

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on September 19, 2009 (Saturday) (12.00 Noon)**

Agenda items: Issues related to the cap on number of three wheelers (TSRs) in Delhi

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member EPCA

3. Mr. Ajay Kumar Bisht, Sr. Dy. Commissioner, Transport Department, Govt. of NCTD
4. Mr. R. P. Gupta, Dy. Commissioner, Transport Department, Govt. of NCTD
5. Mr. Vikas Jain, PCO (HQ), Transport Department, Govt. of NCTD
6. Mr. Sanjay Ailwam, MLO (RR & Tax), Transport Department, Govt. of NCTD

7. Mr. Sobran Singh Rajpoot, General Secretary Delhi State, Bhartiya Tippiya Chalak Sangh
8. Mr. Munna Lal, Bhartiya Tippiya Chalak Sangh

9. Mr. S. P. Nayyar, President, Automotive 101 Society

10. Mr. Vijay Kumar Gupta, Delhi Pradesh Auto Taxi Utthan Sangathan
11. Mr. Om Prakash Tiwari, Delhi Pradesh Auto Taxi Utthan Sangathan
12. Mr. Yashpal Arora, Delhi Pradesh Auto Taxi Utthan Sangathan / President, Delhi Pradesh Adarsh Tipahya Chalak Sangh

13. Mr. Rakesh Agrawal, Secretary, Nyaya Bhoomi
14. Mr. Dharam Singh, Nyaya Bhoomi
15. Mr. R. K. Pandey, Nyaya Bhoomi
16. Mr. Rakesh Kumar, Nyaya Bhoomi
17. Mr. Jagir Singh, Nyaya Bhoomi

18. Mr. Somnath, President, Taxi Auto Richshaw Drivers Sangharsh Samiti
19. Mr. Balbir Singh, General Secretary, Taxi Auto Rickshaw Drivers Sangharsh Samiti

20. Mr. Ashok Kumar Tiwari, Pragatisheel Auto Rikshaw Union
21. Mr. Satish Bhatia, Pragatisheel Auto Rikshaw Union

22. Mr. Kishan Verma, President, Federation of All Delhi Auto Taxi Transporters - Akhil Yuva Tipahiya Chalak Kalyan Committee

23. Mr. H. D. Anand, President, Auto Driver Welfare Congress

24. Mr. Virendra Pal Gupta, President, Rashtravadi Janta Tipahiya Chalak Sangh

25. Nazim uddin, Environmental Engineer, CPCB

Chairman, EPCA informed representatives of Three-wheeler Scooter Rickshaw (TSR) Associations about the order dated 28.08.2009 of the Hon'ble Supreme Court of India in the matter of I.A. 316, W.P. 13029/1985 requiring EPCA to examine the needfulness for fresh

permissions for TSRs in Delhi and requested them to present their views on this matter as well as on the associated problems.

Mr. Balbir Singh, General Secretary, 'Taxi Auto Rickshaw Drivers Sangharsh Samiti' stated that due to the ban on new permits for TSRs, financiers have a complete hold on transfer of TSR permits from one owner to the other and as a result a TSR costs only 1.25 lakh actually costs about 4.5 lakh with transfer of permit through the financiers and that this has led to a situation that hardly any TSRs in new (replacement category) series are owned by drivers and most of these are owned by investors and rented to drivers. He further stated that up to 80 TSRs are owned by one investor.

Representatives of various TSR Associations explained that the process generally involves - buying of permit and old TSR by financier from a TSR owner, getting it transferred in the name of a confidant, surrendering the documents and getting the P3 permission for getting it scrapped for replacement, getting it scrapped at the Transport Department approved Scrapping Unit in Surajmal Vihar, getting the P4 permission for buying a new TSR, selling the permit by the financier to a new aspirant TSR owner with black market overcharges and financing it at very high interest rate and difficult penalty conditions.

During the discussions it was also informed that a large number of goods carrier three-wheelers older than 15 years still ply in Delhi illegally.

Mr. Om Prakash Tiwari of 'Delhi Pradesh Auto Taxi Utthan Sangathan' stated that before lifting of the ban on new permits for TSRs, the system should be improved and freed from financier and mafias. He informed that there are about 15 main financiers but the total number of their touts could be about 250 and that financiers normally charge 18-20 % interest rate. He further stated that the problem of traffic congestion, for which increasing number of private cars are mainly responsible, should also be addressed as this is greatly affecting viability of TSRs for, the number of passenger trips have reduced to about 5-7 per day due to traffic congestion, as compared to 10-12 per day a few years back. He also expressed that waiting charges should also be introduced into the metering system.

Mr. Yashpal Arora of 'Delhi Pradesh Auto Taxi Utthan Sangathan' stated that new permits should be opened but with the condition that only actual driver having license and permanent address proof will own a TSR and the driver/owner will be issued the 'badge'. He informed that before 1997 only drivers were allowed to be the owner. He further stated that the replacement scheme is a fraud and a CBI case is already under trial concerning 3200 TSRs and that Transport Department is not providing a copy of the Replacement Policy and it is being told that the concerned file is missing. He also expressed that scrap of the TSR should be given back to the owner.

Mr. Vijay Kumar Gupta of the same Association expressed concern that if TSRs of neighbouring states are allowed into Delhi it will increase number. Representatives of other Associations also expressed concern that while Delhi has put a condition that only Middle pass will be allowed a 'badge', coming of uneducated drivers from other states may cause crime problems.

Mr. Munna Lal of 'Bhartiya Tippaya Chalak Sangh' stated that only actual drivers should be allowed to own a TSR. He complained that presently transfer of TSR in the name of driver is very difficult even after he repays loan to the financier due to influence of financiers in the Transport Department.

Mr. S. P. Nayyar, President, 'Automotive 101 Society' informed that 17065 old TSRs have not been allowed replacement by Transport Department earlier and in addition to the 55000 TSRs, Supreme Court allowed addition of 5000 TSRs but the Transport Department has not completed even those 5000. This indicates that Transport Department is not able to manage even the existing number of permitted TSRs. He stated that even the 1.25 lakh cost is not the real cost but an inflated cost for, earlier Bajaj had offered TSR for Rs. 92000 and a Rs.7000 subsidy for replacement under the Replacement Scheme 2007 which was approved by the NCTD Cabinet. He informed that the scrapping process is overseen by a special 'Scrap Committee' having representatives of Delhi Transport Department, an Insurance Company and Bajaj Autos as its members and about 20000 TSRs have so far been scrapped/replaced. He further informed that the cost of the old TSRs paid by the scrapping units has reduced over the years from Rs 7000 to Rs. 5800 to Rs. 5000. He informed that Sales Tax Subsidy offered by Delhi Govt. on new TSR is released after 3 years but hardly any one approaches to get it as the ownership is normally transferred within short time due to black marketing. He stressed that management should be first improved and suggested that a condition be applied that no transfer will be allowed within 3 yrs.

Mr. Sobran Singh Rajpoot of 'Bhartiya Tippaya Chalak Sangh' stated that a limited number of TSRs should be allowed and suggested not allowing transfer of permit but allowing driving on contract basis as in Mumbai. He further stated that it will be better if a policy is adopted that only actual drivers will own TSRs.

Mr. Rakesh Agrawal, Secretary, Nyaya Bhoomi expressed his view on various aspects as below:

- Rule 7A of Delhi MV Act relating obtaining authority by owner form STA for use of TSRs by another person needs to be applied.
- Biometric technology can be introduced for TSRs drivers/owners.
- Improvement is needed in 'badge' system. Till 1999 only badge owner was allowed to own TSR.
- Improvement is needed in Transfer and Replacement procedures to reduce the influence of financiers / mafias. There are 7-8 big financiers and financiers have control on almost all – about 25000 – TSRs of the latest J, K and L- series TSRs.
- Permit conditions should be recorded on back of the permit.
- Replacement policy needs to be made transparent. The cost of scrapped TSR has reduced from 12000 to 6500.
- Improvement is needed in TSR registration data base management in STA as there are a lot of anomalies observed in the present system.

EPCA requested representative of Nyaya Bhoomi to give specific suggestion for improvement on above points in writing.

Another representative of 'Nyaya Bhoomi' stated the financiers / mafia must be checked before allowing new permits.

Mr. Ashok Kumar Tiwari and Mr. B. P. Gupta of 'Pragatisheel Auto Rikshaw Union' stated that theirs is the Applicant Association of the I.A. 316 in W.P. 13029/1985 and that earlier 83000 TSR were registered but then the registration was stopped all of a sudden and since then the system is totally controlled by financiers and mafias who have invested 600 crore into this business. They stated that the system should be improved and while allowing new permits passenger safety should also be considered and to ensure this credentials of drivers should be carefully verified. They further stated that permit condition should be revised involving TSR

Associations. They complained that provisions of section 66/92A are wrongly applied on TSRs as these are meant for heavy vehicles.

'Automotive 101 Society' and 'Delhi Pradesh Auto Taxi Utthan Sangathan' submitted their written statement during the meeting, EPCA urged others to submit their view points in writing.

EPCA asked Transport Department to give detailed information on number of TSRs, replaced TSRs, replacement policy, permit conditions, and registration data base system and to respond to the suggestions for linking TSR owner and driver, restriction on transfer of permit till a specified time, improving the system to clean it from mafias and other views expressed by TSR Association within two weeks.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on September 26, 2009 (Saturday) (11.30 AM)**

Agenda items: Issues related to technologies in Three-wheelers Scooter Rickshaws (TSRs)

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Prof. H. B. Mathur, Retd. Prof. IIT-D (CNG Expert)
3. Mr. M. K. Chaudhuri, Sr. Dy. Director, ARAI

4. Mr. Ajay Kumar Bisht, Sr. Dy. Commissioner, Transport Department, Govt. of NCTD
5. Mr. R. P. Gupta, Dy. Commissioner, Transport Department, Govt. of NCTD
6. Mr. Sanjay Ailawadi, MLO (AR & TU), Transport Department, Govt. of NCTD
7. Mr. Vikas Jain, PCO (HQ), Transport Department, Govt. of NCTD

8. Mr. Atul Ganguli, Director, SIAM
9. Mr. T. M. Balaraman, GM-ES, Bajaj, Auto Ltd.
10. Mr. C. K. Rao, GM (Buss.Scot), Bajaj, Auto Ltd.
11. Mr. R. Narsimhan, DGM (R&D), Bajaj, Auto Ltd.
12. Mr. K. Srinivasan, GM-Servie, TVS N
13. Mr. Deepak Malik, Asstt. Manager, ScOOTERS india, Ltd

14. Nazim uddin, Environmental Engineer, CPCB

Piaggio, Mahindra & Mahindra, Atul Auto and Force Motor though invited, did not attend.

Chairman, EPCA stated that in accordance with the order dated 28.08.2009 of the Hon'ble Supreme Court of India in the matter of I.A. 316, W.P. 13029/1985, the cap on number of Three-wheeler Scooter Rickshaws (TSRs) in Delhi is under review. In this regard EPCA wants to ascertain the status of technology upgradation in TSRs in respect of the general deficiencies pointed out by EPCA earlier in its report and also in respect of meeting the BS-III emission norms applicable from April 01, 2010.

Dr. Mathur reminded that EPCA has earlier pointed out various general deficiencies as:

- Poor performance at full passenger load
(Possible reasons: lower power, overheating, inadequate cooling system etc.)
- Excessive lube oil consumption
- Early piston ring wear
- Frequent breakdown during rains
(Possible reasons: improper spark plug cable orientation, lack of protective cover, shorter plug cap)
- Use of spurious spares due to excessive cost of spare parts

- White smoke emission

Bajaj Auto representatives informed that improvements were made in their TSR in the past to remove the general deficiencies pointed out by EPCA. Bajaj Auto assured to send detailed specification of their TSR. **EPCA desired that all CNG TSR manufacturers should submit in writing within two weeks detailed specification of their products along with details of the measures taken to address deficiencies observed by EPCA and technological upgradation undertaken to meet the BS-III norms applicable from April 01, 2010. SIAM agreed to collect the information form TSR manufacturers for EPCA.**

Prof. H. B. Mathur further expressed that an inspection and maintenance system for periodic gas and current leakage testing needed to ensure CNG safety in TSRs. **EPCA requested Transport Department to suggest what enforcement measures to ensure CNG safety can be put in place.**

EPCA further suggested that Transport Department may issue instructions that if any TSR is found without the mandatory fire extuingisher, it will be grounded.

Bajaj Auto representatives suggested that to solve mainetance and CNG safety related problems it may be made mandatory for TSRs to go to authorized service stations and this needs to be verified at the time of annual fitness testing. Prof. Mathur expressed apprehension about the capacity of authorized workshops / service stations. Bajaj Auto representatives informed that it has three authorized workshops in Delhi and 40 authorised service centres and three more authorized workshops are starting soon. **EPCA asked Bajaj Auto to inform capacity of their workshops / service centres and desired that all workshops / service centres should have skilled / ITI-trained manpower.**

EPCA also requested Transport Department to carry out an exercise to work out what should be appropriate charges of periodic testing and what should the prices of important spare parts.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on October 03, 2009 (Saturday) (12.45 PM)**

Agenda items: Issues related to meters in Three-wheeler Scooter Rickshaws (TSRs) in Delhi

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Prof. H. B. Mathur, Retd. Prof. IIT-D (CNG Expert)

3. Mr. Ajay Kumar Bisht, Sr. Dy. Commissioner, Transport Department, Govt. of NCTD
4. Mr. R. P. Gupta, Dy. Commissioner, Transport Department, Govt. of NCTD
5. Mr. Sanjay Ailawadi, MLO (AR & Taxi, Transport Department, Govt. of NCTD
6. Mr. Subodh Rawat, ZO (TMU), Weights & Measures Department, Govt. of NCTD
7. Mr. Sudershan Khosla, JMA/Inspector, Weights & Measures Department, Govt. of NCTD
8. Mr. Tarun Kohli, M/s Naurang Meter
9. Mr. Rajnish Aggarwal, Precision Electronics
10. Mr. Nafees Kazmi, Hovel Scale & Systems

11. Nazim uddin, Environmental Engineer, CPCB

Chairman, EPCA stated this meeting has been called with reference to Hon'ble Supreme Court's order dated 28.08.2009 in the matter of I.A. No. 316 in W.P.13029/85. Since the cap on number of TSRs in Delhi is under review, EPCA wants to know what improvements are possible in the meters of TSRs and how these can be made temper-proof. **EPCA requested the Weight & Measures Department to explain the certification system and the manufacturers to suggest ways to improve the meters.**

Representatives of the Weight & Measures Department, Govt. of NCTD explained that only those meters are allowed which obtain model-approval certificate from the labs which are authorized by Directorate of Legal Metrology, Department of Consumer Affairs, Govt. of India for this purpose and that there are 11 such authorized labs in the country. They further informed that their Department has made mandatory in Delhi an additional model-approval test related to electronics which is carried out at ERTL -Electronics Regional Test Laboratory (North), Okhla Ind. Area Phase II, and the sale permission is given only after ensuring model approval certification as well as ERTL certification and that currently five manufacturers, 17 dealers and 19 repairers are on the approved list of the Govt.

Representatives of the Weight & Measures Department, Govt. of NCTD further explained that they have a system of testing and sealing meters before their use in TSRs, which involves bench testing, sealing, road drive testing, second sealing and that this testing/sealing is to be renewed by every year.

Dr. H. B. Mathur requested manufacturers to suggest the ways to check tempering of meters and the preventive measures to check their frequent breakdown.

Manufacturers informed that there are detailed guidelines for testing and also for repairing which help check tempering but still there are ways which some people use to temper meters. It was explained that one easy way of doing it could be putting an extra magnet which gives extra

pulses. It was also told that if meters meant for 2-stroke TSRs are fixed in 4-stroke TSRs that will also give extra pulses but this is difficult in Delhi now as old TSRs and their meters have been phased out.

Manufacturers further informed that maintenance of meters in working condition is solely dependent on drivers. Protecting it from water and maintaining battery in good condition are the most important factors to keep meters in working condition.

During the course of discussions it was also informed that Govt. of NCTD has already introduced notification for including weighting charges in the metering which is to be implemented.

EPCA asked Weight & Measures Department, Govt. of NCTD to submit the following information:

- **List of laboratories authorized by Directorate of Legal Metrology, Department of Consumer Affairs, Govt. of India for model approval certification of meters**
- **Govt. of NCTD's procedure for authorizing manufacturers and dealers in Delhi**
- **Guidelines for testing and repairing.**
- **Govt. of NCTD's procedure for testing, sealing and renewing the sealing of meters**

EPCA asked manufacturers to submit in writing their suggestions about the improvements possible in the meters and the ways to make the meters temper-proof.

Chairman, EPCA desired that these submissions should reach EPCA by October 10.10.2009.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on October 10, 2009 (Saturday) (11.30 AM)**

Agenda items: Issues related to financing of new Three-wheeler Scooter Rickshaws (TSRs) in Delhi.

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Mr. Ajay Kumar Bisht, Sr. Dy. Commissioner, Transport Department, Govt. of NCTD
3. Mr. R. P. Gupta, Dy. Commissioner, Transport Department, Govt. of NCTD
4. Mr. R. Dhall, Dy. Commissioner, Transport Department, Govt. of NCTD
5. Mr. Sanjay Ailawadi, MLO (AR & Taxi, Transport Department, Govt. of NCTD
6. Mr. S. K. Dureja, Dy. General Manager, Delhi Finance Corporation (DFC)
7. Mr. L. S. Rawat, Dy. Manager, Delhi Finance Corporation
8. Nazim uddin, Environmental Engineer, CPCB

and representatives of some private financiers (list enclosed)

Chairman, EPCA stated that as required by the order dated 28.08.2009 of the Hon'ble Supreme Court of India in the matter of I.A. 316, W.P. 13029/1985, the cap on number of Three-wheeler Scooter Rickshaws (TSRs) in Delhi is under review and that a meeting was convened by EPCA on 19.09.2009 to discuss this matter with TSR associations in which a picture emerged that private financiers are mainly responsible for black market of TSR permits. Chairman, EPCA requested representatives of DFC and private financiers to present their views on this matter.

DFC representative stated that people do not come to DFS for TSR financing because they know that DFC can only finance actual cost of a TSR and not the black market permit cost. It was informed that in 1998 about 8000 TSRs were financed by DFC in Delhi because at that time a Delhi Government subsidy was routed only through DFC. They further informed that recently DFC is entering into an MoU with Chandigarh Administration under which 5000 TSRs to be replaced in Chandigarh will be financed by DFC.

Representatives of various private financiers put up their views which are listed below:

- Private Financiers are neither in sale nor in purchase. One TSR owner sales it with premium for the permit and gets benefitted and another TSR owner purchases it and suffers. The premium for the permit may not be called 'black' because beneficiary and looser both are operators and premium on permit is common in other countries also.
- Private Financiers come in picture later to provide finance and have no role in controlling the premium for permit. The TSR costs about Rs. 4 Lakh to a new owner because about Rs. 1.5 Lakh is the actual cost of TSR and Rs. 2.5 lakh is the premium for the permit. With interest it costs about Rs. 6.0 Lakh. With such a high cost the viability is affected,

financing is risky and recovery is difficult. The premium for permit is affecting private financiers also.

- When 5000 new permits were allowed, financing was allowed only through NBFC but later this condition was changed and diluted.
- There are no TSRs in the name of private financiers. Private financiers only finance or facilitate paper/transfer formalities.
- Transport Department is insisting on personal appearance of seller and buyer at the time of transfer and as result number of TSR transfer cases have extraordinarily reduced during the last 6 months. This condition is also posing risk to private financiers. This has also resulted in increase in premium and the TSR which was costing Rs. 3.5 Lakh 6 month back is costing Rs. 4.5 Lakh now. If other vehicles can be transferred on relaxed conditions why not TSRs.
- Transfer of TSRs should be made easy. This will result in new TSRs on road from the permitted numbers as out of 55000 permitted TSRs, 35000 are yet to be scrapped. The Policy of Transport Department LoI is creating an artificial scarcity.
- Permit for new TSRs should be opened. It will result in abolishment of premium on permit. The number of new permits should be linked with rising population.

EPCA requested Transport Department, DFC and private financiers to submit their view points and suggestion to improve the system in writing within two weeks.

During the course of discussions it was also mentioned that why not allow CNG taxi in place of TSRs as it is less polluting than a TSR and will cost less as compared to the present cost of a TSR which include premium for its permit.

A private financier mentioned that some old petrol TSR are still illegally running on periphery of Delhi. EPCA asked Transport Department to give a report on this.

**Minutes of the Meeting of
The Environment Pollution (Prevention and Control) Authority for the NCR
held on November 24, 2009 (Tuesday) (04.00 PM)**

Agenda item: Issues related to the cap on number of three wheelers (TSRs) in Delhi

In attendance:

1. Dr. Bhure Lal, Chairman, EPCA
2. Ms. Sunita Narain, Member EPCA
3. Prof. H. B. Mathur, Retd. Prof. IIT-D (Expert)

4. Mr. Ajay Kumar Bisht, Sr. DC, Transport Department, Govt. of NCTD
5. Mr. Sanjay Ailawadi, MLO, Transport Department, Govt. of NCTD
6. Mr. K. S. Chauhan, Transport Department, Govt. of NCTD

7. Mr. Rajinder Kumar, Asstt. Gen. Manager, Delhi Finance Corporation (DFC)
8. Mr. L. S. Rawat, Dy. Manager, Delhi Finance Corporation

9. Mr. Satish S. Sane, Sr. VP (Engg. & RD), Piaggio Vehicles Pvt. Ltd
10. Mr. Naveen Verma, Manager-Sales, Piaggio Vehicles Pvt. Ltd

11. Mr. C. K. Rao, GM, Bajaj Auto Ltd.
12. Mr. C. V. Deshpande, GM, Bajaj Auto Ltd.
13. Mr. A. D. Samant, Manager, Bajaj Auto Ltd.

14. Mr. V. J. Dhinagar, VP (AEL), TVS Motor Co.
15. Mr. M. N. Muralikrishna, Tech. Advisor, TVS Motor Co.
16. Mr. K. Srinivasan, GM-Servie, TVS Motor Co.

17. Mr. Z. A. Mujawar, Mahindra & Mahindra
18. Dr. Mathew Abraham, Mahindra & Mahindra
19. Mr. H. A. Khan, Mahindra & Mahindra

20. Mr. J. Daw, MD, Mentor Graphics
21. Mr. Arun Khorana, VP, Authentix India

22. Nazim uddin, Environmental Engineer, CPCB

Financing

Delhi Finance Corporation (DFC) stated that in 1999 they financed most of the TSRs and they are ready to finance provided their norms – guarantee of two government employee earning 10000 per month or more for a loan up to 2 lakh or submitting an FDR of 30% of the loan amount - are fulfilled. It was further stated that their experience is that if the conditions are laxer then people normally do not remain serious about repayment. When asked about any other way out, DFC representative stated that financing is also possible if there is an MoU between Transport Department and DFC in this regard.

The TSR manufacturer representatives informed that manufacturer companies normally have some tie-up with financing agencies and the financing is done after proper documentation but in Delhi bankers are generally not interested in financing TSRs.

Management

Delhi Transport Department informed that there are 56000 registered TSRs in Delhi and that they are going to introduce a policy in which only owner can be the permit holder and a specified number of authorized drivers will be allowed who will be issued badges. It was also informed that the badges are also being improved and the new badges will be on smart card with biometric information and the schedule for introducing new badges in the existing TSRs is February 2010 end.

Meter tempering

Mr. Jotirmay Daw of 'Mentor Graphics' who had offered to suggest a temper proof meter technology stated that meters based on GPS can be introduced which will be totally temper proof. Mr. Arun Khorana of 'Authentix India' who had also offered to suggest measures to prevent tempering of meters informed that they have developed a special seal with nano particles inside it which cannot be tempered

Engine Technology

Manufacturers informed that they are ready to introduce products complying with the new norms applicable from 01.04.2010. It was also informed that catalytic convertor is a must to meet the new norms and normally its life is about 30000 km. EPCA expressed some apprehensions about replacement of cat-convertor after 30000 km run which in Delhi is completed within a year. EPCA was told that replacement would not be a problem as the cat-converters for 3-wheelers are easily available at comparatively less price. Bajaj informed that it has introduced two port holes before and after catalytic convertor to make possible testing of performance of catalytic convertor. Other manufacturers also agreed to introduce this feature. **EPCA observed that the new mass emission norms for 3-wheelers and 2-wheelers appear to be not stringent enough.**

EPCA observed that more manufacturers are coming forward with CNG 3-wheelers meeting Bharat III norms which will create a competitive market. M&M informed that their product was available earlier but could not hit the Delhi market due to certain conditions imposed in Delhi. EPCA also observed that manufacturers have products in a wide engine capacity range. EPCA liked to know how 3-wheeler auto rickshaw was specified by STA. Transport Department informed that it allows 3-wheelers to carry only three passengers.

During discussions it came up that fire extinguishers originally provided by the manufacturer were dismantled by the operators after their expiry date and that most 3-wheeler in Delhi do not have fire extinguishers on-board now. **Chairman EPCA directed STA to enforce fitment of fire extinguishers on auto rickshaws as it is a safety item.**

Mahindra & Mahindra offered to suggest some emission test system for TSRs. It was agreed that Transport Department will give information on facilities available at Vehicle Testing Unit, Burari to Mahindra & Mahindra in a week a time in this regard.

EPCA requested that all required information be submitted by the concerned within a week.
