
GOVERNMENT OF INDIA
MINISTRY OF CULTURE

REPORT
OF
THE SETHUSAMUDRAM PROJECT
COMMITTEE

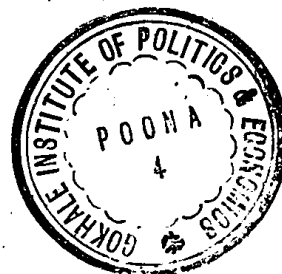
Price: Rs. 7.75 nP. or 12 sh. 6d.

REPORT OF THE SETHUSAMUDRAM PROJECT COMMITTEE

SYNOPSIS

Paragraph
Numbers

Contents



Pages

Section I.—Introductory

| | | |
|-----|---|-----|
| 1. | Subject matter of Report | 1 |
| 2. | Terms of Reference | 1 |
| 3. | Sethusamudram Project Memorandum | 1 |
| 4. | Tuticorin Harbour (Preliminary) Investigation Report | 1—2 |
| 5. | Old records relating to the Rameswaram Ship Canal Scheme and development of Tuticorin Harbour | 2 |
| 6. | Port Traffic Data | 2 |
| 7. | Other data relating to shipping and sea-borne trade | 2 |
| 8. | Reconnaissance of the Sethusamudram Navigation Route | 2—3 |
| 9. | Other local enquiries and surveys | 3 |
| 10. | The Committee Meetings | 3 |
| 11. | Main Conclusion | 3 |

Section II.—Integrated project—Proposed design and estimate of cost

| | | |
|-----|---|-------|
| 12. | Sethusamudram Navigation Route and Nautical Note. (Annexure I) | 4 |
| 13. | Plan of Project. (Annexure II) | 4 |
| 14. | Navigational safety—Overriding consideration | 4 |
| 15. | The “Sethusamudram Medial line” and the location of the Project to its west | 4 |
| 16. | Unsuitability of Adam’s Bridge : Preference for Canal over Passage | 4—5 |
| 17. | Site recommended for location of Sethusamudram Canal ; superiority of recommended site to Rameswaram site | 5—6 |
| 18. | Need for and location of the Approach Channel to the Bay of Bengal (Middle Channel, Palk Straits) | 6 |
| 19. | Need for linking Sethusamudram Navigation Route with Tuticorin Port and Harbour | 6 |
| 20. | Limitation of route to ships with not more than 26 feet draught | 6—7 |
| 21. | Sethusamudram Canal | 7 |
| 22. | Sethusamudram Canal South Approach Channel | 7 |
| 23. | Sethusamudram Canal North Approach Channel | 7 |
| 24. | Sethusamudram Canal Lock | 7 |
| 25. | Sethusamudram Canal Bridge | 8 |
| 26. | Bay of Bengal Approach Channel. (Middle Channel, Palk Straits) | 8 |
| 27. | Tuticorin Harbour Approach Channel | 8—9 |
| 28. | Tuticorin Harbour—Anchorage, Pier and causeway | 9 |
| 29. | Project Headquarters—Lands and Buildings | 9 |
| 30. | Dredgers | 9 |
| 31. | Other Project Machinery, Vessels and Navigational Aids | 10 |
| 32. | Project Establishment | 10 |
| 33. | Provision for unforeseen contingencies | 10 |
| 34. | Estimate of total cost of Project—Initial Capital Outlay | 10 |
| 35. | Order of carrying out Project works and estimate of time | 10—11 |
| 36. | Estimate of recurring annual charges of maintenance | 11 |

| Paragraph Numbers | Contents | Pages |
|---|--|-------|
| Section III.—Estimates of Traffic and Revenue | | |
| 37. | Basic Data | 12 |
| 38. | Combined analysis | 12 |
| 39. | Saving in distance by Sethusamudram Navigation Route | 13 |
| 40. | Saving of time | 13 |
| 41. | Probable increase of traffic over a Ten-Year Period | 13 |
| 42. | Basis for estimation of percentages of increase | 14 |
| 43. | Availability of cargo | 14 |
| 44. | Rate of Canal Dues—Relevant Considerations | 14—15 |
| 45. | Review of Traffic at Tuticorin Port—Number and Tonnage of Ships | 15 |
| 46. | Review of Traffic at Tuticorin Port—Import & Export of Cargo | 15—16 |
| 47. | Prospects for development of Traffic at Tuticorin Port. | 16 |
| 48. | Tuticorin Port Revenue Receipts—Present and Prospective | 17 |
| 49. | Gross Revenue Receipts of Integrated Project | 17 |
| Section IV.—Direct financial return | | |
| 50. | Direct Financial Return | 18 |
| 51. | Margin of Safety in Estimates | 18—19 |
| 52. | Financial Criterion | 19 |
| Section V.—Answers to terms of reference | | |
| 53. | Answers to Terms of Reference | 20 |
| Section VI.—Sethusamudram project and rail traffic | | |
| 54. | Sethusamudram Project and Rail Traffic | 21 |
| 55. | Diversion to coastal steamers of the traffic now moving by the rail route between the West and East Coast Ports and <i>vice versa</i> | 21 |
| 56. | Indo-Ceylon Traffic moved by the rail-cum-sea route <i>via</i> Dhanushkodi | 22 |
| 57. | Pilgrim Traffic to Rameswaram and Dhanushkodi and general goods traffic to Rameswaram Island | 22 |
| Section VII.—Concluding remarks | | |
| 58. | Sethusamudram Legislation | 23 |
| 59. | Sethusamudram Authority | 23 |
| 60. | Sethusamudram Shipyard | 23 |
| 61. | Acknowledgments | 23—24 |
| List of Annexures | | |
| ANNEXURE I PART A.—Sethusamudram Navigation Route Chart | | 25—26 |
| ANNEXURE I PART B.—The Sethusamudram Route Navigational Aspect | | 27—30 |
| ANNEXURE I PART C.—List of additional navigational aids and improvements required to existing aids on the proposed route | | 31—33 |
| ANNEXURE II.—Detailed statement and drawings | | 34—51 |

RESOLUTION

New Delhi, the 1st November, 1955.

No. 9-PII(23)/55.—The Government of India are pleased to constitute an Expert Committee to examine and report on the feasibility and desirability of connecting the Gulf of Mannar and the Palk Bay by cutting a channel at the approaches to the Adam's Bridge for enabling deep sea ships to navigate in safety from the west to the east coast of India. It has been suggested that the construction of such a passage would increase the potentiality of the port of Tuticorin if it is to be developed into a deep sea port. The composition of the Committee which may be known as the Sethusamudram Project Committee, will be as follows :—

Shri A. Ramaswami Mudaliar—*Chairman.*

The Chief Commercial Superintendent, Southern Railway.

Shri B. N. Chatterjee, Retired Chief Engineer, Calcutta Port.

Capt. J. R. Davies, Nautical Adviser to the Government of India,
Directorate-General of Shipping, Bombay—1.

Shri R. A. Gopaldaswami, I.C.S. Secretary to the Govt. of Madras,
Home Department, Madras.

Member—Secretary.

2. The terms of reference of the Committee will be as follows :—

- (a) What is the extent to which shipping in general is likely to benefit by, and in practice to take advantage of the shortened sea route *via* the proposed Sethusamudram Passage?
- (b) Would the advantages, likely to be secured be commensurate with the expenditure involved?
- (c) What are the traffic prospects of the Tuticorin Port during the next decade—
 - (i) if the Sethusamudram Passage is provided; and
 - (ii) if the Sethusamudram Passage is not provided?
- (d) In the light of the traffic assessment, should the Tuticorin Development Project be proceeded with? If so, what should be the timing—
 - (i) immediately by itself and independently of the Sethusamudram Project;
 - (ii) simultaneously with the Sethusamudram Scheme; or
 - (iii) at a later stage and if so, when?

3. The Committee is requested to submit its report to Government by the end of January, 1956.

N. M. AYYAR
Secretary.