

No. NH-11044/1/86-NHIII/DI

Dated the 30th December, 1987

To

The Secretaries (dealing with National Highways, Public Works Departments of all States and Union Territories); The Director General (Works) CPWD; The Director General Border Roads.

Subject: Biotic Pressure on forest resources and diversion of forest lands to non-forest uses — National Highways.

I am directed to state that Union Ministry of Environment and Forests have intimated certain measures to be taken by all the Union Ministries and Departments etc., regarding biotic pressure on forest resources and diversion of forest lands to non-forest uses. As you are aware, this Ministry is responsible for development and maintenance of roads declared as National Highways, the execution of which has been entrusted to the State PWDs. It is, therefore, requested that appropriate measures may kindly be taken, as enumerated below:

- (a) According to the studies of satellite imagery, increasing biotic pressure on forest resources and diversion of forest land to non-forest uses have resulted in depletion of forest cover resulting in scarce forest resources for protection of environment. In view of this, there is absolutely a pressing need for increasing the life of timber by use of timber preservatives along with proper seasoning. In order to achieve this task, Copper-Chrome-Arsenate (CCA) preservatives has been very useful against marine bores, decay fungi (including soft rots) and insects. Under Indian conditions, CCA compositions have also proved quite effective in high termite areas as compared to other preservatives. In this connection, specialised formulations like Light Organic Solvent Preservatives (LOSP) and oily preservatives have also been used for specific end uses.
 - (b) Thatching materials such as Bamboos and timber from non-durable species, may be treated with preservatives, when it is purchased for use in road/bridge construction work under your control. This can easily be achieved by treating the raw materials by dipping them in CCA formulations in open tanks. Use of portable truck mounted pressure preservative plant can also provide adequate service in remote areas/locations.
2. Since the above measures to preserve timber have been given effect to a very limited extent so far, it is felt that if applied widely, it will prove quite effective in preservation of timber and its purposeful use. It is, therefore, requested that whenever wooden materials are used for construction of National Highways or bridges thereon, it should be first treated with preservatives as mentioned above.
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