

PROCEEDINGS OF THE 3<sup>RD</sup> MEETING OF THE WEST BENGAL STATE COASTAL  
ZONE MANAGEMENT AUTHORITY HELD ON 26<sup>TH</sup> OCTOBER, 2006

The 3<sup>rd</sup> meeting of the West Bengal State Coastal Zone Management Authority (WBSCZMA) was held on 26<sup>th</sup> October, 2006 at Paribesh Bhavan. Following persons were attended the meeting.

Members :-

1. Shri M.L. Meena, Secretary, Environment Department
2. Shri A. Sen, Secretary, Sunderban Affairs Department
3. Prof. S.K. Dubey, Director, IIT, Kharagpur
4. Prof. Anandadev Mukhopadhyay, Chairman, DSDA
5. Prof. Sugata Hazra, Professor & Director, School of Oceanographic Studies
6. Dr. P. Banerjee, Member Secretary, West Bengal Pollution Control Board
7. Dr. T.S. Bandyopadhyay, Director, Institute of Environmental Science & Wetland Management
8. Shri Debal Ray, Chief Environment Officer, Environment Department

Invitees

9. Capt. A.K. Bagchi, Director, Marine Department, Kolkata Port Trust
10. Shri A.K. Mehera, Chief Engineer, Kolkata Port Trust
11. Dr. A.K. Nath, Officer on Special Duty (Env.), Kolkata Port Trust
12. Shri S.K. Adhikari, Sr. Environmental Engineer, West Bengal Pollution Control Board

The agenda wise discussion and decision taken in the meeting are given below :-

**Agenda 1. Draft Integrated Coastal Zone Management Plan of Digha Shankarpur Area.**

Prof. Sugata Hazra, School of Oceanographic Studies, Jadavpur University has prepared the draft integrated coastal zone management plan of Digha Shankarpur Area. He presented salient features of his report and summary of recommendations before the committee. Detailed discussion took place following the presentation and following decisions were taken.

- (a) WBSCZMA congratulated Prof. Hazra and his team for preparing a comprehensive report and collating so much of information and analyzing them.
- (b) Secretary, Environment suggested that more area should be allotted for development of hotels in sector- , otherwise promotion of tourism in this area as envisaged in the plan would never be achieved.
- (c) Shri Somnath Bhattacharyya, Scientist, Institute of Environmental Science & Wetland Management pointed out that demarcation of high tide line along the Digha coast is not accurate and is contradictory to the stand taken by state government in its earlier communication with Ministry of Environment & Forests. It was decided that this issue will be resolved in a meeting comprising of Prof. Hazra, Dr. Bhattacharyya and Prof. Anandadev Mukhopadhyay, who will analyse all the available technical information as well as the legal position and recommend an optimal solution.
- (d) It was decided that a groyne will be constructed in Digha Mohana so that accretion to the new Digha Beach is accelerated.

**Agenda II. CRZ clearance for the proposed project "River Regulatory Measures in Hooghly Estuary for improvement of navigable depths"**

The project proponents made a presentation on this project before the WBSCZMA. The following issues emerged from their presentation.

- Haldia Dock Complex handled 36.26 million tones of cargo in 2004-05 and was ranked fourth amongst major ports of India.
- The frequent problem encountered in Haldia Dock Complex is non availability of sufficient draft for handling deep draft vessels. The Hooghly estuary is the only shipping route to the dock complex.
- The Hooghly estuary is a braided channel with significant depositional features in Balari-bar and Jellingham. Haldia being located in this braided channel requires continuous maintenance dredging throughout the year.
- Despite maintenance dredging navigable depths towards Haldia dock complex shows a steady decline over the years. The present river regulatory measures aim at containing the deterioration and reduce maintenance dredging.
- The proposed river regulatory measures consists of the following components:-
  - A dredge cut (10Km long x 500m wide) in Balari Bar consisting of capital dredging of about 15 Mm<sup>3</sup>.
  - A groyne in Rangafalla ( 2 Km long with average height of 9m requiring 4.7 Mm<sup>3</sup> of material filled in geo tubes)
  - A 10 Km long x 2m wide submerged dyke in Jellingham – using environmental friendly materials like geotextiles.
- The dredge spoil will be deposited in the dyke areas of Nayachara Island. Any excess of dredged material, if not accommodated within Nayachara Island will be dumped in Rangafalla channel.
- Dumping will be done on places having little or no mangrove vegetation. Rather, on the dredged material new mangrove plantation will be taken up.
- Due to highly turbid water and unstable bottom condition of the river, benthic flora and fauna are low in number in terms of species as well as population. Therefore the proposed river regulatory measures will not cause much disturbance to the submerged biota.
- Geo tubes proposed to be used in construction of groyne provides a stable condition on river beds. This will facilitate growth of micro fauna.
- Drop in velocity upstream due to adoption of river regulatory measures, will have negligible impact on Kolkata port.

The committee after detailed discussion decided to issue clearance to this project.

The meeting ended with a vote of thanks to the chair.

( M. L. Meena )  
Secretary, Environment Department &  
Chairman, WBSCZMA