SETHUSAMUDRAM SHIPPING CANAL PROJECT pdf

1: Sethusamudram Shipping Canal Project - Wikipedia

Sethusamudram Shipping Canal Project (Tamil: à®šà¯‡à®¤à¯•à®•à¯•à®¾à®²à¯•à®µà®¾à®¯à¯• à®¤à®¿à®Ÿà¯•à®Ÿà®®à¯•, CÄ“tukkÄ•lwÄ•i Tiá¹-á¹-am?) is a proposed project to.

Hire Writer A number of proposals were considered from to to cut a ship canal called Sethusamudram Canal through the Rameshwaram connecting the Gulf of Mannar with the Palk Bay. This project will develop a continuous navigable route around the Indian coast within its territorial region. The project will brief the efficiency, benefits, impacts and drawbacks of Sethusamudram Canal and its usefulness to the hinterlands. The Sethusamudram canal project has a chequered history. The committees analysed the cost and benefits of the project and they pointed out the feasibility and viability of the canal. The government verified and analysed the various proposals and reports of the project and finally announced the inauguration of the project. These two reports are the one from which the current SSCP proposal draws its legitimacy. Suggested Alignments by various committees: The entire coastal traffic from the east coast of thecountry to the west and vice-versa has to go around Sri Lanka entailing an additionaldistance of more than nautical miles and hours of sailing time. The Gulf is about km wide and km in length. The Palk Bay on the north of Gulf of Mannar is about km wide and km long and includes many islands of Sri Lanka. It is about 30 km long and the sea across this portion is shallow with a depth of about Various committees that have observed that a shorter route through the Palk Bay is an important necessity to save time and foreign exchange spent on import of fuel for Indian ships, also the country can stand to gain revenue in foreign currency due to toll collections from International ships. This will lead to a saving of up to nautical miles Km and up to 30 hours in sailing time. Two channels will be created by dredging for the total of 20 km: The channel is originating from Tuticorin harbour; extend north-east up to south of Pamban Island, cut through Adams Bridge and proceeds parallel to medial line of fishing between Sri Lanka and India before joining the Bay of Bengal channel. The width of channel will vary between and m and will require dredging to arrive at desired depth in the Adams Bridge and Palk Bay area. The Alignment of the Proposed Channel: The proposed channel on commissioning is assumed to bring plenty of prosperity and industrial growth in the Indian hinterland lying along the proposed ship channel and it is argued that the very presence of the short route would increase the turn-arounds of the coastal and international vessels. Estimated cost of project Rs 2, crores Escalation of cost likely. Authorised capital of project Rs 80 crores 1. Maintenance SCL Requires regular dredging to keep it fit for traffic. Advantages of the project 1. It provides a direct route between the east and west coasts of India. Reduces ships sailing time by 24 to 36 hours and the distance by nautical miles to Tuticorin on the East Coast. Help economic development of 3 coastal districts. Help development of 15 minor ports 13 in Tamil Nadu 1. Avoids going round Sri Lanka as at present. Requires pilotage during sailing through canal. Thus speed will be reduced increasing sailing time. Better marketing options for them. These have not come up. However, fishing ports will help fishermen. Details of civil works of the project and progress made so far are given in the following table: No Description Works Amount Rs. About 2, ships a year six to nine a day will use the canal and they will totally save Rs. The time saved will vary between 25 hours and 40 hours, depending on the source of the ship. The time saved will be 25 hours if the ships ply at 12 knots an hour and the average saving in distance will be nautical miles. The surplus will be generated after the 17 years of operation of the canal and it was estimated to be crores and crores in its 30th year of operation. They have given a mean value of about 2, ships meant to use the canal in the first year of operation and by the year , they expect it to go to in excess of 5, ships. The surveys and studies pointed out that the canal will handle the traffic of ships in the year The draught of ship should be 12m. So it is clear that the mother vessels could not able to navigate through the canal. For example consider 1, ships using the Sethusamudram canal in first year of operation, Rs crore is taken as an annual repayment, per ship cost works out to Rs 19 lakhs pilotage charge to obtain a breakeven point. The ships consume 1 metric tonne of fuel per hour, which costs Rs 24, For the Sethusamudram canal, you have to add the pilotage cost too. In effect, if a ship goes through the canal, a shipping company loses Rs 19 lakh per voyage. It is more cost effective to circumnavigate Sri Lanka from the point of view of the shipping industry. So, there is absolutely

no advantage to the ships and the shipping industry. The dredging is estimated to be 2 million cubic metres in the first year reducing to 1. About 8 million cubic metres is proposed to be used for degraded areas in pamban island, it is proposed to be dumped offshore in Bay of Bengal at about 25 to 30m depth. The SCL Claims that the locations of dredged materials had been identified after scientific modelling and studies in such a way that turbidity generated by dumping is confined to sea bed levels and dumped material will not enter into the channel area. But Environmentalists fear that there are two ways in which the plying of ships could endanger the ecology. Dredged spoil dumped in the vicinity of the islands could cause mass turbidity and suspended sedimentation. The canal would cause a change in the magnitude and direction of currents in the Gulf of Mannar because it will be metres wide, and the changed currents will flow towards the 21 islands. The Gulf of mannar and Palk bay provides shelter to numerous flora and fauna some of them very rare to find, which is undisturbed by ship traffic due to its shallow water. The region provides livelihood to the lakhs of fisherman families in coastal villages in Ramanathapuram and Tuticorin districts of Tamil Nadu. The coral reefs are the seat of biological diversity. Sea grass meadows and seaweeds form an ecosystem which supports a variety of commercially important fish. These fauna and flora helps in controlling the coastal erosion. The Environmental Impacts Assessment has failed to assess the impacts of dredging in the marine species. Any damage to the lower trophic level would reflect into higher trophic including fish. Higher silt load in seawater prevents penetration of sunlight in water body and ultimately affect primary productivity. Dredging causes disturbance to benthic organisms and fish due suspended sediments, which causes disruption of migration of fish. The conditions created during the dredging operations will potentially cause: Sethusamudram Canal and Navigation channels of ports of the east coast have been facing three major and persistent problems. Jujitsu - The Gentle Art Essay Indian Meteorological Department considers the coastal stretch between Nagapattinam and Pamban as a high risk zones to the tropical cyclones. This may results in the damage of canal and also risk to the ships to pass through at the time of cyclones. The Sethusamudram Canal project is also facing the religious issues. The Government of India and other institutes clearly pointed out that the bridge was not a man made bridge, but the issue becomes an important political issue nowadays. Now the ships of Indian Navy and coastal guards are navigating around the Sri Lanka to move from west coast to east coast or vice versa. The project holds good for the security purposes. The coastal security of Tamil Nadu gets enhanced and the Navy ships can able to navigate in the Indian territory water itself. The opening of canal may leads to the security threats because of the Liberation Tigers of Tamil Eelam as like the Somalian pirates. The SSCP requires the advanced cranes and other materials to dredge the bridge. Also it requires barge and other materials to handle the dredged material. The advanced disposal system should be employed. There is a need for skilled labours for the successful completion of the project. The Suez canal and panama canal are manmade canals which reduces the navigation distance and time. The features of the canals are: Usefulness to the Hinterland: The project leads to the development of 15 new non major ports at Cuddalore, Puducherry, Karaikal, Rameshwaram. They filed case against the project. The Supreme Court had ordered the Indian Government to find the alternative route for the canal. The Supreme Court had suggested that an alternative alignment between Dhanushkodi and Lands End in Rameshwaram Island be examined for creating the channel. The Government of India constituted an expert committee under the chairmanship of R K Pachauri in July to examine the feasibility of the alternative alignment keeping in view the technical aspects, cost benefit analysis, socio-cultural and environmental impact and law and order matters. Earlier, the project was to be developed at an estimated cost of Rs 2, crore. But now the Ministry of Shipping is revising the cost estimates, part of which would be requested for immediately to clear dues pending to the Dredging Corporation of India DCI. The new estimates, which would soon be sent for approval to the Public Investment Board, were likely to be revised further, depending on the alignment suggested for dredging the channel in the Pachauri Committee report. The ambitious project was planned to be funded on a debt-equity ratio of 1: It is perceived that the development of the canal would results in the prosperity of the coastal districts of Tamil Nadu. The project enhances the coastal security of India. But the Sethusamudram Shipping Canal Projects paid the way for issues like environmental issues, ecological imbalance, Religious issues, security threats, and imbalanced economy of scale. The major drawback is that the draught resistance in the canal is The reports of National

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Environmental Engineering Research Institute NEERI and Environmental Impacts Assessment reports were failed to analyse the ecological imbalance, cyclonic disturbances and also there was no clear study and survey about the location for disposing the dredged material. The reports failed to examine the precise Environmental Plan. The dredging methods and disposal of the dredged materials should be clearly stated. The other factors like cyclonic disturbances, marine species, turbidity, sedimentation etc. The project should be economically sound and viable.

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2: Sethusamudram Shipping Canal Project - The Full Wiki

The Sethusamudram Project is a long pending plan to build a shipping canal between India and Sri Lanka across the Palk Strait. The need for such a water way is because: 1. The waters between India and Sri Lanka, the Sethusamudram (Sethu - bridge, Samudram- sea) are shallow,and not very conducive.

New alignment not suggested Across Pamban island East of Ramar temple Mid ocean passage across Rama Setu Benefits The strategic advantages to India derive from obtaining a navigable sea route close to the coast, with a reduction in travel distance of more than nautical miles km for larger ships. The project is expected to provide a boost to the economic and industrial development of coastal Tamil Nadu. The project will be of particular significance to Tuticorin harbour, which has the potential to transform itself into a nodal port. Development of the canal and ports is also expected to provide increased maritime security for Tamil Nadu. Other Arguments Safety, requirement of Constant Dredging, question arising on its suitability for Heavy Ships, time spent due to slow speed that would be necessary for passage in the canal, cost aspects The difference with the Sethu Samudram project is that the ships will probably save a few hundred miles and at the most two hours in sailing time. Issues to be resolved Economic Some naval hydrographers and experts suggest that the project is unlikely to be financially viable or serve ships in any significant way. The savings for ships that originate from Kanyakumari or Tuticorin is between 10 and 30 hours. For ships from other destinations like the Middle East, Africa, Mauritius and Europe,the average savings by using this canal is just 8 hours. If tariffs are lowered to a point where ships from Africa and Europe will not lose any money from using the canal, the IRR of the project falls to 2. This is a level at which even public infrastructure projects are rejected by the government. Depth envisaged for this canal is designed for ships with weight of tonnes and less. Most of the new generation ships with weight more than tonnes and tankers with weight above tonnes cannot make use of this canal. Since its inception in , costs have skyrocketed to at least Rs 4, crore, interest rates have crawled higher and old loan terms have lapsed. Even before the first dredger began its work in , costs had already spiralled to more than Rs 3, crore. The loan sanctions, valid only up to Rs 2, crore, lapsed. To secure more money, Sethusamudram Corp. Ltd would have to return to the drawing board, draw up new reports, sit with parliamentary committees and receive fresh approval. The Project would disturb the ecological balance and would be the reason for the death of corals. It is also an important fishing ground for the state of Tamilnadu. There exists an Biological park in the vicinity of the proposed project. Local fishermen, Hindus, Muslims and Christians alike oppose the present route and are demanding alternative channels, which are available. They say the present channel would destroy marine life and corals. This will kill the trade in shankhas conch shells that has a turnover in excess of Rs crore Rs 1. Invaluable thorium deposits would be affected, which are too important for our nuclear fuel requirements. Professor Tad Murthy, the world renowned tsunami expert, who advised the Government of India on the tsunami warning system and edited the Tsunami Journal for over 20 years, has also warned that the present Setu Samudram route may result in tsunami waves hitting Kerala more fiercely. Since the tsunami is a long gravity wave similar to tides and storm surges during the diffraction process, the rather wide turn it has to take spared the south Kerala coast. On the other hand, deepening the Sethu Canal might provide a more direct route for the tsunami and this could impact south Kerala. Nevertheless, the economic benefits will be mutual for Sri Lanka as much as it is for India by reviving minor ports in Sri Lanka. Sethusamudram project could potentially allow economic benefits to this region. This is being viewed with mutual suspicion of both Sri Lankan and Tamil leaders. Further it is expected that in addition to Colombo, new ports to be developed near Jaffna. There has also been criticism expressed, on the basis that the project could damage relations with [Sri Lanka]. While the age of the Ram Setu may be a matter of discussion, it commands high importance as a religious symbol in the minds of majority of Hindus. The Telugu version of Ramayana also says Lord Ram destroyed the bridge. First, the dredging vessel Duck6 sank. Another ship was then sent to retrieve the spud, but its crane snapped and crashed into the sea [14] See also.

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3: Pachauri warns of ecological consequences on Sethusamudram - The Hindu

Opposition parties are demanding the implementation of the Sethusamudram canal project using one of five alternative alignments considered by the government earlier without damaging Rama's Bridge.

The Sethu Samuduram Ship Canal project has negative implications for neighbouring Sri Lanka, including concerns over environmental, political, military, economic and livelihood issues. The study concludes by recommending the United Nations Convention on the Law of Sea and its main clauses as a feasible instrument in establishing long term understanding and awareness on the issues pertaining between India and Sri Lanka on the proposed ship canal project. Regional security co-operation in the early 21st century. In Armament, Disarmament and International Security. Shore birds of the marine national park in the Gulf of Mannar, Tamil Nadu. Journal of the Bombay Natural History Society, no. Institute of Defence and Strategic Studies. New patterns of global security in the twenty-first century. International Affairs, 67 3 , A New Framework for Analysis: People, states and fear: An agenda for international security studies in the post-cold war era. In Security Dilemma of a Small State: Part 2, edited by P. Institute for International Studies. Some Principles of Maritime Strategy. Sethu Samudram Ship Canal Project. University of Hawaii Press. Japanese Perspective on Regional Security. Study of mangrove environment of Maharashtra coast using remote sensing data. Indian Journal of Marine Sciences, no 23, Economic and Political Weekly. Socio-economic Impact of Sethusamudram project. Keerawella, Gamini, Siriwardena, L. Part 1, edited by P. South Asian Publishers Mendis, Chinthaka. National strategy for homeland security. Office of Homeland Security. Command of the commons: Sethusamudram Shipping Canal Project and the eternal silence of the Indian earth scientists. Current Science, 89 2. Concepts of maritime security: A strategic perspective on alternative visions for good order and security at sea, with policy implications for New Zealand. University of Wollongong Research Online. Sethusamudram Shipping Canal Project and the unconsidered high risk factors: Can it withstand them?. Centre given two weeks to file Sethusamudram affidavit. Atlas of Mangrove Wetlands of India: Part 1, Tamil Nadu. Disposal of dredge spoil from Sethusamudram Ship Canal Project. Current Science, 90 2. In Institute for International Relations. IIR Objectives and Principles of good governance: Security according to Buzan: A comprehensive security analysis. Security Discussions Papers Series Geopolitical factors of maritime policies and marine spatial planning:

4: Sethusamudram Project: Latest News, Photos, Videos on Sethusamudram Project - www.enganchecuba

2 " I was about six years old when my father embarked on the project of building a wooden sailboat to take pilgrims from Rameshwaram to Dhanushkodi, (also called Sethukkarai), and back.

It could also create the conditions of slow disasters such as the destruction of the ecological system of the Gulf of Mannar GOM or the Palk Bay, destroy the breeding grounds for the marine life and thereby ruin the livelihood of millions of fisherman in Tamil Nadu and Sri Lanka or ruin the farmers of the Northern Province by gradually increasing the salinity of the ground water. The serious ramifications and consequences of such an occurrence has been brought to the fore by the recent Tsunami on December 26, , and the 8. Being rudely awakened just before midnight and running for their dear life would have created a greater "fear psychosis" than last year among the fisher folks and coastal residents, which the pundits in Delhi, Chennai or Colombo might be unable to comprehend. What is more shocking is that all the politicians of both countries have shown a callous disregard to the feelings and sentiments of the POOR fisherman or Farmers, and are only competing with each other for political glory and credit without realizing that this project would not only be a commercial disaster but an ecological disaster as well. The Billion-Dollar question is whether the politicians or the pundit care? There is also the fear of pollution caused by a marine accident, war, or subversive groups actions, or a slow process of pollution, which will have disastrous effects on marine life, fisheries, and the virgin beaches of both countries. It is an undeniable fact that India as a nation has fought bitter and regular wars with all its neighbors namely Pakistan, Bangla Desh then, East Pakistan , China and Sri Lanka. Koodankulam in the next 5 years is scheduled to produce over 40 per cent of the Nuclear fuel in India. Where will a prudent military and government store their nuclear fuel? It would obviously not expose their Nuclear fuel to its sworn enemies. It would be smart and prudent for Delhi to store such Nuclear fuel in the Palk Bay, protected by its fleet of Submarines and the Navy, as well as the friendly neighbor Sri Lanka. If there is a nuclear accident, an incident due to war or deliberate acts by certain subversive groups, Tamil People in Tamil Nadu and the Tamils of the Northern Province would suffer immensely. The effects of radiation will most affect both Sri Lanka and South India due to the wind pattern of that region, and ocean currents. The casualties and damage is still a secret. A more direct hit would cause a huge human disaster worse than Hiroshima and Nagasaki. That is what will happen if Koodankulam takes a direct hit due to cyclone, tidal wave or by an earthquake. For whatever reason, politicians and the Ministers of Indian Government seem to be in a great big rush to execute a SSCP that was conceived not less than years ago by the British. There may be unanimity among political parties in Tamil Nadu on the need for the SSCP; and a sense of righteous indignation that it has taken so long for the Center to implement it. But that does not justify the manner in which the public hearings are being manipulated and handled by certain section of the political parties in the coastal districts of Tamil Nadu, and opposition to the project is being callously dealt with, when people are even beginning to question the independence of the regional judiciary. But the government officials fail to DISCLOSE to India, Sri Lanka, and the International community that more than 70 percent of the cargo has to bypass the canal due to the draft restrictions Not greater than 36, tonners as the canal would be unable to handle most of the oil and gas tankers, grain and bulk carriers, or the container vessels. Furthermore the officials are deliberately miscalculating the distance saved transiting the canal compared to circumnavigating Sri Lanka, nor have they given any time allowance for the transit of the high canal fees and dues for transit as well as pilotage and shipping agency fees. Security issues considering the high security and nuclear zones in the canal, as well as other labor or weather delays has been carefully camouflaged or omitted. When one considers all the factors there might not be even any saving on time, fuel, or other additional costs involved. It is also a fact that GOI is not disclosing the secret long term military plans, and nuclear weapons program for the region. All these problems were publicly and privately chronicled many months before the Tsunami Tidal wave. With the effects of the Tsunami, and serious Earthquake, and the tremors felt in South India and Sri Lanka there is insufficient oceanic and geological information available to both India and Sri Lanka to permit such an undertaking of this magnitude. The SSCP also involves massive dredging, an estimated 85 million cubic meters of sand and spoil

that will need safe disposal. This issue must be addressed honestly and transparently, with the consultation of our neighbour. The near extinction of several marine species unique to the Gulf of Manner [GOM], and the region, as well as the damage to the coral reefs which would lead to loss of fishing and breeding grounds has been very well documented by several professional groups. This also leads to sea erosion, and the effects during tidal waves and cyclones have been practically demonstrated both in and 40 years later in We do not need any further proof, and afford to risk the submergence of small islands North of Sri Lanka, which could also have effects on the atolls of the Maldives, as well as wipe out coastal regions. India and Sri Lanka should ignore the political exigencies of a few, and give sufficient consideration to the humanitarian issues of the fisherman and the farmer, as well as respect the ecological damages the construction would cause. Tsunami has shown that oceans although within territorial waters of certain nations belong to the whole world or region. India should also keep in perspective and respect the United Nations Convention on the Law of the Sea, which both Sri Lanka and India ratified and acceded to, in the mids. Government of India is obligated to brief the Government of Sri Lanka in a friendly way without economic or military cohesion on the SSCP to rule out any kind of future bilateral problem. The shipping community in Colombo nor the Government of Sri Lanka do not foresee the dangers of the canal and the subsequent loss of container transshipment cargos to and from India, with the major development of the Vallarpadam and Tuticorin Container ports and terminals as well as the major investments in the Indian railways and highways connecting these two ports efficiently with the Industrial cities in the West and Northern India. Colombo port instead of a hub port would be be reduced to a feeder port in the near future. We urge the citizens of both India and Sri Lanka to commence a Signature Campaign district by district, region by region to let the judiciary, government officials, and their elected representatives at every level to know their genuine fears, sentiments and concern. So, we urge the judiciary, government officials, and their elected representatives that there should be International Independent Investigations and research done by professional groups and experts prior to going ahead of this Sethusamudram Ship Canal Project.

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5: Sethusamudram: Latest News, Photos, Videos on Sethusamudram - www.enganchecubano.com

Sethusamudram Shipping Canal Project: A Good Thing Done Badly! Comprehensive Collection of India News, Articles, Columns, Analysis and Research Papers. Facts about India, Indian History, Culture, Business, Politics, and Terrorism.

Economic[edit] Some naval hydrographers and experts suggest that the project is unlikely to be financially viable or serve ships in any significant way. The time savings for ships sailing from Kanyakumari or Tuticorin is between 10 and 30 hours. Ships from destinations in the Middle East, Africa, Mauritius and Europe, would save an average of 8 hours using the canal. If tariffs are lowered to a point where ships from Africa and Europe will not lose money from using the canal, the IRR of the project falls to 2. The canal is designed for ships of 30, metric tonnes and lighter. Most new ships weighing more than 60, tonnes and tankers weighing above , tonnes cannot use this canal. To secure more money, Sethusamudram Corp. Ltd would have to draw up new reports, sit with parliamentary committees and receive fresh approval. The area is an important fishing ground for Tamil Nadu and the Gulf of Mannar Marine National Park is in the vicinity of the proposed project. Deposits of thorium , important for nuclear fuel requirements, would also be affected. He wrote, "During the Indian Ocean tsunami of 26 December , the southern part of Kerala was generally spared from a major tsunami, mainly because the tsunami waves from Sumatra region travelling south of the Sri Lankan island, partially diffracted northward and affected the central part of the Kerala coast. Since the tsunami is a long gravity wave similar to tides and storm surges during the diffraction process, the rather wide turn it has to take spared the south Kerala coast. On the other hand, deepening the Sethu Canal might provide a more direct route for the tsunami and this could impact south Kerala. Retrieved 2 September Retrieved 25 May University of Hawaii Press. Born 3 December Died 20 March ". The Geographical Journal, Vol. Retrieved 14 September Living Media India Limited. Retrieved 10 October Archived from the original on 14 October Retrieved 16 October Economic and Political Weekly. Archived from the original pdf on 28 August Retrieved 9 October It does not make nautical sense". Archived from the original on 5 June

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6: Narendra Modi Government will not break â€˜Ram Setuâ€™ for Sethusamudram project - Oneindia New

All information for Sethusamudram Shipping Canal Project's wiki comes from the below links. Any source is valid, including Twitter, Facebook, Instagram, and LinkedIn. Pictures, videos, biodata, and files relating to Sethusamudram Shipping Canal Project are also acceptable encyclopedic sources.

Comment[edit] Needs more information. Some topics of interest would be: It tries to project as if Hindutva organizations are opposing this project. They are only opposing current alignment through channel which is considered sacred by them. Currently the article is largely unreferenced and can be greatly improved. To keep up with the standards of Wikipedia, this article must be rewritten to reflect both sides of the issue at stake. It is not representing all the views. I notice the image page specifies that the image is being used under fair use but there is no explanation or rationale as to why its use in this Wikipedia article constitutes fair use. In addition to the boilerplate fair use template , you must also write out on the image description page a specific explanation or rationale for why using this image in each article is consistent with fair use. Please go to the image description page and edit it to include a fair use rationale. Using one of the templates at Wikipedia: Fair use rationale guideline is an easy way to insure that your image is in compliance with Wikipedia policy, but remember that you must complete the template. Do not simply insert a blank template on an image page. If there is other fair use media, consider checking that you have specified the fair use rationale on the other images used on this page. Note that any fair use images uploaded after 4 May, , and lacking such an explanation will be deleted one week after they have been uploaded, as described on criteria for speedy deletion. If you have any questions please ask them at the Media copyright questions page. I analysed the project in the backdrop of the environmental factors that would impinge the safety of the ship and also the safety of lives at sea. Number two was the security aspects which is maritime terrorism as it stands today. And the third was certain aspects of general navigation. Safety We mariners call the coast between Rameswaram and Cuddalore the cyclone coast. The India Meteorological Department has assigned this coastline as a high risk probability. To site one example, in , the Pamban Bridge was washed away by a severe cyclonic storm. A ship is safe when she is moving at the onset of a cyclone. Imagine a ship waiting to pick up its pilot as it approaches the Palk Straits to enter Sethu Samudram. No captain will wait for the pilot; his safety lies in heading south, towards Sri Lanka. Constant Dredging Required The wind and waves bring in a large amount of silt and wash it ashore. The same thing is going to happen to the Sethu Samudram Canal. This brings me to another point. Marine scientists have identified five areas on the Indian coastline they call high-sinkage pits, and one of them happens to be the Palk Straits. What is left unsaid by the Sethu Samudram authorities is that maintaining the 12 metre depth of the channel will entail round the year dredging. Once you establish the channel, you have to maintain it. But this cost is not mentioned anywhere. This is the hidden cost which the authorities will have to pay to the dredging company. It is a high siltation and sedimentation area. So, what you pick up today is going to get filled up the next day. What the Sea Tigers may do is difficult to say. Piracy exists even today. Not suitable for Heavy Ships Also, It is quite true that the 12 metre depth of the Canal is not enough for big ships to pass through the canal. If you take global shipping trends today, to reduce operating cost, they go in for larger ships of the order of 60, deadweight tonnes and above. A 60, deadweight tonne carrier will need anything in excess of 17 metres of draft. And as far as tankers go, the days of the super tanker are gone and you see only very large crude carriers of the type of , and , tonnes. It makes more sense to have such big tankers as in one voyage, you are bringing in more cargo and reduce your operating cost. None of these big ships will ever be able to use the Sethu Samudram. So, the question is, for whom are you building the canal? That leaves you with only the coastal bulk carriers that carry coal from Kolkata, Paradeep and Visakhapatanam to Chennai or Tuticorin. The voyage distance from Kolkata to Tuticorin around Sri Lanka works out to nautical miles. If you went through the canal, it is nm. So, you are saving just odd nm. Nevertheless the official version states: This sethu samudram canal canal would reduce the distance between the east and the west coasts: The majority of our bulk carriers go at a speed between 12 and 13 knots. That is the average speed at sea. I have checked with my friends who currently sail. They all said they do 12 knots.

However, I worked in a bracket of knots. So, if you are going around Sri Lanka at 12 knots at constant speed at sea, the time taken to reach outer anchorage at Tuticorin is hours and 15 minutes. When you go through Sethu Samudram, the point to be remembered is, you cannot proceed at the speed at which you are sailing at sea. So, the moment you enter Sethu Samudram, you have to reduce the sped by 50 per cent or more depending on the conditions prevailing at that particular time. So, I worked on a speed bracket of knots. But many of my friends tell me 8 knots is too high for a 30, tonne bulk carrier. In all my calculations, I gave the benefit of doubt to the Sethu Samudram project. The second aspect is, it is not an open seaway; it is like entering a port. A pilot boards the ship, who is a local mariner with greater knowledge of the marine environment. The same thing has to be done at Sethu Samudram also. I have given one hour delay for the ship to reduce speed for the pilot to climb aboard. You repeat the process at the other end too for him to disembark. With this 6 knots speed and 2 hours pilotage delay, my time to Tuticorin via Sethu Samudram works out to hours 30 minutes. If you went around Sri Lanka, it is hours 15 minutes! So, your net savings in time by going through Sethu Samudram is 1 hour 45 minutes! Is it worth spending Rs 2, crore to save 1 hour 45 minutes? Myth about Cost saved The Sethu Samudram project from the media reports and the statement given by the finance minister will cost at Rs 2, crore, of which Rs crore is through a special purpose vehicle. The debt portion has been pegged at Rs 1, crore. Assuming an interest burden of 10 per cent, the interest payment on Rs 1, crore is Rs crore per annum. Twenty to 25 years is the time given for repayment. Assuming 25 years for Rs 1, crore, capital repayment works out about 56 crore per annum. So, Rs crore for interest burden and Rs 56 crore as repayment works out to roughly Rs crore per annum which is what the authorities will have to repay to any financial institution. This is only to break-even. As the earning is going to come only from ships, I asked, how many ships are going to transit in a year through the canal? Ships that can use the canal will be coal carrying bulk carriers as long as the Tuticorin thermal power plant exists. Having made the calculation, I feel they are rather optimistic in their figures. They have given a mean value of about 3, ships meant to use the canal in the year and by the year , they expect it to go to in excess of 7, ships. Mind you, for 12 metres of depth! If you take Rs crore as annual repayment, and 1, ships use it, your per ship cost works out to Rs 22 lakhs pilotage charge to break even. He pegs around Rs 50 lakh as pilotage rate per ship if you have to make a profit. Then I calculated the fuel consumed. These ships consume 1 metric tonne of fuel per hour, which costs Rs 24, For the Sethu Samudram canal, you have to add the pilotage cost too. In effect, if a ship goes through the canal, a shipping company loses Rs 19 lakh per voyage. It is more cost effective to circumnavigate Sri Lanka from the point of view of the shipping industry. Therefore, neither are you saving time nor is it viable economically. These are the two aspects that need to be highlighted. So, there is absolutely no advantage to the ships and the shipping industry. It is a white elephant in the making. Realignment Any course, any realignment, is going to prove uneconomical to the shipping industry. If it is of no use to the shipping industry, why build it? You can bring about better economic progress to the southern districts of Tamil Nadu by building expressways. That is why I say the Sethu Samudram shipping canal project makes no nautical sense. That is the tragedy of the project. Please help improve this section by adding citations to reliable sources.

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7: Sethusamudram Project Essay Example For Students | Artscolumbia

The Present Scope of the Sethusamudram Ship Canal Project The present, project envisages the creation of a km long, metres wide, two-way channel between the Gulf of Mannar and the Palk Strait, (starting near Tuticorin) more or less parallel to the Indo-Sri Lankan maritime boundary, within India's territorial waters.

And it has been a source of contention among the people of India and, perhaps to a lesser degree, the people of Sri Lanka. The first is in the Arabian Sea, the second in the Bay of Bengal. Any shipping from one side of India to the other means sailing around Sri Lanka. As early as the 18th century, those eager to shorten the shipping routes between East and West Asia, proposed a canal that joins the Palk Straight in the north with the Gulf of Mannar in the south. Since the s, several attempts have been made to fund the Sethusamudram Shipping Canal Project, a massive undertaking of grand proportions that would dredge a deep-water canal up to 50 miles long in the Sethusamudramâ€”the sea that separates Sri Lanka from India which is bisected by a narrow tombolo of land. While mostly comprised of sand, deposited over thousands if not millions of years, perhaps over a block-faulted ridge between Sri Lanka and the mainland, the Rama Setu is seen by many as a religiously and culturally significant site. He needed the bridge in order to cross the sea into Sri Lanka and rescue his wife, Seti, who is kidnapped by the demon-lord Ravana while Rama is out hunting. The bridge is built, Lord Rama crosses and engages Lord Ravana in a great battle, ultimately defeats Ravana, then rescues Seti, then returns with her across the bridge. One need not be a believer in the story of Lord Rama and his daring rescue to recognize this strip of land has cultural and religious meaning. Carl Saur, a geographer who was also possibly the first to describe and define what it means to call something a cultural landscape once said: The Cultural Landscape is fashioned from a natural landscape by a culture group. Culture is the agent, the natural area the medium, the cultural landscape the result. Within their guidelines, there are 3 categories of cultural landscapes: A Clearly defined landscape designed and created intentionally by man. Such landscapes reflect that process of evolution in their form and component features. An associative cultural landscape. Further Reading Feagans, Carl T. Sacred, Secular, and Ecological Discourses: A Selection from the writings of Carl Ortwin Sauer, ed. University of California Press,

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8: Rama Sethu | Ram Setu | Sethusamudram Shipping Canal Project

Sethusamudram ship canal project Key data, economic, cultural, political stakes Another issue which concerns the Tamil Nadu fishermen is the ambitious Sethusamudram Shipping Canal Project, which proposes to link the Palk Bay and the Gulf of Mannar between India and Sri Lanka by creating a shipping canal.

Sethusamudram ship canal project Key data, economic, cultural, political stakes Another issue which concerns the Tamil Nadu fishermen is the ambitious Sethusamudram Shipping Canal Project, which proposes to link the Palk Bay and the Gulf of Mannar between India and Sri Lanka by creating a shipping canal. Hence, the coast of India does not have a continuous navigation channel connecting the east and west coasts. Currently the ships coming from the west coast of India and other western countries with destination in the east coast of India and also in Bangladesh, China etc have to navigate around Srilankan coast. In practical terms, the advantages of the canal were that the distance between Cape Comorin and Chennai would be reduced to nautical miles from the prevailing miles. Further, by reducing the distance between the east and the west coasts, travelling time would come down by 36 hours. It would also avoid circumnavigation of ships around Sri Lanka, thereby resulting in savings in fuel costs. The Sethusamudram project required dredging When the work was stopped, only According to the experts, this stoppage has undone the work already done. A few organizations opposed against the project on religious,environmental and economical grounds. If the canal is excavated, it will slice through the Gulf of Mannar and the Palk Bay, both of which are closed marine systems, and cause irreversible damage to a variety of marine life there. There is concern that the churning of the sediment by dredgers will smother over a hundred species of living coral reefs and generally destroy the fragile marine eco-balance of the area. The coral beds, which are sensitive biological entities, contribute to the fishery wealth. The region provides livelihood to the families of several lakhs of fishermen in coastal villages in Ramanathapuram and Tuticorin districts of Tamil Nadu. Meteorological researchers consider the region highly vulnerable, because of unpredictable cyclones. Milestones Possibly conceived in by Commander A. Taylor of the Indian Marines. Although it was part of the election manifestos of all political parties during elections since , the project has been reviewed many times over the years but no decision was ever made. Ramaswamy Mudaliar to examine the feasibility and desirability of connecting the Gulf of Mannar with Palk Bay and its impact on the port of Tuticorin. The committee recommended that the canal project be linked to the Tuticorin Harbour Project and that both projects be undertaken simultaneously. The cost of the joint, project was then estimated at Rs. The Sethusamudram Project Committee report was, however, put in cold storage. The government sanctioned only the Tuti-corin Port project. Successive committees revised the cost of the project upwards. January Defence minister George Fernandes announced that the government would complete the digging of the Sethusamudram channel in three years. May The Supreme Court ordered the union government to explore the possibility of an alternative alignment for the Sethusamudram project and asked the Archaeological Survey of India to find out if Rama Setu was a man-made structure. Religious activists favour alignment-4A saying it will not damage the Rama Setu. The Union Ministry of Environment and Forests rejected the alignment in on grounds that it was close to the marine national park of the Gulf of Mannar and will pass through the Shingle island. In its report, NIO said that there were not enough data to assess the impact of an alternative route. July Work on the non-controversial Palk Straits region was interrupted Janv The Supreme Court has given the Union government time till February 23, , to clarify its stand on the Sethusamudram project. This was after the government counsel failed to give the court a definite answer on the alternative canal route suggested by the court to avoid damage to Ram Setu. March Previously expected for , the project is stalled. The final decision will rest on a ruling from the Supreme Court. Indeed the ups and downs of the project have got linked with whether the Tamil Nadu faction constituting the State Government is in coalition with the political party constituting the Central Government in Delhi. The project is expected to provide a boost to the economic and industrial development of coastal Tamil Nadu. The project will be of particular significance to Tuticorin harbour, which has the potential to transform itself into a nodal port. Development of the canal and ports is also expected to provide increased maritime security for Tamil

Nadu. The Sethusamudram Project has a very important geo-political dimension. The sea-lanes from here converge in the Arabian Sea and then pass through the Gulf of Mannar and curve off the western, southern and southeastern coast of Sri Lanka. This sea-lane then turns northeast through the Bay of Bengal towards the Malacca Strait. Sri Lanka Both Indian and Sri Lankan environmental groups so far has made several appeals to the respective governments and to the United Nations Environment Programme. Although Sri Lanka has an Environmental Impacts Assessment procedure under the Coast Conservation Department this project does not come within their jurisdictions. However, Sri Lankan environmental concerns are not addressed in the Environmental Impacts Assessment process by Indian authorities. But Indian approach is very defensive. The Sri Lankan government, even as late as has been demanding the establishment of a standing joint mechanism for exchange of information. It wanted to set up a common data base on the hydrodynamic modelling, environmental measures and impact on fisheries resources, fisheries dependent communities and measures to cope with navigational emergencies. The discussions, however, has not led to the achievement of the level of transparency in the implementation of the project as these concerns still remain unsettled. The reason could be that the government is tempted by the proposal to make a barrier for terrorist movements. Leading institutions, NGOs, experts.

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9: The Sethusamudram Ship Canal Project - Indian Defence Review

From Wikipedia, the free encyclopedia. Sethusamudram Ship Channel Project proposes linking the Palk Bay and the Gulf of Mannar between India and Sri Lanka by creating a shipping channel through the shallow sea sometimes called Setu Samudram, and through the island chain of Adam's Bridge, also known as ram sethu.

The project was originally conceived in by the British Commander A. Taylor of the Indian Marines.. This would eventually give India very remarkable leverage in its relations with China, Japan and the US. The sea-lanes from here converge in the Arabian Sea and then pass through the Gulf of Mannar and curve off the western, southern and southeastern coast of Sri Lanka. This sea-lane then turns northeast through the Bay of Bengal towards the Malacca Strait. Shipping trade among the various coastal ports both on the west and east coast was also going on for a very long period. India has a peninsular coast of nautical miles. However, it is rather unfortunate that India does not have a continuous navigable sea lane running within her territorial waters. Consequently, ships from the east coast of India to Tuticorin have to go around Sri Lanka. The depth of the sea in this portion is very shallow and is hardly about 11 feet only. Because of this shallow depth, the ships have to go around Sri Lanka increasing the travel distance considerably, when they have to call at ports on the East coast of India like Vishakapatnam, Pardeep, Calcutta and Haldia. In order to reduce the steaming distances and take advantage of navigation along the coast within our territorial waters, a number of proposals were considered for cutting a Ship Canal called the Sethusamudram Ship Canal through Rameswaram island, to connect the Gulf of Mannar with Palk Bay. The Proposals were considered from the year onwards as follows: Though Tuticorin Port was in existence for a very long time ships had no berthing facilities and they had to be held in anchorage about 5 to 6 miles off the coast. This committee made detailed investigations, collected particulars of volume of traffic, number of passages etc and arrived at the initial capital outlay for the integrated Sethusamudram-cum-Tuticorin Port Scheme at Rs. They estimated a saving in distance of around nautical miles, in terms of voyage one and a half a day and ensured a safe sheltered passage throughout the year. The committee was of strong view that the two projects namely the Sethusamudram Canal and Tuticorin Harbour were very closely inter-related and should be taken up and executed as part of one and the same project. They also found after careful evaluation of costs and benefits, the project was feasible and viable. The project recommended by Ramaswamy Mudaliar Committee contemplated a draft of 26 ft. Later in Captain Davis made some suggestions to make the scheme more viable and economical with Mandapam alignment. In , the Government of Madras examined the possibilities of increasing the draft to 30 ft and conducted drilling operations with the help of the State Port Officer and the estimate was revised to rs. This proposal showed that the savings on distance between the various ports will range from to kilometers. Development Advisor Ports as Chief Engineer. S as Project Officer, to collect statistics on shipping traffic and other data. This team collected subsoil data by 1 boring 2 2 Hydrographic surveys 3 Radio Active tracer studies 4 observations of waves tides, currents, silt charge, littoral drift 5 wind and rainfall data, 6 under water blasting and rates for the same. Also studies regarding time required to pass through the ship canal, waiting period, net savings in terms of time, distance and cost of fuel, were made. The investigations were completed in and the report submitted in May suggesting the technically feasible and cheapest alignment along Rameswaram crossing. The cost of the Project was estimated as Rs. Projection of traffic and revenue was made. It was projected that the foreign ships transits to Indian ships transit was The Project was reviewed in and cost was updated to Rs. Again in , the estimate was updated to Rs. Meanwhile, the Tuticorin Harbour Project was completed and the new port was commissioned in and the traffic exceeded the forecast made. At the same time the Government did not recommend the project for inclusion in five year plans and kept it in abeyance. However there was very strong public opinion for taking up the project urgently. As and the Govt of Tamil Nadu made incessant and strong pleas for taking up the project. At the instance of the Consultative Committee of the Govt. Luxminarayanan Development advisor, Shri S. Coil Pillai were included later in January The committee met in Madras and discussed about the line of approach. They decided to collect necessary factual data and descriptive information materials and suggestions relevant to the project from Govt departments Chambers of Commerce,

Members of Parliament, Members of State Legislature and members of the public ain the form of memorandum. The committee had sittings at Tuticorin, Ramanathapuram, Madurai, Madras and received representations. The project would facilitate faster movement of coal from Haldia to Tuticorin thermal station and cement factories. Employment potential in drought prone hinterland of Ramanathapuram would increase. Growth of Tuticorin Port and development of industries in and around Tuticorin would facilitate faster movement. The implementation of the project would create further opportunities to promote coastal traffic throught Tuticorin. Representatives of Political parties, M. Cs also stressed the urgency of taking up the project. It was also brought out that the project would enable exploitation of the fisheries wealth of Palk Bay, Gulf of Mannar and promote reefer trade in the region. At present bigger trawlers are not able to ply and they they have to go around Sri Lanka. The recent discovery of immense polagic fishery resource in south west coast including Padtro Bank, Wedge Bank, etc would enable bigger vessels to operate profitably to exploit the hitherto untapped fisheries resources. Also, development of industries like building boats and trawlers, repairs and maintenance of these vessels, would come up besides fish processing centers, freezing plants etc. On inspection, the committee noted that there was heavily built up residential area in the Rameswaram alignment and examined an alternative alignment across Dhanushkodi east of Rameswaram temple. After investigations and study of the coastal morphology in relation to the latest hydrographic chart, the committee chose the K-alignment across Dhanushkodi west of Kothandaramasamy Koil. The committee appointed a navigation subcommittee with Capt. Gopalan, Chief Engineer with the following terms of reference: This committee collected the above particulars and made projections of traffic for the year to be NRT lakhs transits. The cost of the project was estimated at Rs. The period of implementation of the project was 4 years. Benefits due to the project to the canal authority and shipping companies were estimated at The project was considered economical with sufficient returns and was expected to build cumulative surplus of Rs. It is more than 14 years since the committee submitted its Report. Since then lot of developments, innovations, advancements have taken place in shipping trade. It is therefore of urgent importance to reappraise the project taking into consideration recent trends of bigger ships and bulk carriers. Perhaps the draft etc, will have to be higher. I hope the concerned Government will take appropriate action and take up the project without any further delay.

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