THE GEOGRAPHER

DEPARTMENT OF GEOGRAPHY

RISHI BANKIM CHANDRA COLLEGE FOR WOMEN

NAIHATI, 24 PARGANAS (N)

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DEPARTMENT OF GEOGRAPHY
R.B.C COLLEGE FOR WOMEN
NAIHATI, 24 PARGANAS (N)

CONTENTS

Jute Industry: It's past and present

Nafisa Khatoon
Semester: VI, Geography Honours

Introduction:

The jute industry is an oldest and one of the most important industries in India. The number of jute mill is higher in West Bengal located along the Hooghly River. Major jute industries are in eastern part of India, mainly in Assam, Andhra Pradesh, Orissa and Bihar. Some other jute industries are located in Tripura, Meghalaya, and Uttar Pradesh. Jute industry plays a crucial role in Indian economy. India is the world's largest producer of raw jute. Production of raw jute and jute products of India contribute over 50% and 40% respectively at global level. Production of jute in India is 1.968 million tones. The jute industry in India provides employment to over 4 lakh peoples and contributes about 453 million dollars in Indian economy.

Objective:

It is just a review of jute industry in India and especially in West Bengal since it's inception, problems faced after Partition in 1947 and the present scenario.

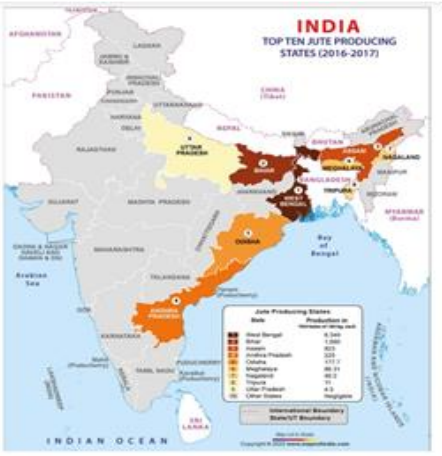
Methodology:

(1) Consultation of books.
(2) Consultation of articles through different websites.

Location of Jute Industries in India:

According to Indian Jute Mills Association, there are total 93 active jute mills in India in 2021. They are located in the following states -

Name of the states	No. of industries
West Bengal	70
Andhra Pradesh	09
Bihar	03
Uttar Pradesh	03
Assam	02
Odisha	03
Chhattisgarh	02
Tripura	01



(Source: www.mapsofindia.com)

Impact on Jute Mills after Independence in India and Erstwhile East Pakistan:

During the partition jute industries were located mainly in West Bengal (almost 95% of the total jute industries were alone in India). Out of 110 jute Mills in India as a whole, 106 were in undivided Bengal.

After independence the practical problem reveals with the fact that the large share of the cultivable area for jute production (63%) remained in Bangladesh, but the factories were located in India. Therefore the jute industries in India were facing severe scarcity of raw jute. At the same time, the erstwhile East Pakistan also had to face serious problems due to lack of jute factories.

The Indian government emphasized for the production of raw jute either by converting the paddy field area to jute producing areas or searching for new jute cultivating areas. Subsequently jute producing areas enhanced from 571000 hectares at the initial stage of Independence to 942000 hectares during the period of 1962 to 1983. Indian jute mills also adjusted by using substitute products like mesta and becoming self-sufficient gradually. Yet, we have to admit that we never achieved the optimum quality of jute products as was before Independence.

Present scenario:

The jute production of India is growing rapidly over year. India has become the largest producer of jute. The production of jute in 2020 was 1.70 million tonnes in India and 1.75 million tonnes in Bangladesh which increased to 1.72 million tonnes in India and 1.68 million tons in Bangladesh in 2021 (Source: https://worldpopulationreview.com).

The jute industry is trying to regain its previous status by improving the quality of jute products. The jute industry has implemented new strategies such as modernizing production techniques, investing in research and development for jute-based products, improving infrastructure for jute cultivation and processing, diversifying products, exploring new markets, implementing sustainable practices and increasing digital marketing for increased visibility and sales. Additionally, collaboration with Government agencies and stakeholders of industries can help to address regulatory challenges and promote the growth of jute sectors.

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Websites:

http://www.ijma.org
https://www.gartexindia.com
https://worldpopulationreview.com
www.mapsofindia.com

Books:

Economic Geography by Guha and Chatterjee
Economic Geography by P.K Roy

Report on Collapse of Vivekananda Flyover

Saba Afrin, Priti Biswas & Tisa Gupta
Semester: IV, Geography Honours

1. Introduction:-

Hazards are generally taken to be the physical and/or human induced processes. When such events meet the unprepared societies disaster occurs. (Chakraborty S.C, 2006, P.12)

Hazards may be of three types, these are-

(i) Natural or Environmental Hazard
(ii) Quasi-Natural Hazards
(iii) Man-made Hazard

Now we are going to discuss on a structural collapse in Kolkata which occurred in 2016 taking a death toll of 27 on the spot. Certainly this is a man-made hazard.

Definition of Structural Collapse:-

Structural Collapse refers to the failure or collapse of a building, bridge, or any other man-made structure due to various factors, Such as design flaws, construction errors, weak building material, excessive load over bridge or flyover etc. The examples of structural collapse are collapse of building, collapse of flyover etc.

Our area of interest is on the collapse of the Vivekananda Flyover in the year 2016.

2. Selection of the Topic:-

We have selected this topic because in the last 10 years, such collapse of buildings and bridges occurred in West Bengal. Among them the Vivekananda Flyover Collapse in Kolkata is more disastrous and highlighted.

3. Objective:-

Our objective is to find out the reasons behind such a miserable incidence.

4. Methodology:-

(i) Consulting Different articles and reports in internet.
(ii) Reading old newspaper through Websites.

5. Location:-

The terrible incident took place at the busy Rabindra Sarani-Kali Krishna Thakur Road crossing near Girish Park in North Kolkata. The latitude of this place is 22°35′27″ N and the longitude is 88°21′34″ E (Fig No.1).

6. Occurrence:-

The incident occurred on 31st March, 2016, at about 12.30 pm. The flyover was being constructed to ease traffic congestion in the city. The collapse occurred near the busy Burra Bazaar area, which is a densely populated commercial hub of Kolkata.

7. Administrative Procedures for the Construction of the Flyover:-

The contract was signed by IVRCL (Iragavarapu Venkata Reddy Construction Ltd) and the then Chief Minister of West Bengal in 2008 for the erection of 2.2km long Vivekananda Flyover over the busy area in Burra Bazaar. The construction started in 2009. In 2013, again a construction deal signed by IVRCL group and the Chief Minister, while the target was set up to finish the flyover within 18 months and the cost was estimated nearly 165 crores (US $ 21 Million).

- The rickshaw puller, cab drivers, street vendors were also died. Still many people remained unidentified in the police record.

8. Why the Flyover Collapsed:-

- Faulty design, poor quality of raw materials, lack of supervision led to the collapse.
- Important aspect to be considered, there were some fault in drawings and design.
- The accident was caused when two arms of the T-shaped pillar, identified in their record as pier no. 40(c), buckled piers are vertical structural braces that hold up the elevated length of road in flyover. The police have specifically identified that.
- Some flaws either in joints of pier cap or unwanted eccentric loading also may have been responsible.

9. Relief and Rehabilitation:-

The immediate response to the collapse involved a joint effort. By the local authorities, NDRF (National Disaster Response Force) and other emergency services. Rescue teams worked tirelessly to extricate survivors from the debris and provide medical assistance to the injured. The injured were rushed to the nearby hospitals for treatment.

The Government also extended support for the rehabilitation of the affected individuals. This included assistance with housing livelihood and other essential needs. Efforts were made to help the victims to rebuild their lives and regain stability after the tragic incident.

10. Compensation:-

The state Chief Secretary and the Chief Minister of West Bengal Also announced a compensation of Rs. 5 lakhs to the families of the deceased Rs. 2 lakhs each for those critically injured and 1 lakh rupees to those who suffered minor injuries in the mishap.

Conclusion:-

Ultimately the full project was abundant under-construction flyover was demolished. The debris was removed from the area. We have to take more serious effort while designing such a big public project with such a large amount of monetary allocation, accomplishment of huge amount of labour and certainly in an over populated area.

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2. https:// www.indiatoday.in
3. https:// Economictimes.indiatimes.com
4. https://en.m.wikipedia.org
5. https://ndrf.gov.in
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Waste Management study of Mangalbari Mouza-A Primary Survey

Sanjana Shaw
Semester: IV, Geography Honours

Introduction: - Mangalbari is the mouza of Jalpaiguri district which is one of the main entrance of 'Dooars' surrounded by tea gardens, forest and bounded by beautiful mountains. The location of the area is 26°40′ N and 88°36′ E. Mangalbari is situated is Matiali subdivision in Jalpaiguri district of West Bengal. According to District Census Handbook, 2011, Jalpaiguri, Mangalbari covered an area of 6.5095 Sq.kms. Total population of Mangalbari mouza is 6278 (2020), total male population is 3144 and female population is 3144. Population density in Mangalbari mouza is 673 people per Sq.kms.

Reason for choosing Mangalbari Mouza:-The area which is chosen that is 590 kms away from our city. Mangalbari was selected for various reasons-

(a) Accommodation relatively cheap and easily available.
(b) Relatively better security position.
(c) Relatively drier weather and comfortable climate at that time (December) of the year when we went there.
(d) Manageable size of the mouza.
(e) Easy accessibility from Mal Junction.

Solid waste has been produced since the beginning of civilization. During the earliest period, Solid wastes were conveniently and unobtrusively disposed of the population was low. However, today, one of the consequences of global urbanization is an increased amount of solid waste. The various source of solid waste are- Market waste, Hotels, Agriculture, Railway Station, Industry etc. The table shows solid waste sources of Jalpaiguri district.

Table 1:- Total amount of municipal waste generation per day (in kg)

	Types of waste	Total	Quantity of Waste (kg/day) Waste type	
			Bio-Degradable	Non Bio-Degradable
Municipality Waste Generation	Domestic	35200	21130	14080
	Market	12100	7250	4840
	Hotels	260	130	130
	Agriculture	1000	980	20
	Trade	3000	0	3000
	Railway station	50	0	50
	Bus Stand	100		100
	Street Sweeping	100	0	100
	Drain cleaning	500	0	500
	Industry	0	0	0
	Chess pool	200		200
	Total	52510	29490	23020

Source: -https://www.chemijournal.com

Our study is mainly based on primary data. A short door to door survey with pre scheduled questionnaire is the main tool for the waste management survey. A total no. of 70 individual households are surveyed and a significant findings come out. The following data are the end product of our primary health survey.

(a) Waste disposal data of Mangalbari Mouza

Solid Waste Disposal	**No. of Families**
Nearest Ground	29
Nearest Pond	01
Dustbin	08
Connecting Organic Fertilizer(composting)	04
Dum pit	04
Check hole	02
In the drain	05
No answer	02

(b) Waste Collection At Government Side

Awareness of the family member	
Yes	No
03	67

(c) Use of Plastic Carry Bags

Number of Plastic Carry Bags	
Yes	No
40	20

Source: - Household Survey among 70 Families on 03/12/2022

Interpretation:-Jalpaiguri town lies very close to the Himalayas and on the left bank of Teesta River. Mangalbari is situated between the little stretch of land lying between Gangetic West Bengal and Darjeeling Himalayas which is a heaven of natural beauty with vast tracts of forest land, lush green tea garden and surrounded by hills. The district is known as the land of **3T - 'Tea, Timber and Tourism'.**

Mangalbari mouza is situated in Matiali block. A total of 70 numbers of households are surveyed and the houses are selected randomly. During household survey some basic questions are asked to the residents about their solid and liquid waste disposal. A sign of negligence is found about the domestic waste disposal among residents. About 29 families are found to dispose their daily waste to their nearest ground. Only 4 families used to compost their solid waste in their background. 70% of families which were surveyed accepting plastic carry bags from shops and dispose these non degradable carry bags here and there.

Conclusion: - the field study of Mangalbari mouza in Matiali is a moderately developed area. It has a very high potential in tea cultivation and tourism. Therefore apart from local people outsiders are very common in area. Solid waste management is an essential practice for protecting human health and the environment. The impacts of improper waste disposal can have

long lasting effects on the health of our planet. By implementing sustainable waste management practices, such as waste to energy facilities, we can reduce waste impact on the environment and conserve resources for future generation. Increase of awareness among local people by Government and non Governmental agencies are highly needed.

Reference:-

- https://www.chemijournal.com last seen 07/03/2024
- Household survey among 70 families on 03/12/2022

A Geographical Review Of Coastal Erosion In Sagar Island, South 24 Parganas, West Bengal

Anandita Ghosh, Sukanya Paul
Semester: VI, Geography Honours

Introduction:-

Sagar Island is a riverine delta at the mouth of the river Hooghly in the district of South Twenty Four Parganas, in West Bengal. "Delta is considered as the most significant depositional feature developing at the fluvio-marine confluence. It is the combination of huge number of sediments coming from both the river and ocean and deposited at the mouth of the river" (https://en.m.wikipedia.org). It is the resultant effect of both fluvio-marine activities at the interface of land and ocean. The formation and diluviation of the deltaic islands depend on the erosional or depositional phases involved in the ongoing geological processes.

"West Bengal delta is considered as the largest and the most active delta in the world. But now-a-days it faces severe rate of erosion than deposition. This differential erosion and wave action helps to change the shape of the delta and this change may have a long term or short term impact on both the hydrodynamic characteristics of the river system and on the human ecosystem."(https://en.m.wikipedia.org)

Objectives: - It is a short review of the deltaic erosion in Sagar Island.

Location: -Sagar Island is elevated at the height of 6.5 mt from the mean sea level between the latitudes of 21°37′21″ N to 21°52′28″ N and 88°2′17″ E to 88°10′25″ E longitudes. It is bounded by the river Hugli in the North West, the river Muri Ganga in the east and Bay of Bengal in the south (Fig no.1). The maximum width and length of this island are 30 km and 12 km respectively and it is basically stretched from north to south direction. In 1951 the area of Sagar Island was more than 285 Sq.Km. But in 2015, it is reduced by almost 50 Sq.Km and the remaining area is now about 235 Sq.Km (Fig no. 2). Supported by the Table no.1 shows the rate of erosion at different time periods.

(Table no.1)

Coastal Erosion and reduced area of Sagar Island

YEAR	AREA IN SQ.KM
1951	300
1973	270
1990	250
2000	280
2011	250
2015	240

Geomorphic Characteristics: -Sagar Island is build by silt and clay which can be eroded easily by normal effect, high tides during monsoon season and also by the cyclone waves.

Causes of Erosion: - Tropical Cyclone is one of the key factors of coastal erosion in Sagar Island.

Sagar Island- A Historical Perspective

Since the beginning of the 19th century, the virgin mangrove forest of Sagar Island was interfered by the beginning of the settlement activities. At the same time, due to cyclonic incidences, settlement activities deferred times and again. Whatsoever, Sagar Island was settled since the later part of the 19th century.

It is a fact that Sagar Island was breached in its northern part during the severe cyclone of 1864 and the Ghoramara group of islands was formed.

During the late of the last century, Ghoramara was being eroded at a fast rate by the action off tide. The erosion in Ghoramara is to some extent arrested now. But Sagar Island is being eroded on it's eastern, Western and southern parts. At present, the middle part between Sagar Island and Ghoramara is now facing depositional phase affecting the water transport between Sagar Island and the mainland at Harwood Point.

Affected Area: -Sagar Island is one of the most vulnerable island of the Sundarban. It is affected by the river erosion as well as the action of sea waves. Major areas of erosion are Kachuberia in the north and Dhablat and Beguakhali in the south west and north eastern part of the island receptively.

Conclusion: - Riverine islands are genetically fragile. In such situation, human interference mainly with the action of devegetating mangrove species, settling the island with the protection of check dams induced more vulnerability for the island. A thorough field investigation is needed for finding out the actual areas of erosion along with deposition and their impacts on both the physical characteristics of the Sagar group of islands and affecting the socio-economic environment as well.

References

1. Roychowdhury, B, Sen, T, 2013: "Coastal Erosion and its impact on Sagar Island, South 24 Parganas, W.B". International journal
   Of Science and Research (IJSR) ISSN (online): 2319-7064 Index Copernicus Value (2013): 6.14

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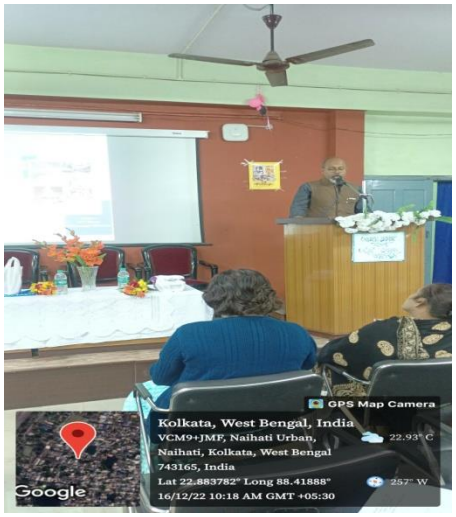
   https://en.m.wikipedia.org
   https://www.ijsr.net
   https://link.springer.com
   https://ijert.org

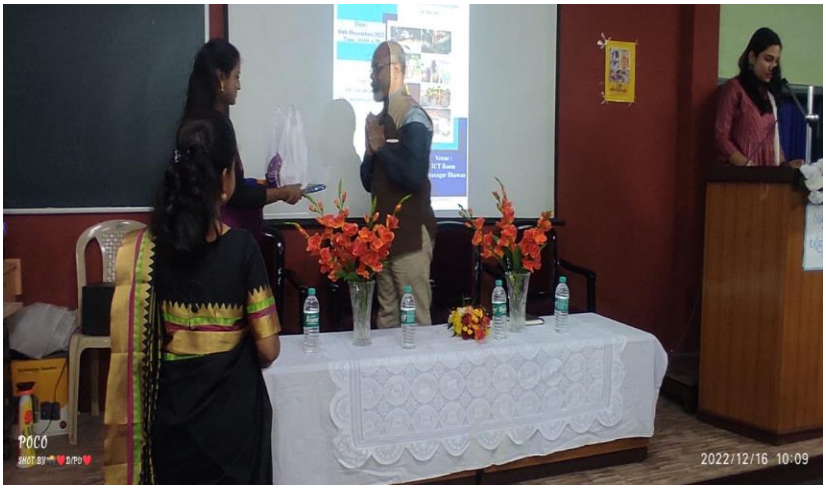
Departmental Activities

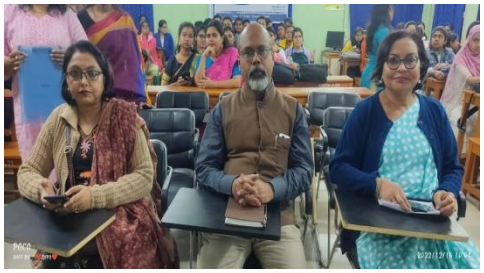
Session: 2022-23

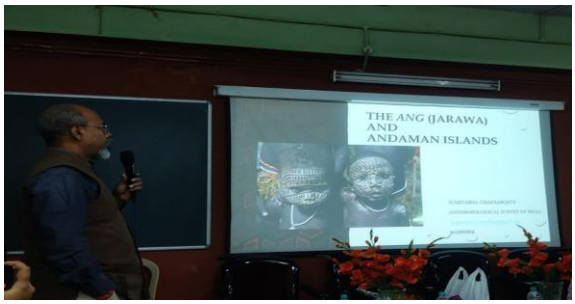
Anjali Sanyal Memorial Lecture
On
"The Jarawas and The Andaman Islands"(16th December,2022)

Speaker:- Dr. Sumitabha Chakraborty (Assistant Anthropologist, Cultural, Regional Centre, Andaman & Nicobar Islands)









Photographs of Field Trip to Chalsa (1st -5th December, 2022)