

16. Changes Required

16.1 Immediate Actions

It is well understood that the fundamental changes are political in nature and their acceptability and implementation will take some time through discussions and processing. Therefore, the process of moving forward should be expedited by adopting measures suggested in the following paragraphs.

16.1.1 Environmental Policy for Delhi

Frame and adopt an Environmental Policy for Delhi.

16.1.2 Cabinet Committee on Environment and Infrastructure

Constitute the Cabinet Committee on Environment and Infrastructure for Delhi 21 to be headed by the Chief Minister and consisting of the Ministers of Environment, Industry, Transport, Urban Development, Planning and Finance.

16.1.3 Rules of Business

Rules of Business may be strengthened to ensure that no development project (beyond a certain size) gets financial or administrative approval without environmental clearance.

16.1.4 Monitoring Delhi 21

Project Management and Co-ordinating Unit (PMCU) should be established to be responsible for the implementation of Delhi 21 recommendations and taking all other related actions for moving the process forward.

16.1.5 Establishment of Environmental Cells

The remit of environmental protection and improvement rests with other concerned departments and agencies viz. Industry, Transport, Urban Development, PWD, Health, DDA, MCD, NDMC, DJB, DTC, DVB. Establishment of environmental cells in all such agencies having personnel from among the existing staff with relevant

training will facilitate and strengthen the working of the DoE and DPCC. These cells should activate internal actions in respective agencies on the basis of environment management policy that will be adopted. They should also be responsible to educate all concerned in the agencies for taking actions and based their decisions on environmental considerations.

16.1.6 Unifying Metropolitan Transport Mechanism with Support Teams

Pending the establishment of Delhi Urban Metropolitan Transport Authority (DUMTA) set up a *Unifying Metropolitan Transport Mechanism with supportive teams* for –

- (i) Policy and Planning
- (ii) Public Transport
- (iii) Traffic Management
- (iv) Infrastructure and Development, and
- (v) Enforcement - to initiate various actions.

16.1.7 Citizens' Charter

DoE/DPCC should prepare a Citizens' Charter (see Box below). Similarly, other departments and agencies may also prepare their own Citizens' Charter depending on the kind and ranges of

Citizens' Charter

A Citizens' Charter is a statement from a public authority on what people can expect from the service providers in quantitative and qualitative terms. The people also have an opportunity, in the process, to interact with the public authorities, know the reasons for failure, when things might improve, and what improvements may take place in future.

services they provide, subject to internal consistency among them.

16.1.8 Public Participation Window (PPW)

DoE/DPCC should provide a Public Participation Window for community-level local environmental management through CBOs and NGOs. Interactions with the Trade Unions, Industry Associations, Professionals etc. wherever and whenever

necessary, may also be through this Window.

Public Participation Window (PPW)

The PPW would be a social development cell, coordinating the community development and public awareness activities of the DoE / GNCTD. It would focus, on issues relating to the more vulnerable sections of the society like low-income groups and women. Also trade unions and other groups who may be in need of greater enfranchisement, entitlement and welfare, within the context of environmental improvement programmes.

16.1.9 Private Sector Participation (PSP) and Public Private Partnership (PPP)

PSP and PPP should form an integral part of the management process. This can be in ways where industry associations are involved in technology upgradation, pilot projects in waste management, awareness building and compliance generation in pollution control among their members, training and orientation, communication and dissemination.

In short, PSP offers access to new technologies, external expertise and potentially, new sources of finance. Private providers are both more autonomous of government and strongly motivated to increase efficiency to raise profits, the gains from which in turn flow back to the consumer.

16.1.10 Independent Regulators

The role of government should move to one of facilitating and enabling, rather than of implementation and provision. Services will be provided through PSP or PPP by institutions that are commercially orientated and autonomous with the aim of

achieving adequate cost recovery levels. The responsibility for setting charging levels and tariffs should move to new independent regulators, providing confidence to stakeholders that pricing and other decisions will be made on a non-political basis.

Independence does not mean that regulators are not accountable, but it does mean that the implementation of government policy is undertaken in a manner that is seen to be fair and transparent. The regulator should also have access to legal recourse in order to ensure compliance.

16.2 Funding Interventions

16.2.1 Delhi Environment Fund Facility (DEFF)

Creation of a Delhi Environment Fund Facility (DEFF) whose corpus can be built up from various sources as a revolving, non-lapsable and replenishable fund. However, the fund cannot be used to supplement normal budgetary sources nor as an emergency source of funds. The fund is intended to be used for special purposes, as may be decided by its management committee, as a catalytic or special intervention resource for those activities not usually supported by the departmental budget. Such a Fund would show the overt intention of the Government to support special environmental initiatives. Such a Fund may also act as a leverage for national and international funding.

Chart showing proposed Environmental Management Structure is given below:

PROPOSED ENVIRONMENTAL MANAGEMENT STRUCTURE

