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the news

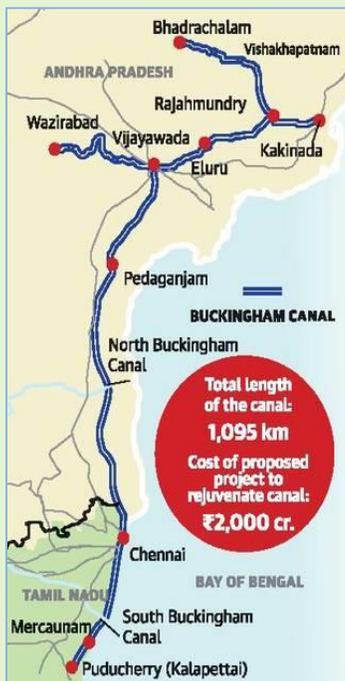
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BUCKINGHAM CANAL

The Buckingham Canal, originally called Cochrane Canal in 1806, then called Lord Clive's Canal for a brief while and then finally named as Buckingham Canal in 1878 on the orders of the Duke of Buckingham. The extension of the canal was taken up during 1877 - 1878 to help people affected by a devastating famine that killed six million people. In all, the Buckingham Canal is a 796 km long fresh water navigation canal, running parallel to the Coromandel Coast of South India from Kakinada in the East Godavari district of Andhra Pradesh to Villupuram District in Tamil Nadu and then to Pondicherry. State-wise distribution of the canal spread: Andhra Pradesh: 559 km, Tamilnadu: 215 km and Puducherry: 22 km. The canal connects most of the natural backwaters along the coast of Chennai port, and was an important waterway during the late 19th and 20th century. The canal runs approximately 1 km back from the coastline, perpendicular to Cooum and Adayar rivers and was used to convey goods up and down through small cargo vessels along the coast from Vijayawada to Chennai. Within the city of Chennai, the canal is badly polluted from sewage and industrial effluents. Buckingham Canal alone receives nearly 60 per cent of the estimated 55 million litres of untreated sewage being let into it daily. Though navigation was suspended in the 1960s, the canal continues to be a source of livelihood to people of many coastal hamlets on the fringes of the city. Buckingham Canal, which served as inland water transportation during the British period, slowly and steadily lost its glory due to neglect in maintaining the canal against encroachment, rampant dumping of materials, use as a sewage carrier, siltation and poor maintenance etc. resulting in total stoppage of inland water transportation since 1960s. Government of India launched National Waterway 4 (NH4) Project in Chennai during 2014 to restore the past glory and its utility values to the level of the British era. This covers the entire length of 1095 km of the canal including the extensions proposed (299 km) in Andhra, linking Godavari and Krishna rivers. This NH4 project, among others, includes developing navigational channels, construction of terminals, navigational locks, etc. by dividing the canal into several stretches. The restoration project needs immediate attention both by Central and State governments of Andhra Pradesh and Tamilnadu by making this as a navigable canal for barges and other light weight cargo vessels. The Central government has sanctioned Rs.2000 crores last year for this project covering the entire 1,095 km stretch of the canal.



K. Dharmalingam, International Port consultant, Chennai

INDOMER'S INVOLVEMENT IN INCHOE 2018



Indomer was one of the sponsors of the 6th Indian National Conference on Coastal, Harbour and Ocean Engineering - INCHOE 2018 held at CWPRS, Pune.

Mr. J. Guru Prasath, Dr. S.K. Misra and Mr. R.C. Bragath from Indomer attended the conference and presented a paper on 'Estimation of flow field inside the Gulf of Kachchh'. It is worth to recollect that Indomer had earlier participated in HYDRO 2016 and OSICON 2017.

Risk Assessment study for Chemical Terminal at Dahej

Indomer has carried out comprehensive EIA and EMP study for "Expansion of Chemical Terminal at Dahej". It collected one-year monitoring on Ambient air quality, Ground and Surface water, Noise quality, Soil, Seawater quality, Seabed sediments, Marine ecology and Biodiversity. Modelling studies were done using AERMOD and MIKE 21 to predict environmental impact on air pollution, seawater circulation, siltation, erosion of shoreline etc. Indomer also associated with CSIR-Central Leather Research Institute, Chennai in organizing a study on Risk Assessment and Hazard Management Plan for the proposed Chemical Terminal and storage system.

"Maturity is learning to walk away from people and situations that threaten your peace of mind, self-respect, values, morals or self-worth."

From MD's Desk

Dear friends

Indomer with heavy heart conveys its condolences to the families of those killed in thousands due to the recent earthquake with magnitude of 7.5 on Richter scale, followed by Tsunami over 6 m high in the Indonesian Islands of Sulawesi (Palu) and Donggala. Such occurrence of Tsunami at frequent intervals over Indonesian Islands has disproved the general belief of "Tsunami occurs only about once in 500 years."



Indomer wants to share the concern of the publication of draft notification by MoEF&CC seeking the views of consultants, to award the post-monitoring environmental services only to government institutions of national repute. If this is accepted in its present form, it will then deny the opportunities of QCI-NABET approved consultants from private sector, who are operating in the field with equal capability and efficiency. Indomer has conveyed its concern to MoEF&CC over this proposal with a request to amend the notification to include QCI-NABET approved consultants.

The fast moving trend on development of coast based infrastructure and the Sagar Mala project connecting all the major ports through matching connectivities through sea and land appears a good sign for economic progress. It leads to a hope that the development will gain momentum in the days to come, creating more opportunities for Marine consultants.

Indomer is again planning to hold training programmes on environmental sector with a view to strengthen the knowledge of the upcoming consultants, engineers and scientists.

Dr. P. Chandramohan, Managing Director