Inland Water Transport – Potential for use in Movement of Fertilizers

Inland Waterways Authority of India

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Waterways of India

- Role of IWAI - Develop infrastructure and Regulate movement on National Waterways

- 3 National Waterways developed & operational

- GoI has notified two more waterways i.e NW 4 and NW 5 in Nov.2008

- Other waterways to be developed by States
National Waterway - 1

Distance
1620 km Haldia- Allahabad

Fairway
Least available depth (LAD)
- 3 m Haldia-Farakka
- 2.5 m Farakka-Patna
- 2 m Patna-Varanasi
- 1.5 m Varanasi-Allahabad

Navigational Aids
- Night navigation aids available between Tribeni and Farakka (being extended upto Varanasi by March 2010)
- Day navigational aids on entire stretch
National Waterway - 2

Distance
Dhubri to Sadiya – 891 km

Fairway
Least available depth (LAD)
• 2 m Dhubri- Dibrugarh (768 km)
• 1.5 m between Dibrugarh - Sadiya

Navigational aids
• Night navigation aids also available between Dhubri and Dibrugarh (768 km)
• Day navigation aids available in entire waterway
National Waterway – 3

**Distance**
- 205 km West Coast Canal (Kottapuram – Kollam)
- Udyogamandal & Champakkara canals

**Fairway**
Least available depth (LAD)
- 1.5 m Kottapuram - Kochi
- 2 m Kochi - Alappuzha
- 1.5 m Alappuzha - Kollam
- 2 m Champakara Canal
- 2 m Udyogmandal canal

With completion of capital dredging, 2 m LAD would become available in entire stretch

**Navigational Aids**
Night navigation aids available on entire stretch
IWT Terminals on NW 1 & 2
Inland waterways Advantage

- Energy efficiency – 1HP can move approx. 150 kg on road, 500 kg by rail & 4000 kg by IWT

- Fuel efficiency – 1 litre of fuel can move 24 ton km by road, 85 ton km by rail & 105 ton km by IWT

- High single unit carrying capacity – one Barge = 15 rail wagons = 60 trucks

- Environment friendly – low air & noise pollution

- No need for land acquisition

- Suitable for movement of bulk cargo like coal, cement, flyash, foodgrains, fertilizers

- Least capital intensive
IWT scenario

- Cargo movement by IWT showing an increasing trend: 58.08 million tonnes (3.56 btkm) in 2008-09 as compared to 32.48 million tonnes (1.63 btkm) in 2003-04

- However, usage of IWT still minimal in India

- Integration of coastal shipping with IWT and transportation of imported goods from ports through IWT holds the key for greater use of IWT
Status of Fertilizers

- Increasing trend in consumption of chemical fertilizers - 1.61 crore tonne in 2001-02 to 2.26 crore tonne in 2007-08

- 56 large size fertilizer plants in India

- Country largely self-sufficient in Nitrogenous fertilizers – urea

- Dependent on import of raw materials & intermediates required for production of Phosphates

- Fully dependent on imports of Potash
Fertilizer Movement Today

• More than 110 lakh tonnes of fertilizer imports per annum

• Imported fertilizer handled at 29 ports

• Minor ports handle nearly 35% of imported fertilizers

• Railways move nearly 75 percent of fertilizers

• Congested bottleneck routes; shortage of covered wagons; pilferage major problems

• Balance moved by roadways
FERTILIZER PLANTS ON NWs /IN ITS PROXIMITY
IWT potential

• Major consumption States like Bihar, West Bengal and eastern Uttar Pradesh can be served by IWT

• Fertilizer imports can be taken to major consumption points through integration of coastal shipping & IWT

• If volumes are committed, logistics operators can offer ‘economically viable’ rates using IWT as a multi-modal logistics solution

• IWAI can play role of ‘facilitator’
Policy Support

• M/o of Chemicals & Fertilizers should include IWT for payment of equated freight subsidy to manufacturers to cover transportation costs from production plants to consumption centres.

• Provision of navigable fairway, Night navigation facilities, Fixed & floating Terminals with mechanized cargo-loading & unloading facilities to be provided by IWAI.
THANK YOU