

solicited from the State Govt. for speedy acquisition of all the land to start drilling in the released location in time.

(Suggestion: ONGC, MBA basin)

ONGC-MBA Basin informed the Board that out of the 5 Blocks they were granted, the result obtained in the Uttar Dinajpur district was not found encouraging and they have been allocated one block very recently from the District Magistrate, Malda District. They requested for early release of the remaining Blocks.

It was suggested that ONGC may directly take up with the concerned authorities under L&LR Department and on necessity C&I Department may help to expedite the matter.

(Action : ONGC and C&I Dept., GoWB)

43.06.12 AGENDA 12 :

MISCELLANEOUS ISSUES

- i) Haldia Port was built up with an aim to cater the need of the Industrial Sector by way of handling the cargo to & from Marine Vessels since Calcutta Port failed to serve the purpose due to the inaccessibility of the Marine Vessels along Hoogly River for heavy accretion rate along the course of it.

In recent times, it has been revealed from the analysis of Satellite Imagery data that the Haldi River, on the bank of which Haldia Port is situated, is suffering from heavy siltation resulting more difficulties to Marine Vessels to reach the Port; moreover, Satellite Imagery is reflecting active heavy accretion process on the western side of the Nayachar Island (i.e. the area in between the mouth of Haldi River and the Nayachar Island) together with evidences of Neotectonic activity proximal to the Nayachar Island, a proposed industrial hub. The area is reported to be close to NW-SE trending Son-Narmada lineament which is perhaps actively responsible for upliftment of northern part of the Delta and migration of the river courses towards east.

Such scenario is indicative of taking suitable steps to understand its future and take pre-emptive measures to prevent Haldia Port from losing its importance and continue to function for longer period to serve the