



The Environmental Information System at Eco-Auditing Laboratory, National Botanical Research Institute is focussed on "Plants & Pollution". This is the E-mail Publication that Feature News, Information and Events Related to Plants & Pollution.

The Focus of ENVIS has been on Providing Environmental Information to Decision Makers, Policy Planners, Scientists and Engineers, Research Workers, etc. all over the World.

Eco-Auditing Group is Involved in R & D on Eco-Monitoring, Environmental Impact Assessment, Eco-Friendly Models that are Technologically and Economically Feasible for Phytoremediation of Polluted Lands and Polluted Waters etc.

## News

### Green Penalty: Make Environmental Compliance Cheaper Than Non-compliance

The latest suggestion of the Ministry of Environment, Forests and Climate Change to increase green penalties from `1 lakh to `5 crore sounds progressive on the face of it, but it may send a wrong signal to the established legal concept of "polluter pays principle" and end up as "pollute and pay principle". Financial deterrent has proved to be ineffective in the long run and can only be a part of the solution. There are more important aspects that need urgent attention for protecting the environment. The Supreme Court as early as in 2011 had stated the need for an independent environment regulator. It is yet to see the light of the day, primarily on feeble arguments of existence of a number of institutions and therefore the futility of another. While the merit of that argument may be debated, what is clear is that regulatory and appellate institutions, which have been statutorily created, have received little attention by all governments. Enough global examples exist where strengthening of compliance and regulatory institutions have brought good results. Incentive-based mechanisms have proved to be better tools for environment conservation. [Readmore...](#)

**Date:** 02 April, 2016

**Source:** <http://www.newindianexpress.com>

### Learn from the Sweden: Public transport is lasting solution to pollution, congestion

In a 2015 report, the World Bank stated that "urbanisation leads to concentration of economic activity, improves productivity and spurs job creation, specifically in manufacturing and services." In doing so, the report added, urbanisation had the "potential to transform economies to join the ranks of richer nations in both prosperity and livability." Statistics support the above point. Over 54% of the world's population now lives in urban areas, accounting for 80% of GDP. Yet these same cities also consume two-thirds of the global energy and account for 70% of GHG emissions. Herein lays the paradox. Growth and environmental sustainability, on which there is now consensus, has to be a dual goal, achieved not in sequence but in parallel. The Indian urbanisation process has not escaped this paradox—cities that are proxies for economic growth have also become centres of air pollution that threatens to undermine the benefits of growth. One particular challenge that best articulates the above paradox is that of achieving urban mobility while minimising environmental damage. [Readmore...](#)

**Date:** 09 April, 2016

**Source:** <http://www.financialexpress.com>

### Government of India's 'anti-imperialist' green posturing at international climate summits needs to be matched up with reality at home

On 5 January 2016, a 3-judge bench of the Supreme Court of India issued a directive expanding the number of entry points through which non-Delhi bound heavy commercial vehicles cannot pass. It read, "We direct that no heavy commercial vehicles, except those which are bound for Delhi, shall be allowed to enter through entry points at National Highway 2, 10, 58 and State Highway 57". On 16 December 2015, the Supreme Court had restricted entry of heavy commercial vehicles into Delhi through the vital National Highway 1 and 8 routes. This effectively means that if a heavy truck has no business in Delhi, the court is making it very difficult for it to use entry-points into Delhi as their route. This would invariably mean that the trucks will have to use a longer route to go to their destination and hence they will burn more fuel and cause more pollution. But they will not be allowed to pollute Delhi, even at the possibility of causing more pollution outside Delhi. [Read more..](#)

**Date:** 11 April, 2016

**Source:** <http://morungexpress.com>

### Environmental groups sue over pollution from airliners

**Washington (AP)** -- Environmental groups are suing federal regulators over long-sought pollution standards for airliners and cargo planes. The Center for Biological Diversity and Friends of the Earth filed a lawsuit Tuesday in U.S. District Court in Washington. The groups allege the Environmental Protection Agency has unreasonably delayed for years using the Clean Air Act to enforce limits on heat-trapping greenhouse gas emissions from aircraft. A United Nations panel in February proposed requiring an average 4 percent reduction in fuel consumption for new aircraft by 2028. Environmentalists have criticized that proposed reduction as too modest to significantly curb climate change. They are pushing EPA to enact more stringent standards. Aviation accounts for about 5 percent of global carbon emissions, with U.S.-owned airliners emitting about 30 percent of all aircraft pollution worldwide. [Read more...](#)

**Date:** 12 April, 2016

**Source:** <http://www.weau.com>

### Who's the most cycling-friendly London mayoral candidate?

In exactly three weeks' time, London voters will be electing a new mayor to replace Boris Johnson. Despite the prominence of the job there are relatively few areas in which the mayor can enact real change. Transport, however, is one of them - not least through cycling. Whatever you think of Johnson's overall record, he has ended his eight years as perhaps the most obviously pro-cycling mainstream politician in the UK. Johnson's final mayoral document on cycling not only disowned his cautious paint-only initial generation of cycle "superhighways", it argued strongly that the only way to keep London moving is not just through more cyclists but fewer private cars. That's radical stuff for a British politician of Johnson's profile. So we've asked the leading candidates what they'd do for cycling and examined, where available, their policies. I arbitrarily set the limit at the five candidates placed highest in current polls; otherwise the piece would be even longer than it is. [Read more..](#)

**Date:** 23 March, 2016

**Source:** <http://www.huffingtonpost.com>

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