Guidelines

Movement of Over Dimensional Cargo in National Waterways & Indo-Bangladesh Protocol route
Guidelines

on

Movement of Over Dimensional Cargo

in

National Waterways

& Indo-Bangladesh Protocol route

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**Office Memorandum**

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Preface

Inland Waterways Authority of India (IWAI), set up in 1986 by an Act of Parliament, has been entrusted the task of development and regulation of the National Waterways. The Authority undertakes infrastructure development and maintenance works on national waterways.

Presently, there are five National Waterways in the country which are as under:

- Haldia - Allahabad stretch of the Ganga-Bhagirathi-Hooghly river system (1620 km) declared as **National Waterway 1** in 1986

- Sadiya - Dhubri stretch of the Brahmaputra river system (891 km) declared as **National Waterway 2** in 1988

- Kollam-Kottapuram stretch of West Coast Canal (410 km) along with Champakara canal and Udyogmandal canal (205 km) declared as **National Waterway 3** in 1993

- Bhadrachalam - Rajamundry stretch of River Godavari and Wazirabad Vijaywada stretch of River Krishna along with Kakinada canal, Eluru canal, Commamur canal, Buckingham canal and Kaluvelly tank upto Puducherry (1095 km) declared as **National Waterway 4** in 2008

- Talcher Dhamra stretch of Brahmamani Kharsua-Dhamra river system along with Geonkhal Charbatia stretch of East Coast Canal & portions of Matai river and Mahanadi delta river system between Mangalgadi and Paradip (623 km) declared as **National Waterway 5** in 2008

In the last decade, India has been growing @ 8-9 percent per annum and the country is investing heavily in 'core' infrastructure sectors such as power, oil & gas exploration, manufacturing and mining sectors and this is likely to continue in the foreseeable future. This has opened possibility of large movement of Over Dimensional Cargo (ODC) through inland water transport. IWAI has been a preferred mode of transport for ODC over the years and this 'niche' movement is likely to grow.

Since IWAI has made substantial investment in the development of the three operational National Waterways and the Indo-Bangladesh Protocol route and this scale of investment is likely to continue, IWAI has decided to make a beginning as far as levying a charge for 'use of waterway' is concerned, by provisionally fixing a consolidated fee of **Rs.1.50 per tonne per km for ODC movement commencing from January 1, 2010** as per Section 17(1) of IWAI Act, 1985. Detailed consultations have been held with all stakeholders in this regard.
Under the new arrangement, IWAI will sign a MoU with each of the logistic operators before the commencement of the movement of ODC and take steps to ensure availability of LAD in the entire stretch apart from providing other services as detailed in the Guidelines so that there is no delay in timely delivery of ODC to its destination.

IWAI is taking 'conscious' steps to improve navigability of the National Waterways and Indo-Bangladesh Protocol route and fix 'accountability' of its staff so that the goal of a vibrant, developed and economically viable inland water transport system in the country can be realized with the cooperation of all stakeholders. India’s Growth story can be sustained only if the inland water transport system is developed to its full potential and a solution is found to 'transport' bottlenecks in road and rail system. It is our endeavour to position IWT as an economically viable, feasible and reliable transport solution to the Project promoters.

It will be our sincere endeavour in IWAI to ensure smooth and trouble-free operations of logistics operators moving ODC on National Waterways and Indo-Bangladesh Protocol route.

Noida
December 22, 2009

(S.P. Gaur)
Chairman,
Inland Waterways Authority of India