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CRRI TO TAKE STOCK OF CITY'S AILING ROADS

CSIR-CRRI

Taking stock of the issue of potholes, Pune Municipal Corporation (PMC) commissioner Kunal Kumar sought help from Central Road Research Institute (CRRI) on Tuesday. Kumar sent a letter to CRRI to provide guidelines to patch up the city's roads through a detailed survey.

In a two-page letter, Kumar said, "Pune is leading the smart cities mission through implementation. The fact that the Prime Minister was in Pune recently to inaugurate key projects in the city exemplifies its vision. While we are moving towards envisioning the future of the city, there are some issues of deep concern. One of these is the recurrent failure of road infrastructure."

CRRI is a premier national laboratory — located in the national capital and established in 1952 — and a constituent of the Council of Scientific and Industrial Research (CSIR). The institute is engaged in conducting research and developmental projects on the designs, constructions and maintenance of roads, runways, traffic management and the transport systems of cities.



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This is first time that PMC has sought aid from CRRI to tackle road infrastructural issues. The civic administration has decided to carry out a thorough investigation and analysis of the problems with the intention of coming up with the necessary improvements to avoid recurrence of the flaws. Various aspects, such as the material used, the methodology adopted, compliance with the applicable technical specification and code of practices, among other things have to be thoroughly reviewed as a part of the probe.

PMC demanded a report on matters related to maintenance within two months and submission of the final study with recommendations within three months. The letter also outlined the scope of work. It continued, "Various sites of bituminous and concrete roads have been identified by PMC for investigation of the typical cases of failure." Road design deficiency, faulty construction methodology, poor material quality, wiring treatment or process, inadequate layer thickness and lack of stormwater drainage, among other flaws in the infrastructure were highlighted in the letter.

Speaking to Mirror, Rajendra Raut, superintending engineer of PMC's road department said, "The civic body is spending around Rs 10 to 15 crore on maintenance of city roads every year. Out of the total 2,500 kilometres of road, 300 kms are cement concrete, 200 kms have thin white topping and the remaining falls in the category of bituminous roads. We are ensuring the best possible practices for making these roads durable according to the Indian Road Congress (IRC) guidelines. This initiative will give us a clearer view of problems that ail the city's roads."

PMC chief has written to the institute, seeking aid

http://www.punemirror.in/pune/civic/CRRI-to-take-stock-of-citys-ailing-roads/articleshow/53290648.cms

Mending vital LAC link

CSIR-CRRI



The Indian troops stationed along the 255 km-long Darbuk-Shayok-Daulat Baig Oldie (DS-DBO) axis keep vigil amid howling winds and gurgling Shayok river in the rugged Karakoram mountain range of eastern Ladakh.

Eastern Ladakh shares a 826-km frontier with China and is geographically defined as the area from Karakoram Pass in the north to Demchok in the south-east.

The DS-DBO road is a key thrust area of the Ministry of Defence for this strategic northern-most corner of India — termed sub-sector north (SSN) by the military. The road will help India's efforts to dominate the Line of Actual Control (LAC) — the de facto border — and also areas abutting Aksai Chin (under Chinese control), Jiwan Nalla, Chip-Chap river, etc. The two armies have had face-offs in 2013 and 2014 in the area over differing perception of the LAC.

DBO, located at 16,700 feet, is a flat plateau. It hosts a mud-paved Indian Air Force's advanced landing ground. It's just 20 km short of the 18,726-foot-high Karakoram Pass that divides Ladakh and Xinjiang province of China.

A northward journey commencing from Darbuk, located 110 km east of Leh across the 17,800-foot-high Chang La, is tough, tricky and runs through a treacherous terrain where oxygen is scarce and the road runs at an altitude of 14,000 feet or more.



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The hamlet of Shayok, comprising 25 families, is the last Indian village on this route. The remaining 210 km from Shayok to DBO has no civilian population and jagged mountains of the Karakoram range dominate the landscape. In the first week of July, a new bridge across the Shayok river was opened. However, the river, a tributary of the Indus, needs to be bridged at five more places to make the road useable 24x7.

"In the winter, it's easier. Trucks can run across the frozen Shayok. In summer, we have to time our move with the snowmelt," says Col BS Uppal, whose battalion is based at DBO. The work on completing road is being monitored from the South Block in Delhi.

The previous road — built between 2000 and 2012 at a cost of Rs 320 crore — was too close to the Shyok river and got washed away. Around 160 km of it is being re-aligned. As of now, stretch up to 105-km mark is metalled. This year's target is to stretch it further to 156 km.

The other option to reach DBO from Leh is via the 20,000-foot-high Saser La.

The Central Road Research Institute (CRRI) is currently studying a way to make a road or a tunnel under the permafrost of Saser La. As of now, there is no commercial use of the DS-DBO road.

The sensitivity of the Karakoram Pass was studied by Sir Francis Younghusband, a British Army officer and explorer, in the early 1900s. He feared a Russian invasion through the Karakoram Pass. But those fears are long gone — India and China have a rare settled boundary at the Karakoram Pass.

http://www.tribuneindia.com/news/nation/mending-vital-lac-link/268603.html

Training on 'Aroma bearing and Medicinal Plants' concluded in Reasi CSIR-CIMAP CSIR-IIIM

With a plea to make in India, the four-days CSIR sponsored farmers training-cum-awareness programme on 'Cultivation, Processing and Marketing of Medicinal and Aromatic Plants' organized under "J&K Aroma Arogya Gram (JAAG) project" by CSIR- Indian Institute of Integrative Medicine (IIIM) Jammu, Central Institute of Medicinal and Aromatic Plants (CIMAP) Lucknow in collaboration with KVK Reasi" concluded here at KVK Seri Tanda Reasi.

The four days training programme for farmer was organized at KVK Kathua, ACRA Dhiansar, KVK RS Pura and KVK Reasi under the guidance of Dr. Ram A. Vishwakarma, Director, IIIM, Jammu and Prof. A.K. Tripathi, Director, CIMAP. Dr. R.K. Arora, Associate Director Extension, SKUAST-J was the Guest of Honour at the event, and he suggested that success of research sharing at the event gauged from the quality presentations made during last four days programme at different places.

Among the galaxy of Research Scientists, Dr. Suresh Chandra, Chief Scientist, IIIM, Jammu formally inaugurated the programme and delivered a key note address on aroma bearing crops suitable for Jammu Province. He said that research is needed to transfer technology from labs to farmer fields, and success of this depends on keen interest of farmers in scientific technology.

Dr. R.K. Srivastava, Sr. Scientist CIMAP in his lecture highlighted the importance of Lemongrass and Palma Rosa, while Dr. R.P. Yadav (CIMAP) put efforts to transfers technology developed by CSIR on Vetivar crop. Dr. Bikarma Singh, Dr. Rajendra Bhanwaria, Dr. V.P. Rahul and Dr. Sabha Jeet had discussion and interactions with local farmers, and presented the detailed reports on the ongoing JAAG project. These galaxies targeted commercial crops suitable for kandi, rainfed, and irrigated lands of Jammu region.



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At the outset Dr. Banarsi Lal, In-Charge, KVK Reasi welcomed Chief Guest and Participants from interior villages to the training programme, and briefed the importance of cultivation of MAPs with respect to rainfed areas of Reasi and adjoining areas of Jammu.

Other crops technology developed by CSIR on Jammu Monarda, Rosagrass RRL (J) CN-5, Rosagrass IIIM (J) CK-10, Phalsa, Lavendra, Lemongrass CKP-25, Lemongrass CPK-F2-38, Geranium, Rosemary, Ocimum, and Mentha varieties were also key crops discussed.

About 150 farmers from 17 villages of Reasi district participated in the programme and share their experiences on cultivation of different crops in their locality, and also highlighted the difficulty faced by them for cultivation in Kandi and rainfed areas. Farmers took keen interest in adopting the cultivation of medicinal and aroma bearing crops as suggested in the programme. Planting materials and seeds were also distributed among progressive farmers and their trial technology demonstrations were performed at nursery plots of KVK Reasi Campus.

Other Officers participated at the event were Israr Ali, Vijay Kumar, Chandra Pal Singh, Ramu Verma, Akash Verma, Aman Verma, Anil Raina, Tarsem, Teerath Raj Yadav and Rajnish from CSIR-IIIM & CIMAP. Dr. MS Azad, Dr. Sanjay Koushal, Dr. Suja Navi Qureshi and supporting staffs Manohar Lal, Jagdish Kumar, Mohd. Iqbal participated from KVK Reasi.

The training programme concluded with a formal vote of thanks presented by Dr. Banarsi Lal, KVK Reasi.

http://www.scoopnews.in/det.aspx?q=58721

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Mahanadi Coalfields to commission coal corridor by March 2017 csir-ngri



Mahanadi Coalfields Ltd (MCL), the largest coal producing subsidiary of Coal India Ltd (CIL) would complete work on a separate, dedicated coal transportation coal corridor in the coal-rich Talcher region by March 2017.

The decision was taken at a recent meeting of the Odisha State Pollution Control Board (OSPCB) with senior MCL executives.

The corridor will be aligned to pass through the coal mining blocks in Talcher, while avoiding populated areas of the region

The alignment of the coal corridor would be such that it passes through the coal mining blocks but avoids the populated areas of the coal bearing region. MCL has already commenced work on the corridor. In the existing coal transportation road of 35 km length from Hingula to Pawitra Mohan Chowk in Talcher area, MCl would deploy road sweepers and water sprinkling system on the routes passing through the populated areas.

Both Talcher and Ib valley coalfields are under MCL's jurisdiction and have been classified as critically polluted areas of Odisha. Since MCL operates numerous coal mines in this belt, such large scale mining has the potential to degrade the environment unless adequate measures are taken to curb pollution.

Besides taking action for regulatory compliance of the stipulations of consent order, MCL being one of the major stakeholder of these two areas needs to take some additional steps for improvement of overall environmental scenario of the areas.



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On groundwater and its recharge potential, it was decided that MCL should take expeditious action to start survey work by CSIR-National Geophysical Research Institute (NGRI), Hyderabad during post monsoon period and ensure that the report preparation by NGRI is completed by July-2017. Groundwater monitoring data (conducted by MCL) through existing bore wells or piezometers is to be shared with NGRI for preparation of report. Further, it was decided that MCL would submit the piezometer data to the pollution board in every six months.

Besides this, MCL would install on-line monitoring system with data transfer facility in Ib river at two locations (one is at water intake point and another at up-stream point of the water intake point). The exact locations with co-ordinates will be finalised by MCL in consultation with B.N. Bhol, SES (l) Central laboratory, OSPCB.

 $http://www.business-standard.com/article/companies/mahanadi-coalfields-to-commission-coal-corridor-by-march-2017-116071900426_1.html$