

**MINUTES OF 20th MEETING OF THE NATIONAL
COMMITTEE ON NOISE POLLUTION CONTROL**

February 05, 2014

Central Pollution Control Board

Ministry of Environment & Forests

Parivesh Bhawan, East Arjun Nagar, Delhi-32

1.2 IMPORT OF DGSETS

A specific issue with respect to import of used DG sets was discussed and the CPCB sought recommendation of the committee. Mr. Khader Youseff has imported a second hand / used DG set, which is now lying at Collector of customs, Cochin for the reason that it is not having valid Certificate of Type Approval and Conformity of Production. As per notification no. 35 (RE-2012) 2009-2014 dated 28th February, 2013 import of second hand DG Sets is restricted and importable against authorization. Further, as per GSR 371(E) dated 17th may 2002 entries at sl. No.95 of schedule I of Environment (Protection) Rules, 1986 and its amendments regarding compliance of emission Limit for Genset Diesel engines, Type Approval does not apply for the sample item or import for the purpose of export. These rules have been modified vide GSR 771 (E) dated 11.12.2013 i.e. import of Sample item has been restricted to 4 nos. and will be exported within three months. But, the present case is prior to the date of this revised notification. The customs authority has not cleared the item as it is a used DG set, nor a sample item, nor will it be exported back. The importer approached the Kerala High Court to challenge the decision of customs authority. The Hon'ble High Court disposed the petition and directed CPCB to take appropriate decision as per law. The committee opined that the rules are very clear and the imported sample should be new ones from a manufacturer as old ones cannot indicate quality. DG set being durable item; sample item is meant for demo as its quality is ensured by Certification Agency. The committee thus, recommended not to consider the application of the importer to use this particular DG set in the country.

1.3 COMPLIANCE OF NOISE FOR WELDING DGSETS.

In the last meeting, it was decided that welding DG set will be also covered under Type Approval/COP procedures and CPCB will inform this decision to all the manufacturers. Accordingly, CPCB has informed all welding Genset manufacturers that they have to follow due Type Approval procedure as applicable to the DG set manufacturers.

2. DEVELOPMENT OF NOISE STANDARD FOR OFF-ROAD VEHICLES AND CONSTRUCTION EQUIPMENTS

CPCB has awarded the above subject project to THE AUTOMOTIVE RESEARCH ASSOCIATION OF INDIA (ARAI) for eight equipments as shown in the table at a cost of Rs 17/- lacs + applicable Taxes. Mr. N. V. Karanth, Deputy Director & Head- NVH Laboratory, ARAI made a presentation of the draft report. The committee lauded the investigation and findings. ARAI has monitored 55 new vehicles and observed that all construction vehicles are of foreign origin. Three construction equipments, namely Tracked dozers, Tracked loaders and Tracked excavator-loaders are meeting the EC directive 2000/14/EC; whereas the rest five equipments (Wheeled dozers, wheeled loaders, wheeled excavator loaders, combustion engine driven counter balanced lift trucks and mobile cranes) are not meeting the EC directive. Chairman of the committee is of the opinion that if such equipments are meeting EC directives abroad; why it cannot meet the same in India? ARAI has suggested to follow the EC directive 2000/14/EC for the noise level and ISO standard as per Annexure-II for test procedure. The committee expressed its satisfaction on the report. This issue need to be addressed in the next meeting of the committee along with stake holders.

No. of Vehicles / Equipments tested

Equipment selected for monitoring		Type	No. of Vehicles / Equipments tested	Total
1.	Tracked dozers, Tracked loaders, Tracked excavator-loaders	$P \leq 55$	3 (Excavators)	25
		$P > 55$	22 (Excavators)	
2.	Wheeled dozers, Wheeled loaders, Wheeled excavator-loaders, Combustion engine driven counterbalanced lift trucks, Mobile cranes	$P \leq 55$	14 (6- Lift trucks, 8- Mobile cranes)	30
		$P > 55$	16 (5-Wheeled loaders, 6-Wheeled Excavator - loaders, 4- Lift trucks, 1- Mobile crane)	

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3. IMPLEMENTATION OF NOISE LIMIT FOR DIESEL GENERATOR SETS (UPTO 1000 KVA)

Noise limit for Diesel Generator sets (up to 1000 KVA) has been notified vide GSR 371(E) dated 17th May 2001 at serial no. 94 of schedule I of the Environment (Protection) Act, 1986 with effective implementation date 01.01.2005. Unfortunately, even after 9 years of implementation, DG sets are being manufactured and sold without acoustic enclosure and Type Approval just by putting manufacturing date prior to the effective implementation date, by some fraud manufacturers. Keeping in view of this mischief, the committee recommended imposing complete ban on use of Gen sets (even manufactured before 01.10.2005) without acoustic enclosure w.e.f from 01.01.2016. By this time all the gen sets without acoustic enclosure should be fitted with acoustic enclosure or be discarded. CPCB should take necessary action in this regard.

4. Development of Noise Standard for multi-toned horns and sirens.

This item was discussed in the context of an order passed by Hon'ble NGT, Pune w.r.t the application no. 202/2013, wherein Maharashtra Pollution Control Board (MPCB) has been directed to prescribe noise standards for sirens & multi-toned horns in consultation with CPCB under section 17(g) of the Air Act 1981. MPCB has constituted a committee to look after this issue. The said committee recommended complete ban of multi-toned horn and siren in all the vehicles except police van, ambulance and fire brigades. They prescribed uniform noise standard of not exceeding 85 dB (A) at a distance of 3 meter for multi-toned horn and siren irrespective of vehicle and type of signal and the position of the horn should be under bonnet of the vehicle. The committee also recommended that sirens & horns should be continued to be prohibited in the silence zone and during night time in the residential zone. They have also recommended the monitoring of noise level may be included in the PUC certificate.

The NCNPC discussed the issue and found that the proposed norms i.e. 85 dB(A) will not be very useful from the safety point of view as the noise of vehicular engine itself ranges between 72-90 dB(A) , the noise level of horns should be more than 10 dB(A) louder than the noise level of the vehicle engine. The Chairman of the committee suggested the noise limit be fixed at 90 dB (A) at 7.5 mts for all vehicles and exhaust noise at 0.5 mts should be +3 dB (A) more for in use vehicles. Prof Nachiketa Tiwari said that noise level of vehicular horn in USA is louder and is audible up to 0.5 Kms.

The Chairman as well as several members of the NCNPC felt that control of honking noise lies not in silencing the horns or sirens, but minimizing their usage by educating the public as well as drivers.

The recommendation of the NCNPC may be forwarded to MPCB for necessary action.

5. Utilization of Noise data.

CPCB receives continuous online noise data from 35 noise monitoring stations located at seven cities. The committee is of the opinion that this data should be properly analyzed and proper action plan be prepared so as to reduce the ambient noise level in the cities. Prof Nachiketa Tiwari, IIT, Kanpur, a member of the committee expressed his willingness to help CPCB in this regard.

6. Identification of Airport Zone

DGCA has conducted a study to draw a noise contour map in and around the IGI airport to identify the affected people to high noise level caused due to flight movement. DGCA has submitted the final report to CPCB and requested to declare airport zone and prescribe separate noise standard for them. Prof Munjal said that the concept of Airport zoning does not apply anywhere in the world. The present practice is that a noise contour mapping is drawn before coming up of any airport to identify the noise prone areas and accordingly, those areas are prohibited from inhabitation. The committee is of the opinion that there is no point to declare IGI airport as airport zone as already a considerable number of people are affected to higher noise level due to aircraft movement. However, no further development should be in the identified higher noise prone area. The committee further suggested that DGCA should conduct similar exercise for all other existing airports in the country to identify the affected people due to high aircraft noise.

However, for new airports, noise contour mapping should be drawn to identify the higher noise prone areas and declare those areas as no construction zone. The noise contour mapping study should be included as part of the EIA study.

7. Noise standard for fire crackers

Again, responding to the query from Dr. S. S. Bala, regarding the non-compliance of noise standard by the fire cracker manufacturers, Prof. Munjal said that it needs public awareness through Radio and TV publicity to reduce use of fire crackers. It is also recommended that Department of Explosives should reduce the quantity of explosives supply to each manufacturer; that will indirectly help in manufacturing low noise crackers.

8. Suggestion for other projects.

The committee recommended for taking up a few projects on development of noise standards for tractors, compressors and domestic appliances also.

The meeting ended with a vote of thanks to the chair.