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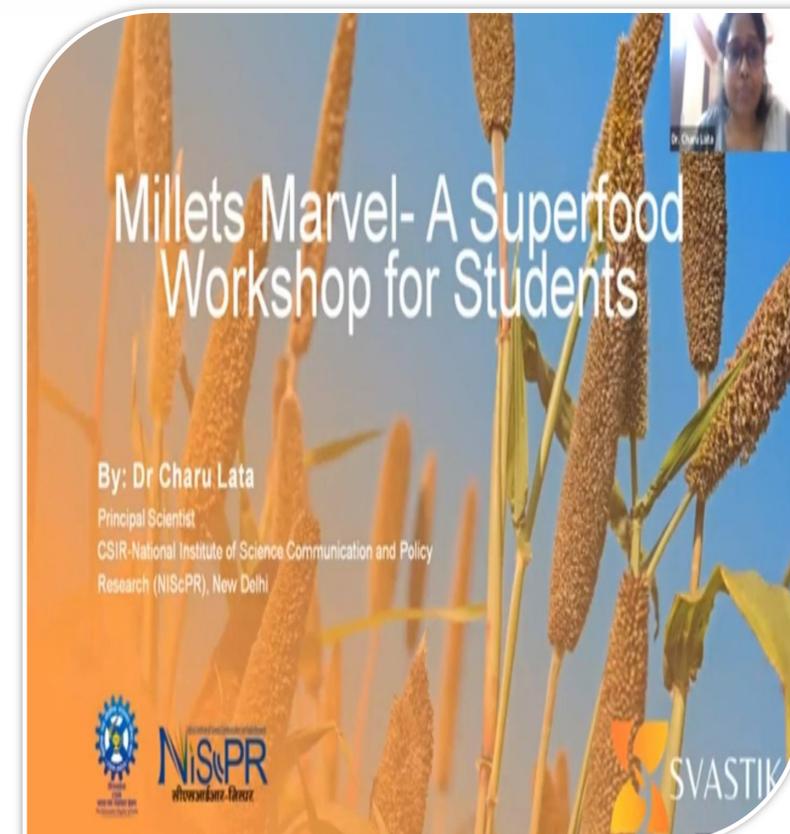
CSIR

भारत का नवाचार इंजन

The Innovation Engine of India

NEWS BULLETIN

21 TO 25 OCTOBER 2023



"Swachhata" campaign, inspired by PM Modi, has generated awareness about "waste to wealth" concept, says Dr Jitendra Singh

CSIR-IIP

25th October , 2023



"Swachhata" campaign, inspired by Prime Minister Shri Narendra Modi, has generated awareness about 'waste to wealth' concept. There is now also better mass understanding about the application of innovation and technology for Recycling and Reuse of Waste materials for productive means.

This was stated by the Union Minister of State (Independent Charge) Science & Technology, MoS PMO, Personnel, Public Grievances, Pensions, Atomic Energy and Space, Dr. Jitendra Singh, at a press conference here today after reviewing the progress of Week-3 of the Swachhata Special Campaign 3.0 being implemented in all Government offices of India.

Dr Jitendra Singh advocated the trinity of Artificial Intelligence, Robotics and Drones in order to segregate waste intelligently and for swift disposal of resultant materials.

"Now, if we can have an Artificial Intelligence driven module which can segregate the solid and liquid waste, then we have the robot which would carry this and load it on to the drone and then the drone would automatically fly and carry it to the respective destination," he said. Underlining that every bit of garbage is worth its return, Dr Jitendra Singh said the

Department of Science and Technology, Technology Development Board and CSIR recently launched the 'Recycling on Wheels' bus, which can generate Waste to Wealth at different spots due to its mobility.

Dr Jitendra Singh said the Dehra Dun based Indian Institute of Petroleum (CSIR-IIP) has jointly developed a Repurposed Used Cooking Oil (RUCO) van that collects used cooking oil and convert it into biofuel.

Dr Jitendra Singh said the Government has earned a total revenue of Rs.776 crore just by disposing of scrap in the three Special Campaigns undertaken by all Government offices across the country in the last three years. A large chunk of this revenue, Rs.176 crore has been earned in the last 20 days of the Special Campaign 3.0 now underway.

“So our pace of generating revenue is also increasing. It means now we have learnt the skill of making wealth out of this...That means are we are improving on our scale, now we are looking forward to the saturation point,” he said.

Dr Jitendra Singh said, thanks to the Prime Minister Shri Narendra Modi, the Swachhata campaign has become a mass movement since he initiated the idea during his first Independence Day address from the ramparts of the Red Fort on 15th August 2014.

“In the first year of the Swachhata campaign more than 4 lakh toilets were constructed, empowering women with 'Suvidha, Svasthya and Samman'. Second year, Special Campaign focused on disposal of lakhs of junk files, that freed up precious office space for productive use, and cleaning e-scrap. And the Special Campaign 3.0 is now focused on wealth generation from waste,” he said.

Dr Jitendra Singh said nearly 86 lakh sq.ft of office Space has been made available in three weeks of the Special Campaign 3.0. Dr. Jitendra Singh commended the Department of Administrative Reforms and Public Grievances (DARPG), being the nodal agency, while

reviewing the progress of Week-3 of Special Campaign 3.0.

Dr. Jitendra Singh said, massive participation is being witnessed across Ministries/Departments and their field/area. He urged Ministries/Departments to adopt a saturation approach in the implementation of the Campaign to cover all outstation offices/defence establishments and PSUs in all parts of the country.

The Progress of Special Campaign 3.0 is monitored on a dedicated portal (<https://scdpm.nic.in/>) on a daily basis. Regular review meetings are held under the Chairmanship of Secretary, DARPG with nodal officers to review the progress of the campaign. Special Campaign 3.0 concludes on October 31st, 2023 with the beginning of the Evaluation phase in the first week of November.

CSIR-NBRI 70th Annual Day: NBRI transfers herbal Curcumin technology for second time

CSIR-NBRI

25th October , 2023

The CSIR-National Botanical Research Institute (NBRI) transferred the technology for Croma-3, which are edible capsules of curcumin, to a Hyderabad-based firm on Wednesday. Herbal Curcumin is the main active component of turmeric. The technology transfer was part of the 70th Annual Day celebration of the Institute in Lucknow.



“This technology was developed in 2022 and had already been transferred to a company. Now, we are licensing this technology to another Hyderabad based company named M/s Xavier Med Pvt. Ltd. for a better availability in the market,” said BN Singh, principal scientist, CSIR-NBRI, and brain behind the Curcumin capsule.

“This herbal formulation contains more than 10% curcumin, which strengthens the body’s immune system and reduces oxidative stress of the cells. This formulation has been developed as per the guidelines issued by the ministry of AYUSH,” he added.

“CSIR-NBRI prepared a standardised herbal formulation comprising the Curcumin compound in capsule form (Croma-3) with better bioavailability and medicinal properties,” said Institute’s director Ajit Kumar Shasany.

The chief guest of the function Dr AK Singh, the Vice-Chancellor of Chandra Shekhar Azad University of Agriculture & Technology, Kanpur, said that farmers, especially in North India, are dependent only on a set of few selected crops like wheat and rice.

“Today we are producing more grains than required, due to which we have to spend a lot on storage. In such a situation, there is a need to encourage farmers to diversify their farming with other crops,” he added.

Even though more than 45% of the country’s population is engaged in agriculture, their contribution to the country’s GDP is only 19% and it is a concerning fact, observed VK Mishra, Director of the ICAR Research Complex for NEH Region, Umiam, Meghalaya, who served as a special guest at the event.

“It is very important to increase the income of farmers. The decreasing amount of nutrients in the soil affects the productivity as well as the nutritional value of crops which ultimately affects our health due to the consumption of such crops,” Mishra added.

During the event, the NBRI director also presented the annual progress report and highlighted some of the major achievements made by the Institute during 2022-23.

'Red light on Gaadi off' campaign returns in Delhi from Thursday: Gopal Rai

CSIR-CRRI

25th October , 2023

Delhi Environment Minister Gopal Rai on Wednesday said the city government will re-launch the "Red Light on Gaadi Off" campaign from October 26 to curb vehicular pollution in the national capital. Last year, Lieutenant Governor V K Saxena had put the campaign on hold, questioning its effectiveness.

Addressing a press conference here, Rai said a recent data analysis shows a decrease in PM10 pollution and a rise in PM2.5 concentration due to biomass burning and vehicular emissions. "Considering this, we have decided to reintroduce the 'Red Light on Gaadi Off' campaign to reduce vehicular pollution, starting October 26," he said.

Rai noted that in the previous years, civil defence volunteers were involved in the campaign. This year, the campaign will involve the general public.

The "Red Light on Gaadi Off" campaign, first launched on October 16, 2020, aims to decrease vehicular pollution in Delhi by encouraging drivers to turn off their vehicles while waiting at traffic lights.

A 2019 study conducted by the Central Road Research Institute showed that idling engines at traffic signals could increase pollution levels by more than 9 per cent.

Another study conducted at the Bhikaji Cama Place traffic intersection by the Petroleum Conservation Research Association (PCRA), under the Union Ministry of Petroleum and Natural Gas, revealed that more than 62 per cent people began turning off their vehicle engines after a similar campaign.

Published in:

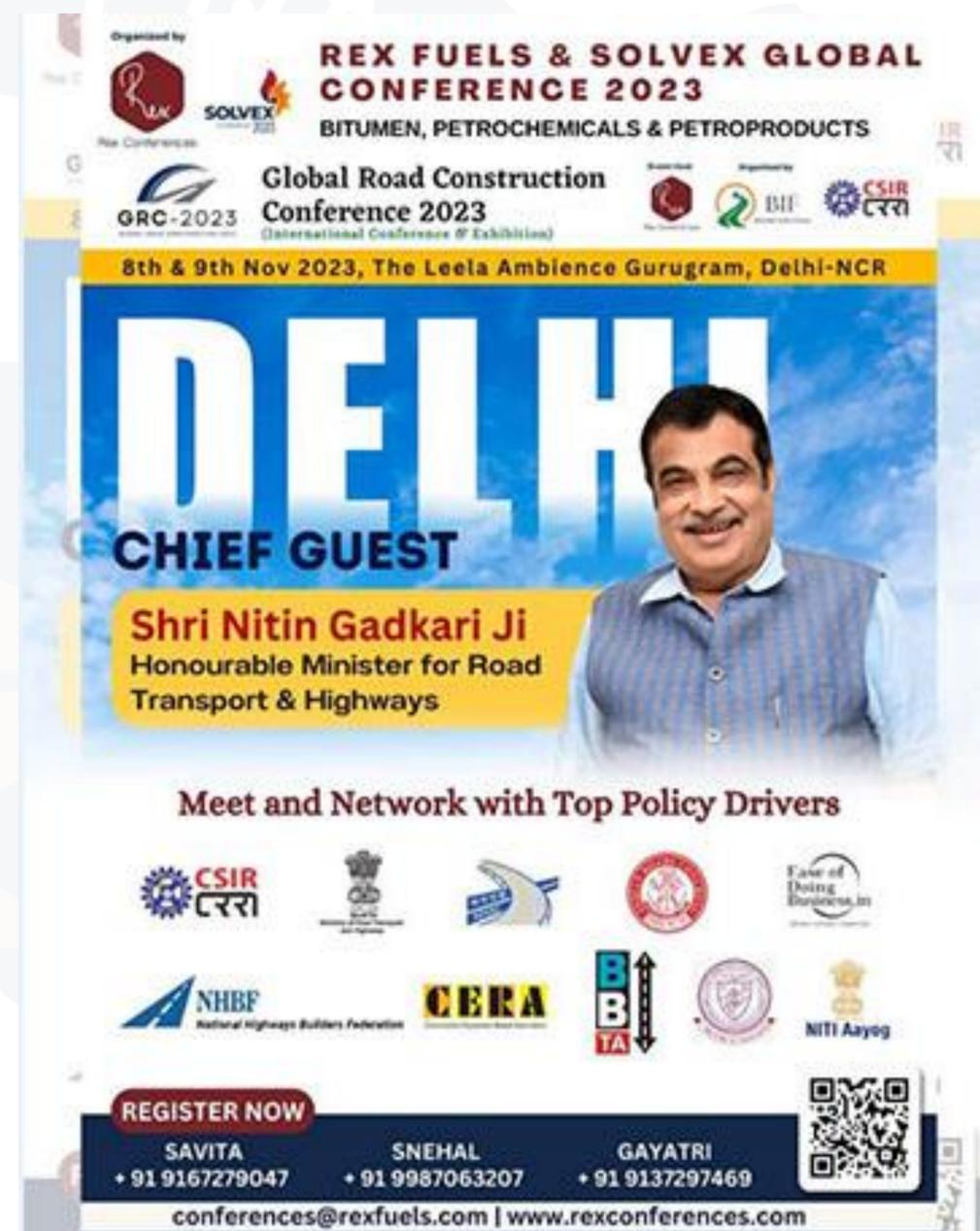
[Business Standard](#)

Minister Gadkari to Attend GRC 2023: A Conference Advancing Sustainable Road Techs

CSIR-CRRI

24th October , 2023

The Global Road Construction Conference (GRC) is set to return for its third edition on November 8th and 9th, 2023, at the prestigious Leela Ambience in Gurugram, Delhi NCR. This internationally renowned event, jointly organized by the Bitumen India Forum, CSIR-CRRI, and Rex Fuels, promises to be a pivotal gathering for the road construction sector. The esteemed Chief Guest for this landmark event is none other than the Minister of Road Transport and Highways, Nitin Gadkari. Nitin Gadkari, renowned for his candid expressions and commitment to infrastructure development, recently criticized highway consultants and contractors for their reluctance to embrace the latest technologies. His assertion, which resonates with many in the industry, underscores the pressing need for the adoption of innovative technologies in road construction.



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Global Road Construction Conference 2023
(International Conference of Exhibitors)

8th & 9th Nov 2023, The Leela Ambience Gurugram, Delhi-NCR

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Conventional construction methods have grappled with a range of challenges over the years. These issues include the excessive use of natural resources, high construction costs, rapid depletion of valuable resources, insufficient durability, subpar road quality, prolonged transportation of construction materials, and excessive environmental pollution. These challenges underscore the necessity for a paradigm shift towards the adoption of new and sustainable technologies in the road construction sector.

The Global Road Conference (GRC) serves as a vital platform that bridges innovation with industry. This renowned event attracts key stakeholders in India's road construction sector, including road construction companies, construction material suppliers, bitumen suppliers, construction equipment providers, and academia, represented by esteemed institutions such as IITs, and policymakers. The event garners support and active participation from leading organizations like CSIR-CRRI, EODB, IRF-IC, NHAI, NHBF, World Bank, CERA, various IITs, and prominent construction companies such as L&T, Cube Highways, OSE, Dilip Buildcon, GR Infra, Ashoka Buildcon, and major oil companies, including Shell, IOC, Toral, Ooms, Bitcol, Agarwal Group. Additionally, it attracts builders, concessionaires, contractors, traders, and consultants.

This year's theme for GRC 2023, "Revolutionizing Road Construction with New Technologies and Sustainable Materials - A Trajectory to a Sustainable Future," aptly encapsulates the forward-thinking spirit of the industry. The event anticipates hosting over 500 delegates, exhibitors, and sponsors from more than 20 countries. The conference is set to bring together concessionaires, contractors, refineries, buyers, traders, logistics players, and consultants for engaging discussions, business development opportunities, and networking within the Road Construction sector.

The conference agenda encompasses a wide array of topics, including discussions on sustainable and cost-effective innovative new construction materials, equipment, techniques, mix designs, tech-driven DRP preparations, and project monitoring employing advanced technologies such as drones, AI, IoT, and digital twins. A notable point of discussion will be the recent policy concerning the use of imported bitumen in Indian road construction. India's increased infrastructure investment has corresponded with a rising demand for bitumen, which the event aims to address in light of stagnant domestic bitumen production.

In an era marked by heightened infrastructure development, the road construction sector must wholeheartedly embrace innovative technologies to elevate the quality and cost-efficiency of infrastructure projects. The Global Road Construction Conference (GRC) presents an

exceptional opportunity for businesses, whether they intend to participate as delegates, exhibitors, or sponsors, to forge valuable connections, develop business prospects, and enhance their brand's presence in the realms of Road Construction, Construction Equipment, Project Management, and Bitumen.

The Case for Innovation in Road Construction

Nitin Gadkari's call for the adoption of innovative technologies in road construction resonates with the fundamental need for change within the industry. Conventional methods, while time-tested, often come with a host of limitations that impede progress, sustainability, and efficiency.

- * **Excessive Use of Natural Resources:** Conventional road construction methods involve significant natural resource utilization, including aggregates, water, and energy. These processes exert substantial stress on the environment.
- * **Higher Construction Costs:** Traditional construction methods often entail labor-intensive practices, resulting in higher overall construction costs. These expenses, in turn, impact the budgets of road development projects.
- * **Rapid Depletion of Natural Resources:** With the world's natural resources under threat from overexploitation, it is crucial to explore sustainable construction methods that reduce resource consumption.
- * **Insufficient Durability:** Roads constructed using conventional methods may lack the durability required to withstand various environmental and traffic-related challenges, leading to frequent maintenance and repair.
- * **Poor Riding Quality:** The quality of road surfaces is a key determinant of road user comfort and safety. Conventional methods may yield roads with uneven surfaces and subpar riding quality.
- * **Long Hauls of Construction Material:** Traditional construction processes often necessitate the transportation of materials over extended distances, leading to increased logistics costs and environmental pollution.
- * **Excessive Pollution:** The use of outdated technologies and construction methods can result

in excessive pollution, including air and noise pollution, adversely affecting the environment and public health. To address these challenges, the road construction sector is in dire need of a transformative shift towards innovative and sustainable technologies. This transition is vital not only for the efficiency and sustainability of construction projects but also for the preservation of our natural resources and the well-being of road users and the wider community.

The Role of GRC in Advancing Road Construction

The Global Road Conference (GRC) stands at the forefront of the road construction industry, inspiring innovation, sustainability, and progress. As we embark on GRC 2023, the aim is clear: to revolutionize road construction, promote sustainable materials, and lead the way toward a brighter and more efficient future for the transportation sector in India and beyond.

The Global Road Construction Conference:

A Platform for Transformation GRC serves as an indispensable platform that unites various stakeholders from across the road construction spectrum, fostering collaboration, knowledge sharing, and the exploration of innovative solutions. This event has consistently played a pivotal role in shaping the direction of the road construction sector in India and has garnered recognition on a global scale.

Over the years, GRC has achieved the following:

- 1. Knowledge Exchange:** GRC has been instrumental in facilitating knowledge exchange among experts, researchers, policymakers, and industry leaders. This exchange has led to a deeper understanding of the challenges faced by the sector and the potential solutions offered by innovative technologies.
- 2. Networking Opportunities:** The conference offers a unique forum for networking and collaboration among different stakeholders in the industry. This has paved the way for partnerships, joint ventures, and collaborative projects that have significantly influenced the landscape of road construction in India.
- 3. Promotion of Best Practices:** GRC has consistently highlighted and promoted best practices in road construction, including sustainable materials, construction techniques, and technologies. By recognizing and disseminating these best practices, the conference has been a

catalyst for improvement and change within the sector.

4. Policy Influence: The insights and recommendations generated through GRC have contributed to policy discussions and decisions at both the national and state levels. The conference has had a significant impact on the development of regulations and standards related to road construction.

For those interested in participation, registration and additional information can be found at GRC Conferences Registration.

GRC 2023 is organized by Rex Conferences, a distinguished consultant in the Bitumen, Oil & Gas, and Road Construction sector, with operations spanning India and the Middle-East region. The Rex Group is well-regarded for its role in fostering consensus among industry stakeholders and actively shaping the future of these vital industries.

We invite you to join us at the Leela Ambience, Gurugram, Delhi NCR, and become a part of this premier event. Collaborate with industry experts and contribute to the rapidly developing market.

- * For media inquiries, please contact: Sandip Mukherjee
- * Your Contact Information: Rex Fuels Management Pvt Ltd
- * Your Organization Name: 523/524, Midas Sahar Plaza, M.V. Road, Andheri (East), Mumbai - 400059
- * Phone Number: +91-9167364282
- * Email Address: conferences@rexfuels.com

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[Ani News](#)

NEERI to examine noise pollution during Garba in Ramdaspeth

CSIR-NEERI

23rd October , 2023

Council of Scientific and Industrial Research-National Environmental Engineering Research Institute (CSIR-NEERI), Nagpur will measure the noise pollution during the Garba celebrations.

NEERI has been directed to measure the noise level created in the Ramdaspeth area, following a petition by local residents. The petitioners alleged that noise pollution is created with proper permission and noise beyond the permissible limits is played.

The Nagpur Bench of Bombay High Court heard the petition on Friday and directed the police authorities to take proper action without hurting the religious feelings of the people involved in the celebrations.

The Ramdaspeth Residents Association presented reports of two different agencies, which are different and both are not ready to accept the reports of the other agency. The High Court then directed NEERI to monitor the sound level on the last day of the celebrations and submit its report.

The High Court heard the petition on Sunday as even after Friday's decision the petitioner said that the directions were being violated by the organisers of Garba.

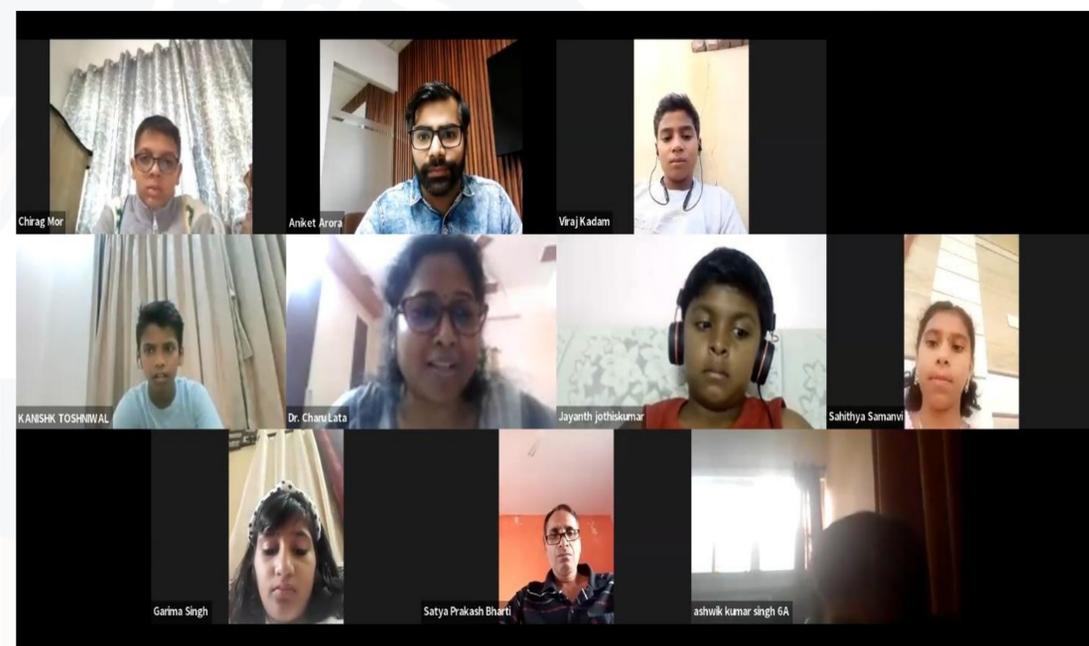
Published in:

[The Live Nagpur](https://www.thelivemagazine.com)

CSIR - NIScPR and KAMP: Knowledge Sharing Session on Millets

CSIR-NIScPR

23rd October , 2023



KAMP in association with CSIR-NIScPR conducted another knowledge sharing session for students to commemorate the International Year of Millets. This special event was held in recognition of India's successful proposal to the Food and Agriculture Organization (FAO) for the observance of 2023 as the International Year of Millets. The session aimed to educate students about the significance of millets in agriculture, nutrition, and sustainable development.

The session was hosted by Mr. Aniket Arora (Outreach Coordinator, KAMP), where he welcomed Dr. Charu Lata, Principal Scientist at the CSIR's National Institute of Science Communication and Policy Research, to address more than 500 students from classes 5th to 12th from all over India. This workshop aimed to provide students with a comprehensive understanding of millets, covering their definition, historical relevance in India, diverse types, an array of benefits, and versatile applications.

During this insightful workshop, Dr. Charu Lata provided an in-depth exploration of millets, making students appreciate the historical, cultural, nutritional, and sustainable aspects of these grains. It not only expanded their knowledge but also encouraged them to embrace

millet as a vital part of the food and agriculture landscape. The workshop served as an educational platform for promoting the International Year of Millets and the sustainable use of these grains in the 21st century.

Mr. Aniket Arora also informed the students and Teachers about the upcoming Scientific Excursions and Teacher Training programmes organized by KAMP at various CSIR Labs and ISRO Centres this year.

About CSIR-NIScPR and KAMP:

CSIR-National Institute of Science Communication and Policy Research (CSIR-NIScPR) is one of the constituent laboratories of the Council of Scientific and Industrial Research (CSIR) under the Ministry of Science & Technology, Government of India. It specializes in the fields of science communication, Science, Technology, and Innovation (STI) focused on evidence-based policy research and studies.

Knowledge and Awareness Mapping Platform is an Initiative and Knowledge Alliance of the Council of Scientific & Industrial Research (CSIR) - National Institute of Science Communication and Policy Research (NIScPR) and industrial partner M/S Nysa Communications Pvt. Ltd. (NCPL), it intends to develop creativity, meaningful learning, critical reading and thinking skills that brings out the inherent abilities of the students.

Restoring the ecological health of the Himalayas

CSIR-NEERI

23rd October , 2023

The environmental devastation caused in the Himalayan States of Himachal Pradesh, Uttarakhand and Sikkim has reinvigorated the debate on the “carrying capacity” of the regions. The Supreme Court of India, in response to a petition filed by a retired Indian Police Service officer, has asked the Union government to suggest a way forward regarding the carrying capacity of the Indian Himalayan Region (IHR), which includes its



towns and cities. The Union government’s affidavit (filed by the Ministry of Environment) states that the Director of the G.B. Pant National Institute of Himalayan Environment should be the lead in assessing carrying capacity and that the carrying capacity of all 13 Himalayan States and Union Territories (UT) should be determined. The affidavit adds that there can be a technical support group comprising nominees of the National Institute of Disaster Management, Bhopal; National Institute of Hydrology, Roorkee; Indian Institute of Remote Sensing, Dehradun; National Environmental Engineering Research Institute, Nagpur; Wadia Institute of Himalayan Geology, Dehradun; Indian Council of Forestry Research and Education, Dehradun; Wildlife Institute of India, Dehradun; and School of Planning and Architecture.

The affidavit further suggests that representatives of State disaster management authorities, the Geological Survey of India, Survey of India and member secretaries or nominees of the Central Pollution Control Board and Central Ground Water Board should also be its members.

The government has requested the Court to direct the Himalayan States/UTs to set up a committee headed by the Chief Secretary of the respective State, with its members being inducted as the Chief Secretary feels appropriate.

What carrying capacity of a region is

In technical terms, carrying capacity of a region is based on the maximum population size that an ecosystem or environment can sustainably support over a specific period without causing significant degradation or harm to its natural resources and overall health. It is crucial in understanding and managing the balance between human activities and the preservation of natural ecosystems to ensure long-term sustainability.

There have been initiatives by the Union government regarding overall development in the IHR. Some of them are the National Mission for Sustaining the Himalayan Ecosystem (2010), the Indian Himalayas Climate Adaptation Programme, Secure Himalaya Project, and the recent guidelines on 'Carrying Capacity in the IHR' circulated on January 30, 2020. There was a reminder by the Ministry of Environment and Forests on May 19, 2023, asking all the States that if such a study had not been undertaken, then States should submit an action plan (carrying capacity) at the earliest.

What the Court must ensure

Despite past initiatives especially since the January 2020 guidelines, hardly any progress has been made. The reasons are obvious. There is no report on the total number of States that have been able to prepare action plans on carrying capacity of their regions.

Failures in the past have been on account of two major reasons. The recommendations made by the Ministry in forming such groups are flawed. The same set of people responsible for the havoc and devastation in the mountains are now being made responsible in finding solutions. The focus has to be on sustainable development that encompasses the larger canvas of carrying capacity, and the process should be people-centric. The suggestion made by the Environment Ministry focuses on one institution, i.e., the G.B. Pant National Institute of

Himalayan Environment, while others are just a part of the technical group. Almost all the other institutes are important players in their respective domains and should be equal partners in policy making.

Though the suggestion of including the entire IHR is relevant, and also desired, just measuring the carrying capacity of towns and cities is pointless. Take for example the road network in the Himalayan States that has spontaneously created settlements. Hence, the entire region should be the focus of the top court. The emphasis should be on the “Sustainable Population” of the Himalayan States, and the focus of the current inquiry (which is in the offing) should be the “carrying capacity for the sustainable populations for the different Himalayan States.”

There is a wider and longer term need for assessing the overall sustainable capacity of the environment of the whole State (which includes all biological species, food, habitat, water including ecology and agriculture). The expert committee should be asked to focus on the social aspects or population sustainability of the respective States.

Given the importance of the resident population in the IHR living in towns and villages, the expert committee should not become a bureaucratic or technical group. Such a committee (at least a third) should include adequate citizen representation — from panchayats and other urban local bodies. In order to evaluate the social dimension of sustainability, it is necessary for the expert committee to direct each panchayat samiti and municipality to present its recommendations by responding to the population sustainability criteria which is well established and should be circulated immediately to each local government centre. One must not forget that it is the forewarning of concerned people on the issue of the construction of hydropower projects and even four-lane highway projects in the IHR that has been brushed aside — particularly in the case of Sikkim. The results are before us. Engage with the people and build sustainable solutions.

Published in:

[The Hindu](#)

‘CFTRI focused on sustainable solutions’

CSIR-CFTRI

22nd October , 2023

Central Food Technological Research Institute (CFTRI) director Sridevi Anna Poorna Singh on Saturday said that the institution, which is celebrating its 82nd Foundation Day, is now focused on providing sustainable solutions and capacity-building areas.

Making India self-reliant

Speaking at the 82nd Foundation Day of the Council of Scientific and Industrial Research (CSIR) held at its campus here, she said that CSIR, which started in 1942 for the promotion of scientific research activities in the nation, is now concentrating on making India self-reliant along the lines of Atmanirbhar Bharat by 2030 for its progress and prosperity. Apart from introducing low-cost technologies in the areas of agriculture, mining, oceanography, food security, and nutrition needs of the country, it has also contributed in the areas of reducing carbon footprint by introducing green technologies, fighting pandemics by developing technologies, mitigating environmental damages, innovation in mining, information technology, and several other fields.

She also highlighted that CSIR-CFTRI which has about 3,500 scientists, and 4,000 technical staff in its 37 laboratories across the country continues to provide the best for the food and nutrition security needs, drinking water, housing energy, biotechnology, and nanotechnology promotion activities of the country apart from these aspects. Director of the Indian Institute of Management Bangalore (IIMB) Prof Rishiksha T Krishnan in a special lecture said that he wants the country to focus on technological innovations. He said several technologically advanced countries like the United States of America, China, and Russia spend more money on research and development, which also propels innovation activities.

Published in:

[Times of India](#)

Panjrapol flyover: ₹62cr tender floated

CSIR-CRRI

21st October , 2023

The city civic body has decided to go ahead with the construction of a flyover at the Panjrapol Junction in Ambawadi area, ignoring the recommendations of the CSIR-Central Road Research Institute (CRRI).

The CSIR-CRRI conducted a detailed study in 2011 of 34 traffic junctions, and suggested that a flyover be built on the 120 Feet Road leading from Gulbai Tekra to the Police Chowki to Nehru Circle.

However, the AMC has decided to build the flyover on the road leading from the Government Polytechnic towards the IIMA, via the Panjrapol Junction.

The Ahmedabad Municipal Corporation (AMC) on Friday floated the tender to build this flyover at an estimated cost of Rs 62 crore. The civic body made no changes in its plan of the flyover saying that the bridge plan is based on suggestions in a survey carried out by the Institute of Infrastructure Technology Research and Management (IITRAM) two years ago.

In September, when the estimate of the Polytechnic-IIMA route was being taken, a section of officials in the AMC had raised their concern, claiming that the proposed flyover would not be able to solve the traffic problems at the Panjrapol Junction.

They argued that the flyover should be built over the road suggested by the CSIR-CRRI, as it is among the congested roads in the area. Defending their decision, top AMC officials said that the proposed flyover will decongest traffic on the road leading to the IIMA.

However, experts say that this will only shift the traffic problem to another road. They also point out that the proposed flyover will be too close to the existing IIMA flyover, which will

create a “roller coaster-like” situation. Recently a team of city planners and experts had written to the municipal commissioner against the proposed flyover. The letter said, “The CSIR-CRRI, a central government body had recommended building a two-lane split flyover on a 120-foot-wide road from Vijay Crossroads to Nehrunagar Road on page 187 of its report. The CSIR report said on pages 39 to 41 that they had suggested this flyover after a detailed traffic flow study.

The report said that heavy traffic flow is observed from Panjrapol Char Rasta to Vijay Crossroads to Nehrunagar Circle. Only a 7-metre service road is available on both sides of the road if a split flyover is built.” The road (Vikram Sarabhai Marg) from Government Polytechnic College to IIMA at Panjrapol Junction is 28 to 30 metres wide. The IIMA flyover at Andhjanmandal Junction on this road is 13.5 metres wide right now. The IRC code states that the IIMA flyover is not even a two-lane flyover.

“Two vehicles cannot use the service road on either side of the flyover at the same time. The service road on both sides of the IIMA flyover is less than 6 metres,” states the letter.

It adds that the incline of the flyover will end right in front of the gates of the Government Polytechnic and also in front of the gate of Atira or AMA on the other side. There will only be a 300 metres distance between the proposed flyover and the existing IIMA flyover, which will make it look like a roller coaster.

“There will not be enough space between the two flyovers. Traffic jams will get worse. They have proposed building a flyover from Gulbai Tekra to Nehrunagar at the Panjrapol Junction,” said an AMC official. “AMC got a new traffic survey conducted by IITRAM so that the BRTS stand does not need to be relocated. Based on that survey, the civic body has floated a tender to build the flyover on the road leading from the Government Polytechnic towards the IIMA via the Panjrapol Junction,” said the AMC official who did not wish to be named.

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