



# CSIR IN Media



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16<sup>th</sup> June, 2016, Page: 1

## India-UK strike new solar, nano tech pacts

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India and the UK today clinched two new key agreements on solar energy and nano technology as part of their wider science and technology cooperation.

Dr Harsh Vardhan, Minister for Science and Technology and Earth Sciences, met his UK counterpart, Jo Johnson, here for the fifth Indo-UK Science and Innovation Council meeting today to establish the India-UK Networked Centre on Solar Energy.

"The UK is among the most important countries where we have a very dynamic engagement. In India, we are taking up renewable energy in a big way, and in the solar area we will have an even more active engagement with the UK now," he told reporters at the Indian High Commission today.

Describing his UK visit as "very successful and upbeat", he elaborated on the new solar pact as being focused on research projects around micro-grid systems for connectivity of remote areas.

India will be investing Rs 50 crore over a period of five years in the network, with matching contribution from Research Council UK under the 'Newton Bhabha' program.

The council also announced access to Indian researchers to the Neutron Scattering facility of the UK's Science and Technology Facilities Council at Rutherford Appleton Laboratory in Oxford.

"We had a very good meeting with the vice-chancellor and other scholars working in the biomedical field. This tie-up will help us in our Nano mission and development of advanced nano materials. India is currently third in the world in terms of nano technology," the minister said.

Science and Technology (S&T) is seen by both governments as among the most important elements in India-UK bilateral cooperation, which started with signing of the inter- governmental S&T agreement in 1996.

In 2006, a new orientation was given to S&T cooperation with setting up of the Science and Innovation Council (SIC).

The SIC, headed by the science ministers of India and UK, is the apex body to review overall bilateral scientific cooperation and it is held once in two years, alternatively in India and the UK.

The fourth SIC meeting was held in November 2014 in New Delhi, co-chaired by Dr Harsh Vardhan and Rt Hon. Greg Clark MP, then UK Minister for Universities, Science and Cities.

The 'Newton Bhabha' initiative was signed during that meeting.

The fifth meeting took place in London today, which covered a wide range of topics.

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[http://www.business-standard.com/article/pti-stories/india-uk-strike-new-solar-nano-tech-pacts-116061501295\\_1.html](http://www.business-standard.com/article/pti-stories/india-uk-strike-new-solar-nano-tech-pacts-116061501295_1.html)

Press Trust of India | 15<sup>th</sup> June, 2016

## Soon, UAVs to spray pesticides in arecanut plantations

### **CSIR-NAL**

*New Approach: The UAV will be operated in arecanut plantations in the State on trial basis in 2017.*

The Central Plantation Crop Research Institute (CPCRI), Kasargod, has planned to develop an unmanned aerial vehicle (UAV) to ensure controlled and uniform spray of pesticides in arecanut plantations.

CPCRI director P. Chowdappa said that the work of spraying pesticides is executed by UAVs, including drones, in countries like Israel and Australia and several European nations.

NAL asked to help

In order to introduce a similar technique for pest management in arecanut plantations here, CPCRI had conducted discussions with the scientists serving with the National Aerospace Laboratories (NAL) that has an expertise in manufacturing UAVs.

The institute has requested NAL to develop for it an UAV that will have a capacity to carry a payload of 20 litres. The proposed UAV is expected to finish spraying pesticide on a 10-acre arecanut plantation in one hour.

CPCRI has set aside Rs. 30 lakh to develop the vehicle. Apart from developing the UAV, NAL would be entrusted with the responsibility of getting necessary permission from the authorities concerned to operate the vehicle, he said



Arecanut farmers in Karnataka and Kerala are facing acute shortage of labour for activities like harvesting and for spraying pesticide . A major chunk of farmers in Malnad and coastal Karnataka region could not take up the second round of spraying copper sulphate and lime solution, commonly called mailututta in 2013, owing to incessant rain and shortage of labour. This resulted in the outbreak of fruit rot disease, popularly known as koleroga, due to which there was a decline in the yield to the tune of 40 per cent.

The proposed UAV would provide solution to such problems by minimising the role of human labour in the operation of spraying pesticides, Mr. Chowdappa said.

He said that the UAV would be operated in arecanut plantations on trial basis in 2017. After the mass production commences, the cost of producing an UAV is likely to come down to Rs. 20 lakh.

Farmers can purchase the vehicle through the village-level cooperative societies. The government can also purchase the vehicle for the custom hiring centres of agriculture equipment that it has established at hobli level and farmers can hire them on rent basis, he added.

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<http://www.thehindu.com/news/national/karnataka/soon-uavs-to-spray-pesticides-in-arecanut-plantations/article8730654.ece>

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Shivamogga | June 15, 2016

## A shocking migration

**CSIR-NGRI**

The continuous spell of mild tremors in upland mandals sparked fear among the people who are shifting to safe places in search of a peaceful life. This migration has been happening for quite a while, despite the best efforts of district administration to dispel fears.

Scientists of National Geophysical Research Institute (NGRI) said that a tectonic fault at Chakalakonda village in Vinjamur mandal was the reason for these tremors. Consequently, Vinjamur, Duttalur, Udayagiri, Varikuntapadu in Nellore district and Pamur in Prakasam district were experiencing recurrent shocks since October 2015.

- Incessant mild tremors from past seven months prompted people to migrate to safe areas
- Tectonic fault located in Chakalakonda in Vinjamur mandal is said to be reason for these shocks

Till now the region experienced around 40 mild quakes. Initial observations revealed that areas close to Chakalakonda were most affected as the fault located at a depth of 4 to 5 km. The intensity of the quakes has been increasing gradually. Tremors at Vinjamur on October 17, 2015 were 2.7 on Richter scale, while the recent tremor on May 28 clocked 3.4.



With the incessant aftershocks, people from Vinjamur, Udayagiri, Duttalur and Varikuntapadu mandals are shifting to tremor-free areas in Nellore and Prakasam districts. “People in villages near Chakalakonda are living in fear.

Even though the administration and scientists are saying there would be no danger with these mild tremors, people are terrified with materials vibrating every now and then,” said A Venkateswara Rao from Vinjamur.

Echoing the same Sujatha, a homemaker from Udayagiri town, said that the odd sounds and vibrations that were strange to these areas have left the people petrified.

“They are relocating to quake-free areas. The information being provided by the revenue staff and scientists is falling on deaf ears and the migration wouldn’t stop until the tremors ease,” she added.

[azearning.com/html/2016/06/01/49228.html?codehttp://www.thehansindia.com/posts/index/Andhra-Pradesh/2016-06-16/A-shocking-migration/235481](http://azearning.com/html/2016/06/01/49228.html?codehttp://www.thehansindia.com/posts/index/Andhra-Pradesh/2016-06-16/A-shocking-migration/235481)

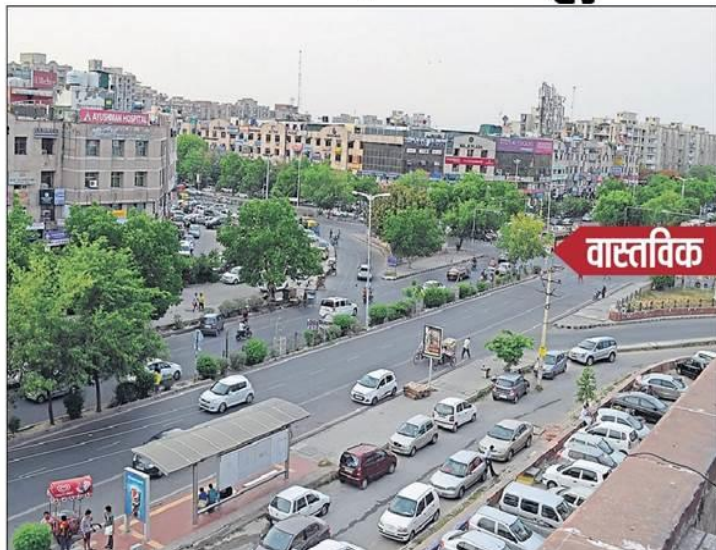
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P V Prasad | THE HANS INDIA | Jun 16, 2016



**खुशखबरी:** सितंबर से 28 बड़े जंक्शन बनाने का काम शुरू होगा, सीआरआरआई और सीजीएम ने सड़कों को दोबारा डिजाइन किया

# द्वारका की सड़कें न्यूयॉर्क-पेरिस की तरह चमकेंगी





### नई दिल्ली | अचलेन्द्र कटियाह

राजधानी के उपनगर द्वारका की सड़कों को न्यूयॉर्क और पेरिस की तरह विश्वस्तरीय बनाने की कवायद शुरू हो गई है। इसके तहत सड़कों को आरामदेह और सुरक्षित बनाने के लिए डीडीए की इकाई यूटीपैक के समन्वय में केंद्रीय सड़क अनुसंधान संस्थान (सीआरआरआई) और सेंटर फॉर ग्रीन मोबिलिटी (सीजीएम) ने सड़कों को री-डिजाइन किया है।

नए डिजाइन में कई बदलाव किए गए हैं। इनमें अधिक यातायात वाले चौराहों पर राउंड एबाउट बनेंगे। इसके अलावा नए डिजाइन में साइकिल और रिक्शा के लिए अलग ट्रैक बनाने के साथ बस लेन को रंगीन किया जाएगा, ताकि बसें अपनी रफ्तार से निकल सकें।

इस परियोजना में डीडीए को तकनीक सहायता दे रहे अनुज मल्होत्रा के मुताबिक सड़कों को अधिक व्यावहारिक और सुरक्षित बनाने के लिए वह कदम उठाया गया है। मल्होत्रा के अनुसार मौजूदा सड़कों पर साइकिल चालकों को क्रासिंग की सुविधा नहीं है। नए डिजाइन में उन्हें अलग से क्रासिंग की सुविधा मिलेगी।

इसके अलावा द्वारका के लिए प्रस्तावित साइकिल शेयरिंग स्कीम को ध्यान में रखते हुए साइकिल स्टैंड के लिए जगह छोड़ी जा रही है। इसमें शौचालयों को भी व्यवस्थित करने का प्रावधान शामिल है।

## इस तरह सड़कों का कायाकल्प किया जाएगा

**100** किलोमीटर सड़क को नया लुक मिलेगा

**24** बड़े जंक्शन बनाए जाएंगे

**238** छोटे जंक्शन बनाए जाएंगे

### एक समान होगा फुटपाथ



नए डिजाइन में पैदल चलने वाले लोगों की सुरक्षा और सहूलियत का विशेष ध्यान रखा गया है। फुटपाथ वाले भाग को प्रकाशमय किया जाएगा,

ताकि उनकी आने-जाने वालों की सुरक्षा सुनिश्चित हो। अभी सड़क के बीच वाले हिस्से पर रोशनी रहती है। इसके अलावा फुटपाथ की ऊंचाई को एक समान किया जाएगा। अभी द्वारका में फुटपाथ की ऊंचाई अनियमित है।

### क्या फायदा होगा

- जंक्शन की नए डिजाइन से वाहनों के ज्यादा देर नहीं रुकना पड़ेगा
- फुटपाथ और सर्विस लेन के रोशन होने से डार्क स्पॉट खत्म होंगे
- अपराध, सड़क हादसों में कमी आएगी
- सड़क के किनारे होने वाली पार्किंग नियमित हो जाएगी
- बसें तेजी से गुजर सकेंगी, हरियाली को बढ़ावा मिलेगा

### सेक्टर-11 से होगी प्रोजेक्ट की शुरुआत

डीडीए ने द्वारका की 100.14 किलोमीटर सड़क को री-डिजाइन करने की मंजूरी दी है। अधिकारियों के मुताबिक पूरे क्षेत्र के सर्वे और डिजाइनिंग के काम को पूरा कर लिया गया है। सितंबर से काम शुरू हो जाने की उम्मीद है। डीडीए के एक अधिकारी के मुताबिक इसकी शुरुआत सेक्टर-6 की मार्केट से सेक्टर-11 मेट्रो स्टेशन से लेकर सेक्टर-12 की मार्केट तक की जाएगी। करीब 10 किलोमीटर हिस्से की सड़क सबसे पहले री-डिजाइन होगी।

### कोई पेड़ नहीं काटा जाएगा

यूटीपैक के समन्वय में तैयार सड़कों के री-डिजाइन प्रोजेक्ट में एक भी पेड़ नहीं काटने पर ध्यान रखा गया है। एक अधिकारी के मुताबिक बीच में प्रोजेक्ट में पर्यावरण का पूरा ध्यान रखा गया है। इस दौरान पेड़ों के मुताबिक ट्रैक को डिजाइन किया गया है। इतना ही नहीं सड़कों के री-डिजाइन का पूरा होने के बाद बड़ी संख्या में पेड़ भी लगाए जाएंगे।