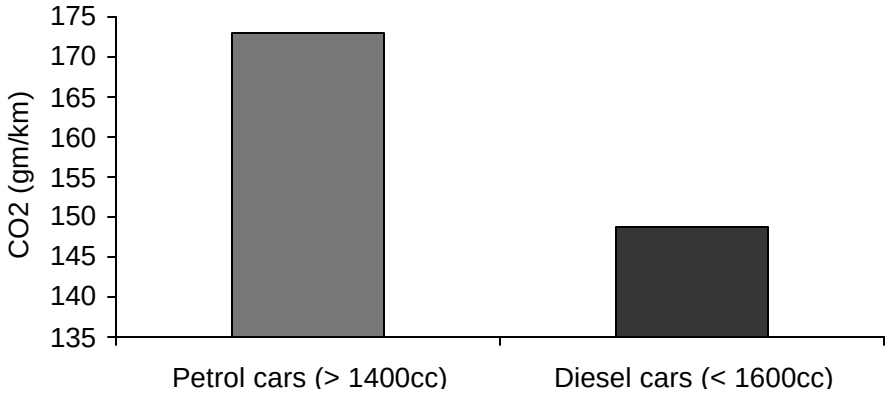
PM



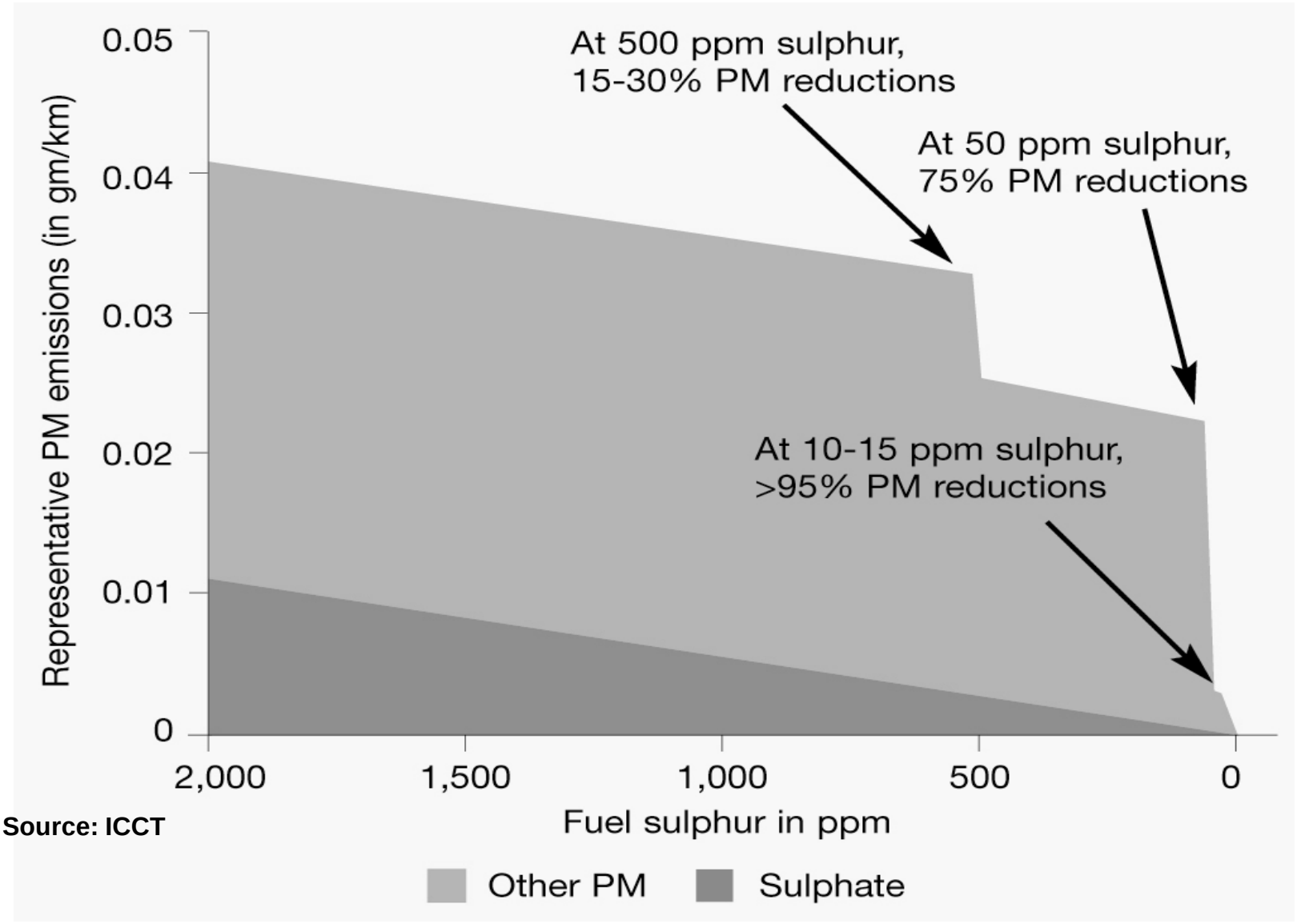
Toxics



CO2



Clean diesel technology and fuel that can reduce emissions by 90% are not available in India



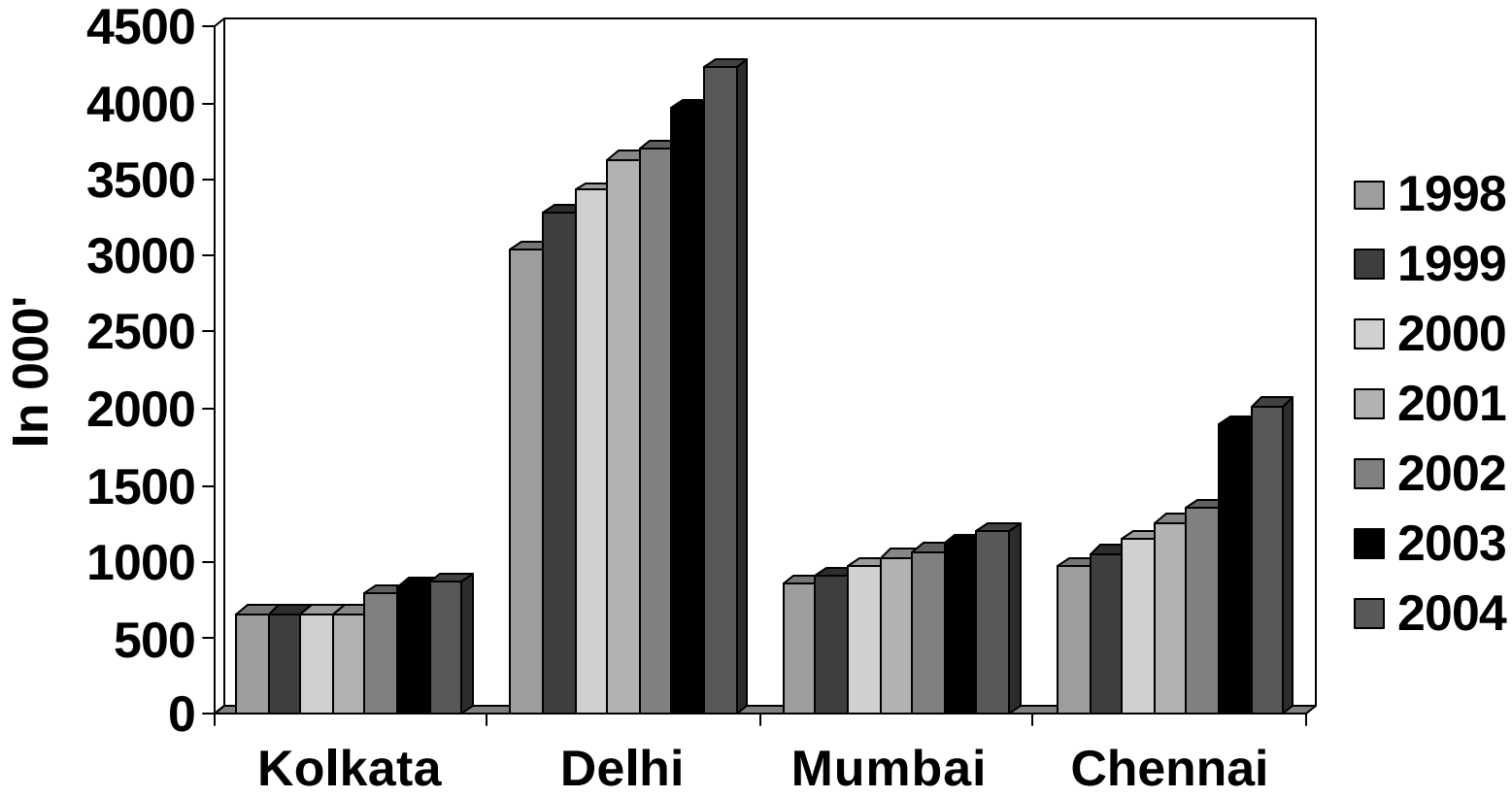
Source: ICCT

Dieselised and clogged: deadly

- Kolkata has little less than 2000 km of roads – just 6 per cent of its area
- Delhi has 31,000 km of roads – 21% of its area
- **But**
- Also completely gridlocked. Adds roads and flyovers; cars fill it up (registers 1000 vehicles/day)
- More roads; flyovers is not the answer
- Congestion adds to pollution

Registered motor vehicles in key metropolitan cities

In Kolkata, according to CIRT study, the average speed during peak hours in the central business district (CBD) area is as low as seven km/hour



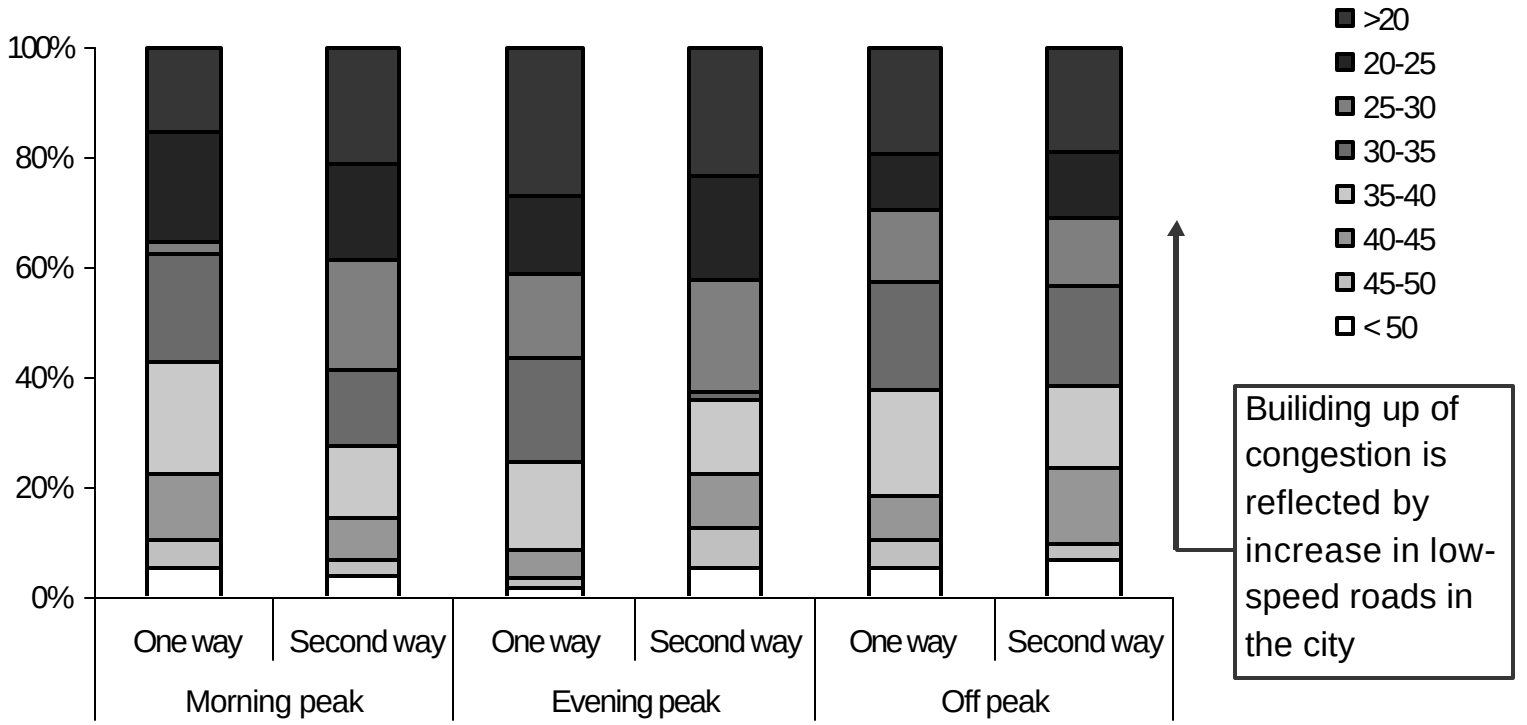
Source: Road transport year book (2004-05), MOSRTH

Delhi: roads but no speed

-- During the morning and evening peak -- 55-60 per cent of the roads have travel speeds less than 30 kmph.

-- Even during off-peak hours 40-45 per cent of the roads have travel speeds less than 30 kmph.

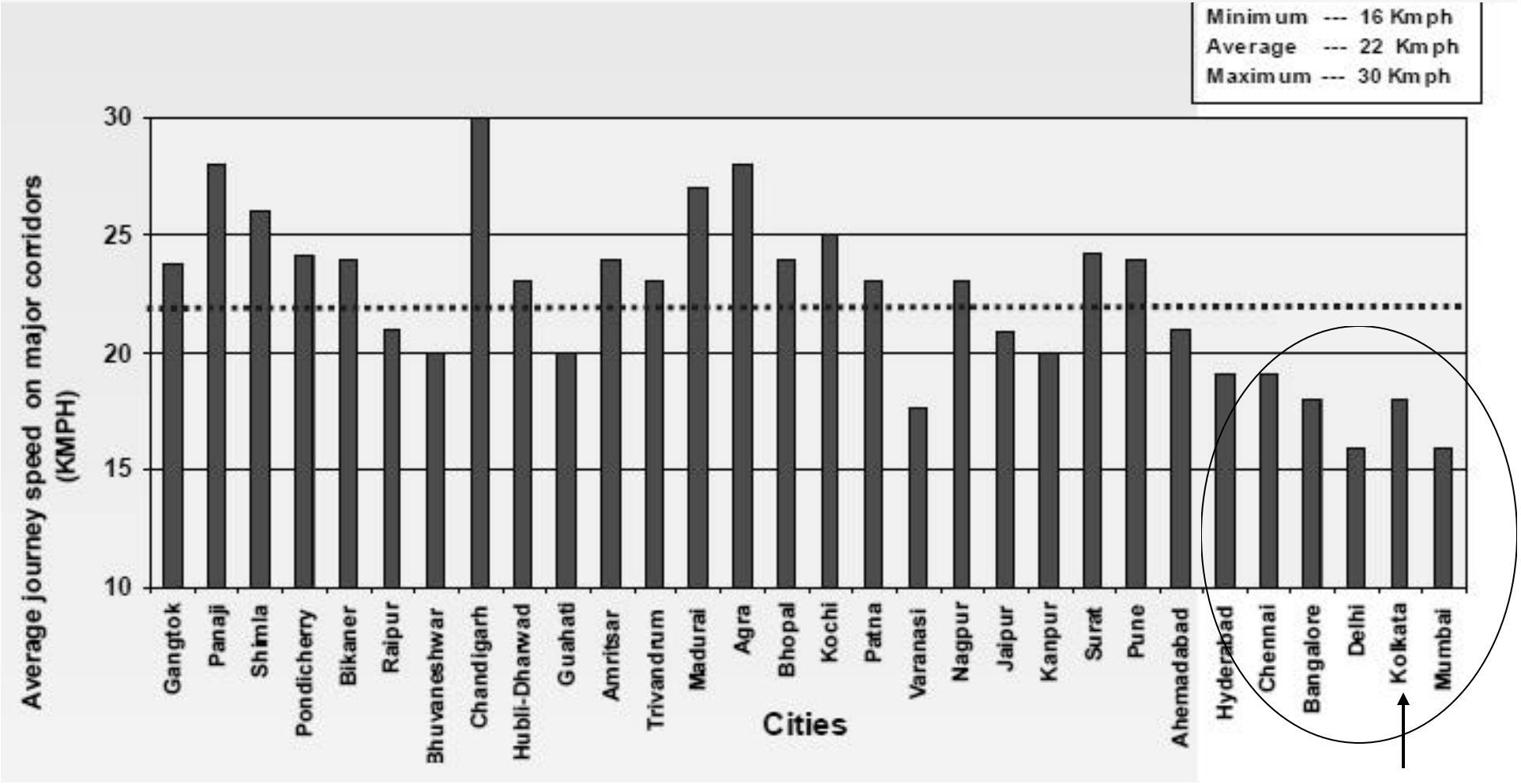
-- About 20 per cent have travel speeds less than 20 kmph throughout the day.



Source: City Development Plan

Cities are Paralyzed
The Crawling Traffic

The average journey speed in Delhi (16 km/hr), Mumbai (16 km/hr) and Kolkata (18 km/hr): Abysmally poor compared to smaller cities



Source: Anon 2008, Study on traffic and transportation policies and Strategies in Urban Areas in India, MOUD, p63

Congestion leads to more pollution

Vehicle Emissions vis-à-vis Speed

Speed (kilometer per hour)	Autos Change in emissions with speed (gm/km)			Buses Change in emissions with speed (gm/km)		
	CO	HC	NOx	CO	HC	NOx
10 km/hr	**33.02**	**4.47**	**2.53**	**22.60**	**5.70**	**22.30**
25 km/hr	21.20	2.60	2.17	14.40	2.30	16.40
50 km/hr	**9.80**	**1.30**	**2.24**	**8.20**	**0.00**	**11.90**
75 km/hr	6.40	0.93	2.97	-	-	-

Source: E A Vasconcellos, 2002, Urban Transport, Environment and Equity — the Case for Developing Countries, Earthscam Publications Ltd, London

Pollution trajectory of cities

1. Pollution increases because vehicles are old; bad technology; use adulterated fuel; use diesel (**Kolkata)**
2. Pollution increases because number of vehicles increase; cleaner but numbers negate the gains (**Delhi**)
3. Pollution increases if city has more cars as congestion grows -- takes 18 sq metre of space on road…(**Beijing**)

Need leapfrog solutions

- Phase out two-stroke three wheelers;
- Phase out old vehicles
- Simultaneous make the transition to public transport

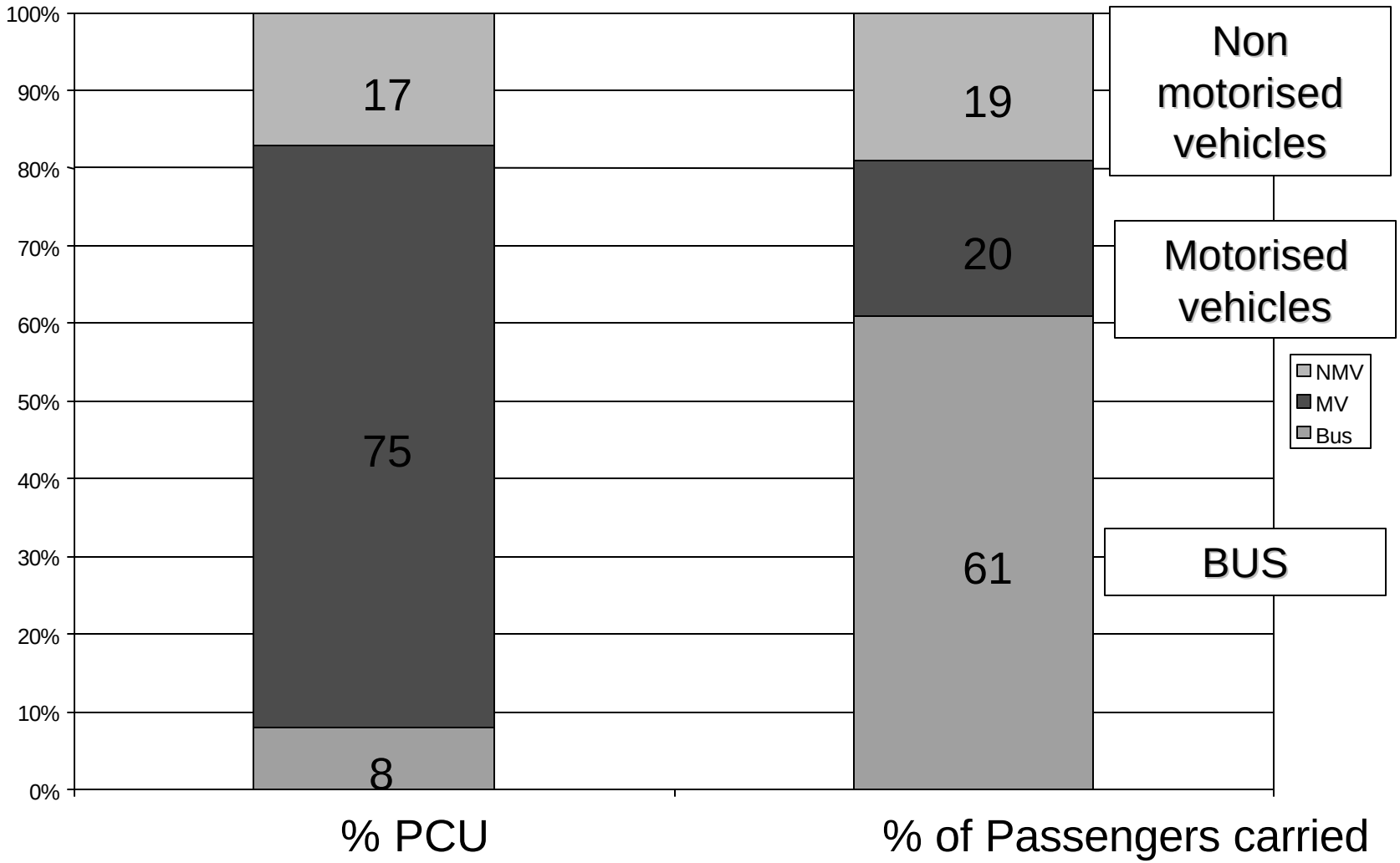
You can lead

- In our cities car has **not replaced** the bus
- In our cities car **has marginalised** the bus

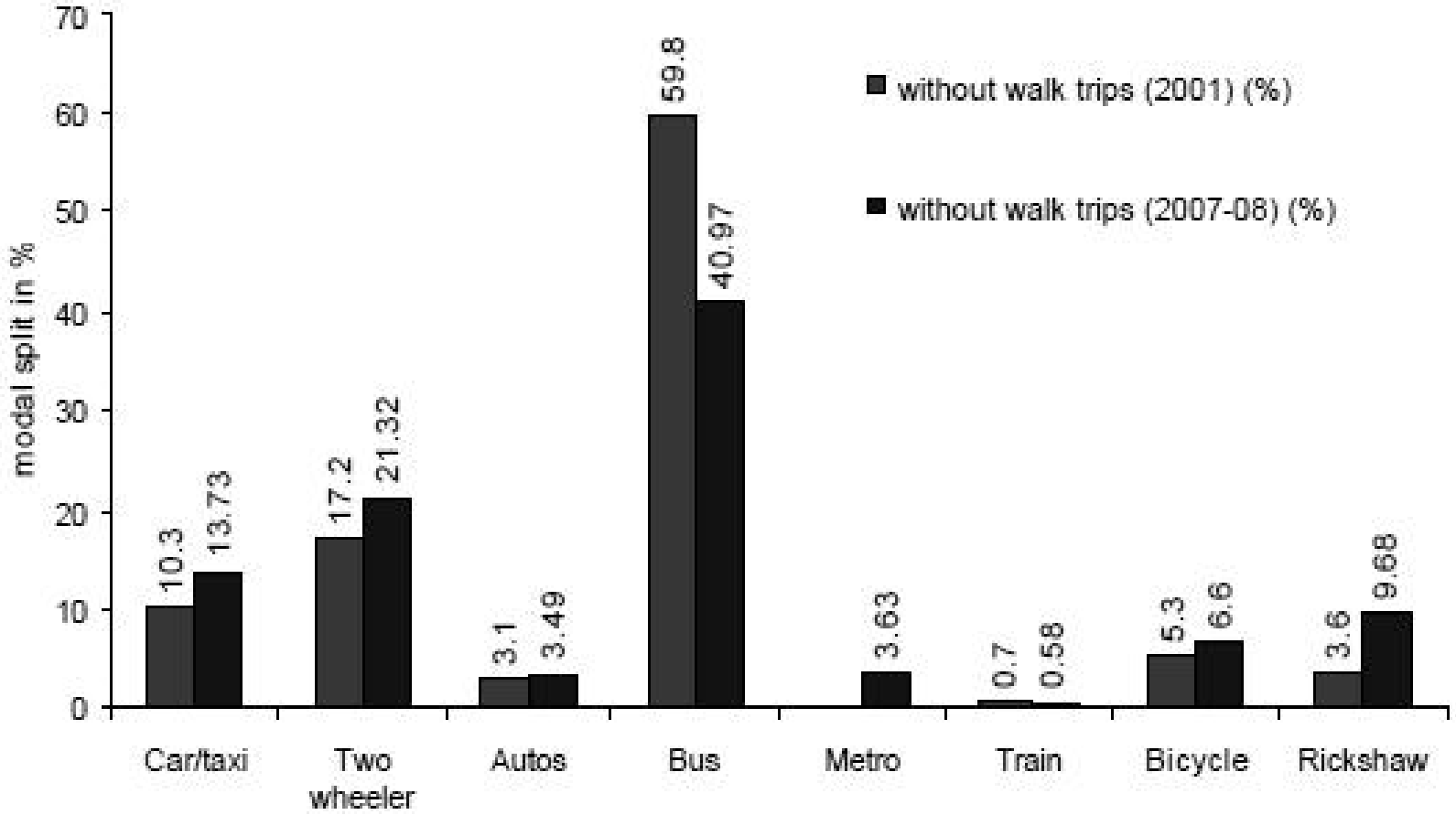
Public transport is our strength

There are areas in Delhi where buses still carry 60% of passenger trips

MODAL SHARE BY VOLUME AND PASSENGERS CARRIED AT AMBEDKAR NAGAR



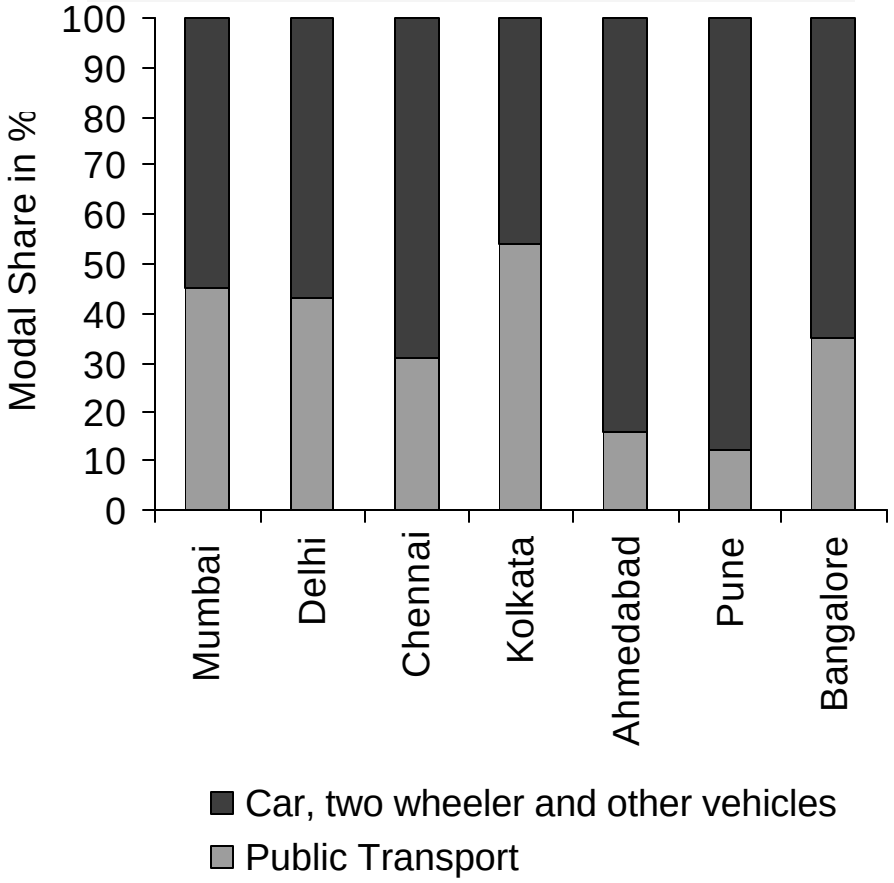
Cars commute 14% in Delhi; take up 70-80 per cent of road space



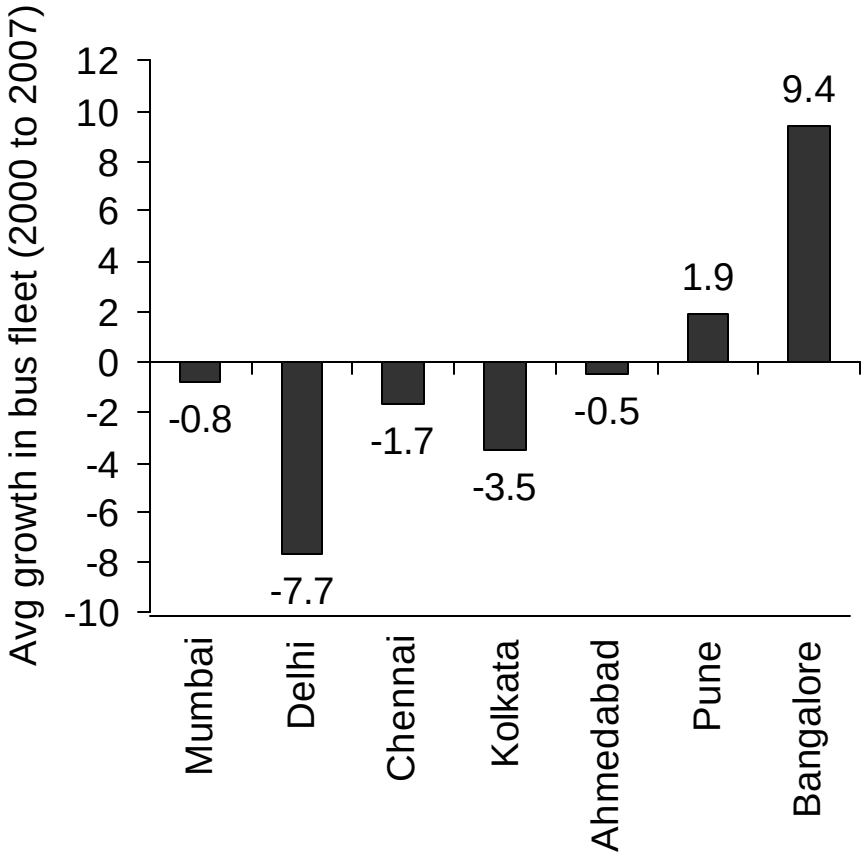
Source: Anon 2008, transport demand forecast study: study and development of an integrated cum multi modal public transport netw ork for NCT of Delhi, RITES, MVA Asia Ltd, TERI, September

Kolkata can lead but is bleeding

Modal share of public transport and other vehicles (2007)

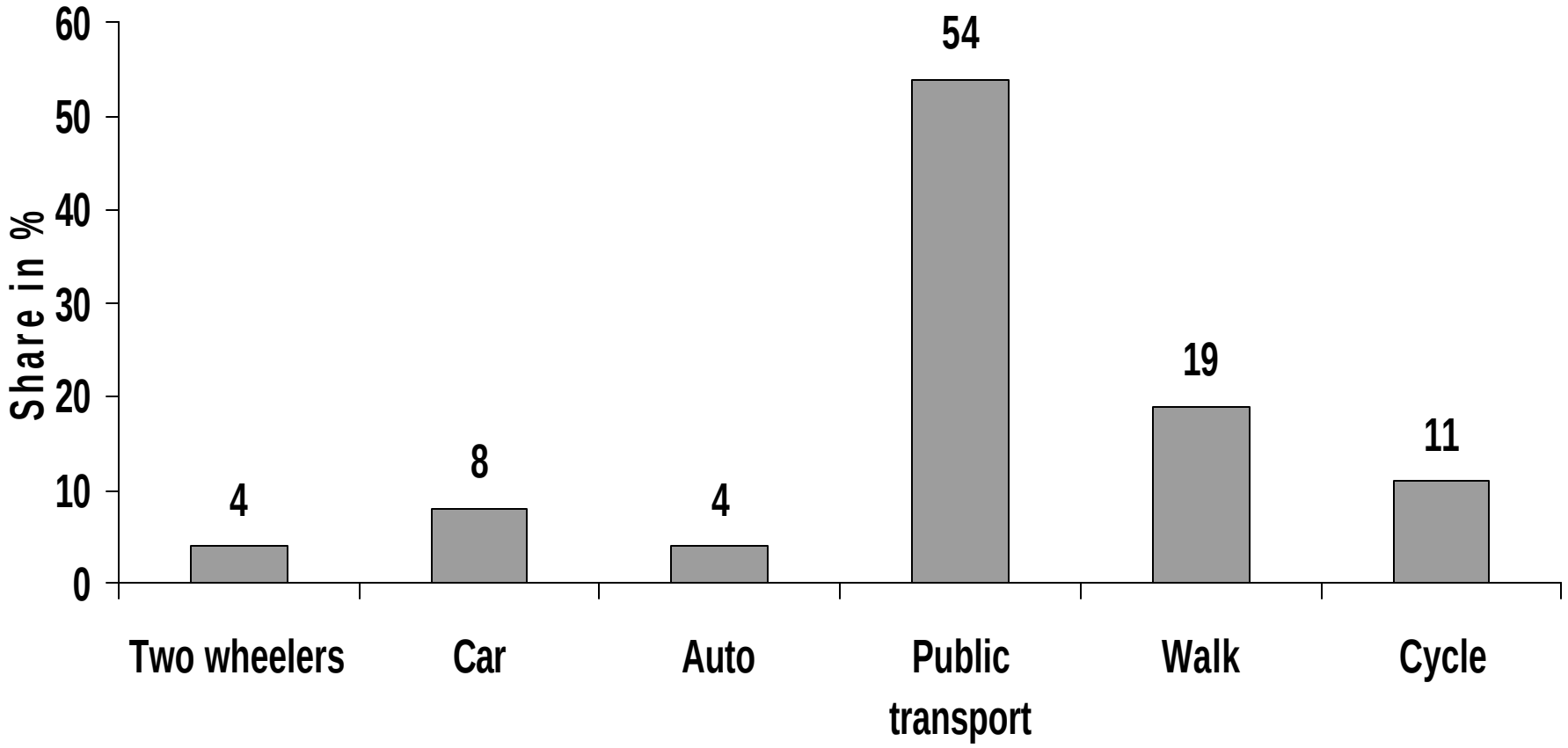


The Annual Average Growth in % in STU Bus Fleet (2000 to 2007)



Source: Anon 2008, Study on traffic and transportation policies and Strategies in Urban Areas in India, MOUD

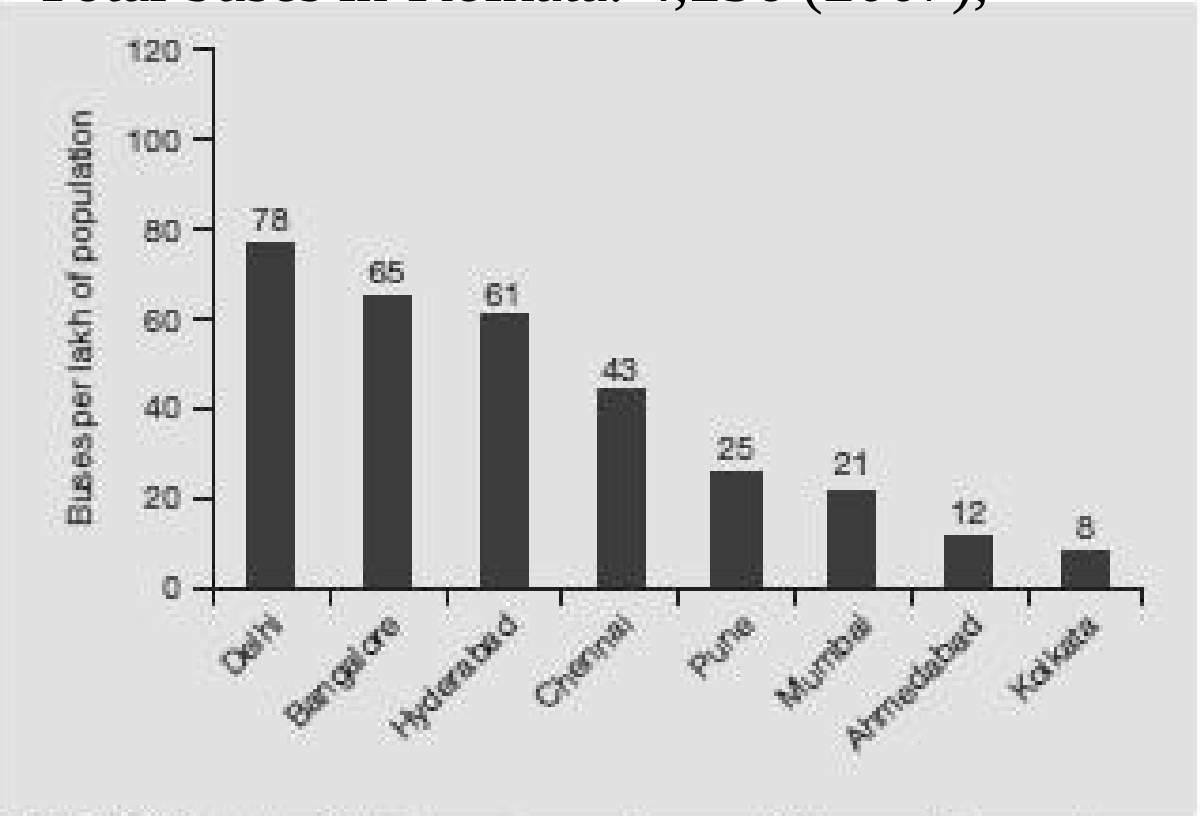
Kolkata -- public+walk+cycle



Source: Anon 2008, Study on traffic and transportation policies and Strategies in Urban Areas in India, MOUD

Kolkata has lowest bues per lakh

Total buses in Kolkata: 4,256 (2007),



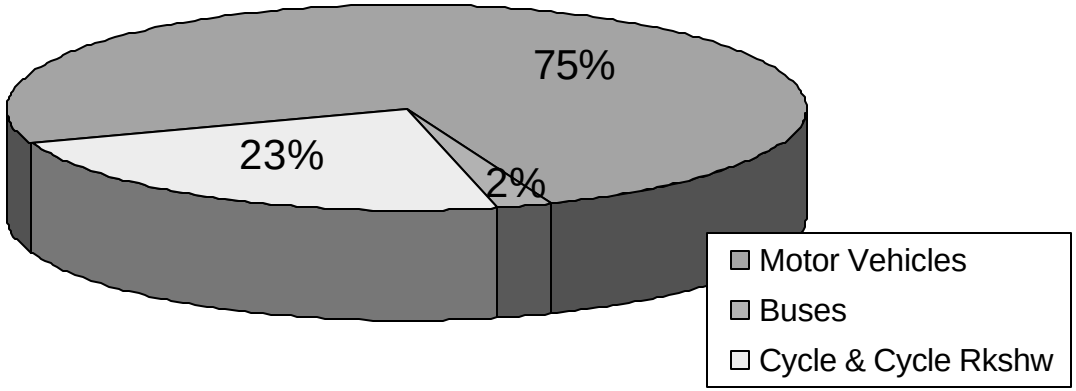
Note: Delhi include private buses also as they constitute over 70 per cent
Source: Computed on the basis of Anon 2005, 'A quick review of STUs (2004-05)', *Indian Journal of Transport Management*, Vol 29, No 2, April-June, p 229-256; population figures are taken from census of India, urban agglomerations data

Think people not vehicles

50 cars / **60 bicycles** / **1 Bus**

You get different answers depending on your priorities – moving vehicles vs. moving people

Distribution of Vehicles - By Mode



Chirag Delhi Junction

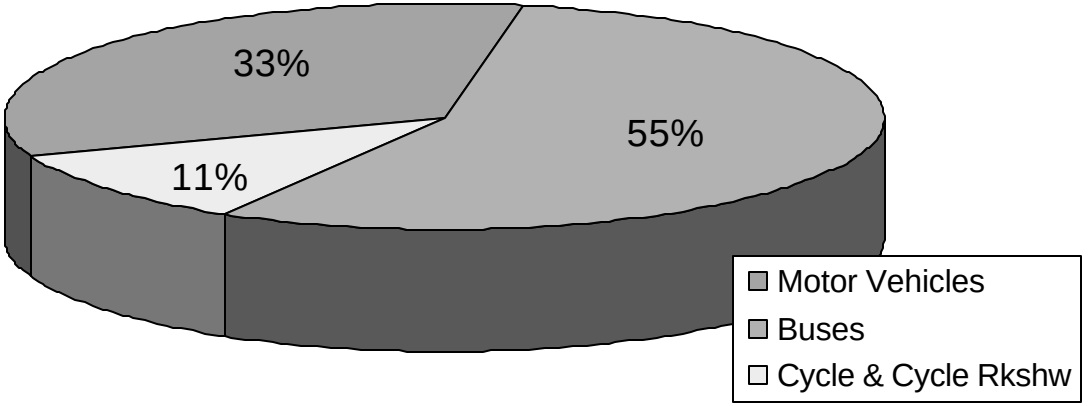
Morning Peak Hour

AK to MC

4,916 Vehicles

11,480 People

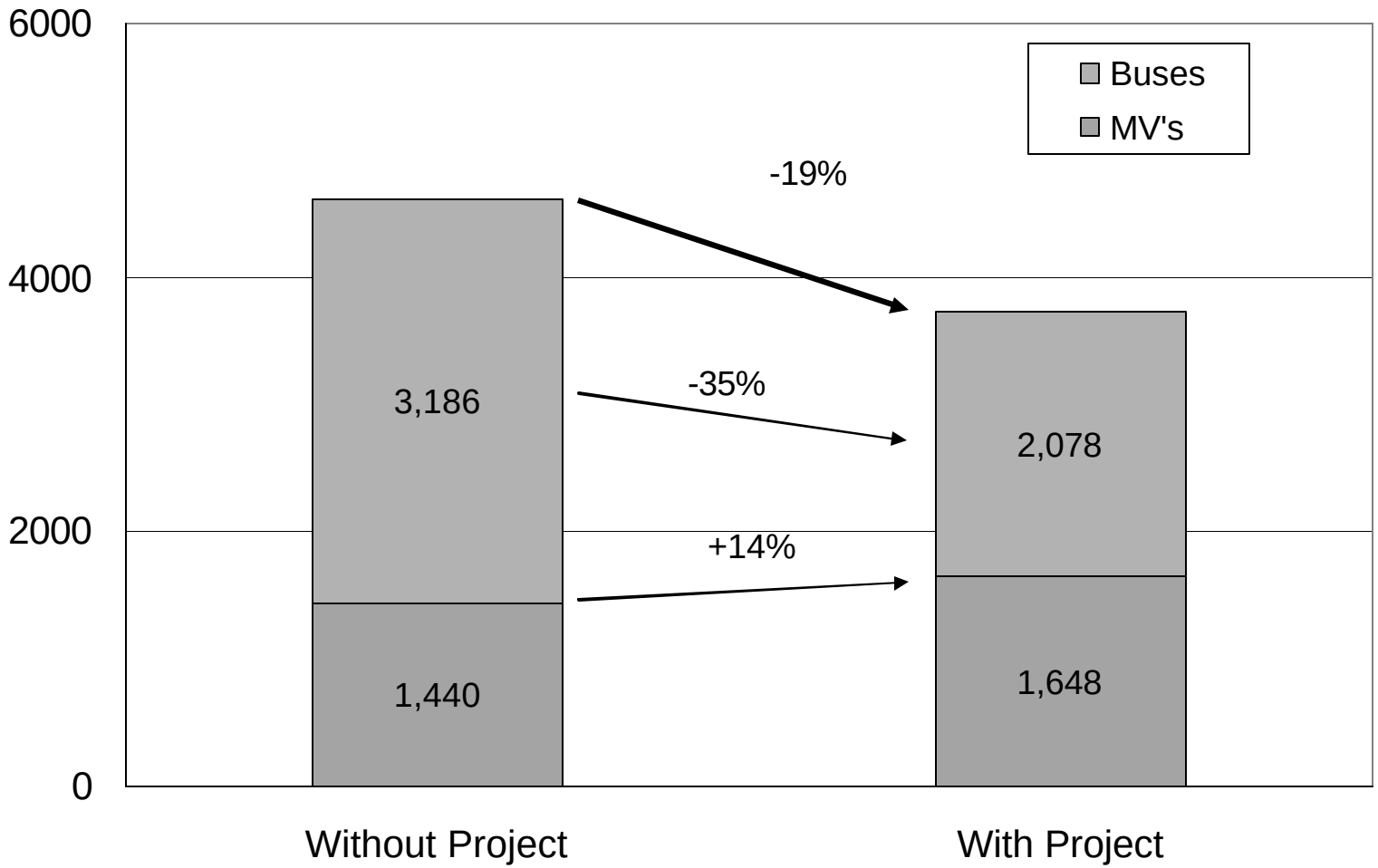
Distribution of People - By Mode



Source: Dario Hidalgo study for CSE, 2008 Mimeo

bus corridor has reduced the average travel time

People Delay - Morning Peak Hour - In Hours

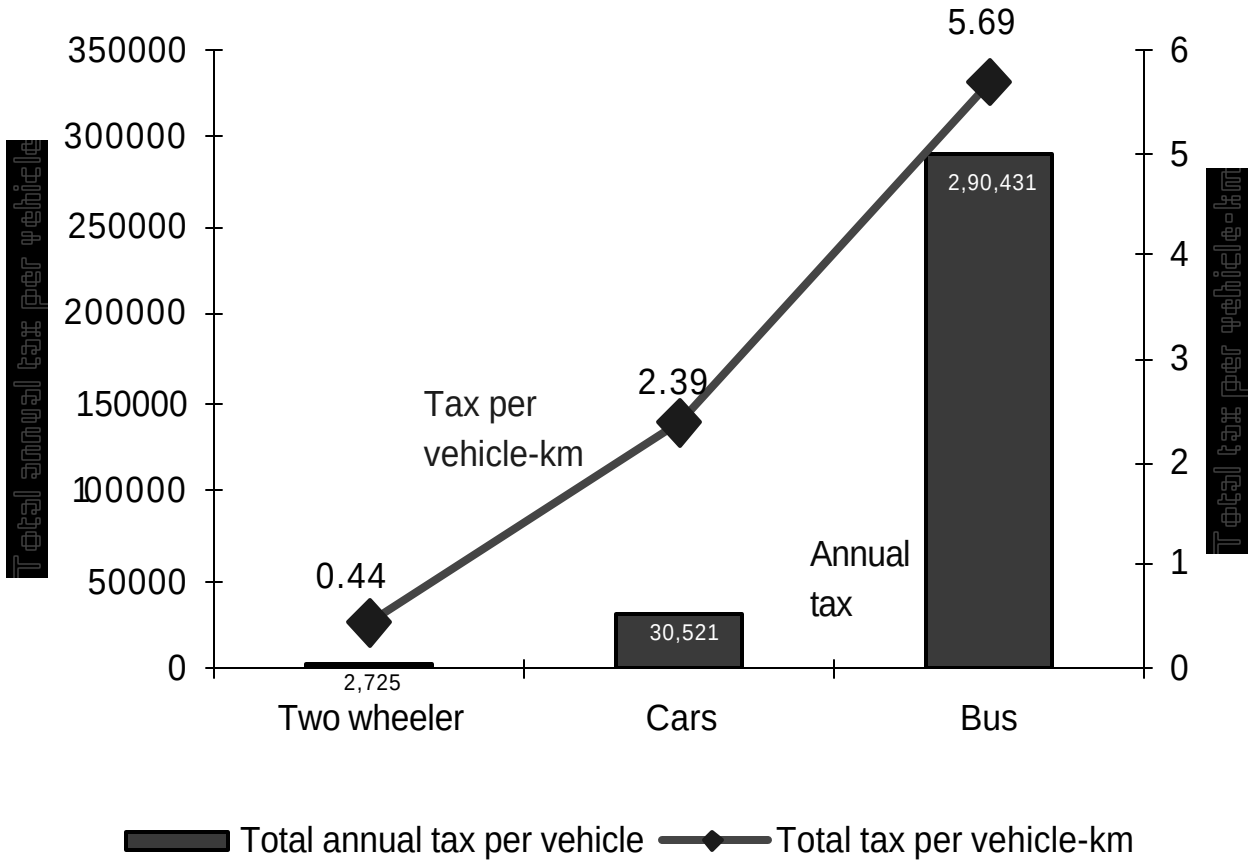


Dario Hidalgo study for CSE, 2008
Mimeo

Indian style socialism

Buses bear significantly higher tax burden in India

Tax correction can push a large number of two wheeler users to buses



Kolkata-style socialism

Stage carriage bus: Rs 31.25 per seat per month passenger tax

Two wheelers: For engine size 80cc to above 250cc the one time tax range from Rs 1560 to Rs 6250

Cars: For engine size from 900cc to above2000cc tax for every five years range from Rs 8550 to Rs 20,000.

Bus: A standard bus pays Rs 23,250 annually

Car: 900cc engine car pays a life tax of Rs 25,650

Source: Road transport year book (2004-05), MOSRTH

Kolkata-style socialism

Stage carriage bus: Rs 31.25 per seat per month passenger tax

Two wheelers: For engine size 80cc to above 250cc the one time tax range from Rs 1560 to Rs 6250

Cars: For engine size from 900cc to above 2000cc tax for every five years range from Rs 8,550 to Rs 20,000.

Bus: A standard bus pays Rs 23,250 annually

Car: 900cc engine car pays a life-tax of Rs 25,650

A car pays in its lifetime what a bus pays every year

What are other governments doing?

Other governments are enforcing tax and road pricing measures and caps on car sales to reduce congestion and pollution…

Congestion charges:

-- London: This has reduced traffic delays by 30 per cent.

-- Seven European cities are adopting congestion charges.

-- Trondheim, Norway: peak hour traffic dropped by 10% after the introduction of congestion charges.

-- Singapore's road pricing measures: This reduced percentage of commuters entering central areas from 56% to 23%.

Caps on cars in Singapore and Shanghai:

-- Shanghai has adopted a system of auctioning a limited number of car licenses per month. This has helped the city to cap car registration at not more than 7,500 cars per month -- or 250 cars per day.

Such measures require good public transport system…..

The future road-map

- 1. Phase out two-stroke; transition to LPG-four stroke;
- 2. Reduce diesel -- move to LPG or reduce numbers on road
- 3. Make transition to public transport -- bus; tram; cycle
- 4. Think of Kolkata as the future city -- leapfrog from public-public

Put Kolkata on the future-map -- not pollution-map of world


CSE


Do you think
we are not seeing
the point?
AUTO
INDUSTRY
GOVERNMENT