Inland Water Transport Sector in NER

New Delhi
28th September 2010
Brahmaputra…. a life line for NER

- IWT has great potential to contribute to rapid economic growth of North East region
- Brahmaputra is life line of NER
- Declared as National Waterway-2 in 1988
- IWAI has invested Rs. 286 Cr on development of NW-2
- In the past, was extensively used for transportation of goods
- It can be now again used as a **Dedicated freight corridor** for NER
IWT in NER

- Lack of connectivity is an impediment for NER
- Road & Rail have limitations due to “Chicken neck”
- IWT is an all weather and reliable mode
- Suited for transportation of bulk cargo (Coal, Cement, POL, Food grains, Fertilizers, Jute, Tea, Construction material, ODC etc) – critical for economic development
IWT in NER

- An IWT&T Protocol exists between India and Bangladesh providing connectivity of NER with Haldia / Kolkata through Brahmaputra & Barak
- Kaladan in Mizoram & Tizu in Nagaland offer possibility of connectivity through Myanmar
- IWT mode can boost trade & commerce with Bangladesh and Myanmar
- Hence NER’s connectivity through IWT is of strategic importance
Action Plan of IWT connectivity

1. Development of NW-2
2. Barak as new NW
3. Improving efficacy of Indo-Bangladesh Protocol
   a. Ashuganj as port of call
   b. Dhulian- Rajashahi- Aricha - Dhaka route
4. Development of Kaladan route
Action Plan of IWT connectivity

5. Development of waterways other than NW
6. IWT Protocol with Myanmar for Tizu – Chindwani - Irrawady route
7. Unorganized sector
8. Technology transfer
9. PPP projects
National Waterway-2
The Brahmaputra
Sadiya – Dhubri (Bangladesh Border) – 891 km
1. Development of NW 2
(Dhubri- Sadiya stretch of Brahmaputra)

A. Fairway

Existing

✓ 2.0 m depth maintained in Dhubri - Dibrugarh (768 km) and 1 m in D’garh - Sadiya

✓ 1 CSDs + 1 HSD

Planned

✓ It is planned to maintain 2.5 m depth in Dhubri - Neamati (630 km), 2.0 m in Neamati - Dibrugarh (138 km) and 1.5 m in Dibrugarh - Sadiya (123 km)

✓ 2 CSD in NW-2 + 1 HSD to be added during 2010-11

*CSD – Cutter Suction Dredger
HSD – Hydraulic Surface Dredger
1. Development of NW 2

B. Navigation aids

- Entire waterway surveyed fortnightly
- River notices are issued fortnightly
- Navigational charts prepared
- 24 hrs navigation aids provided in Dhubri- Dibrugarh (768 km)
- DGPS stations being set up at Jogighopa, Tejpur & Dibrugarh
- 6 Survey vessels are deployed
- Pilots available on the waterway
1. Development of NW 2

C. **Terminals**
- Fixed RCC container terminal constructed at Pandu
- Floating terminals provided at 7 places
- DPR for a modern river terminal at Dhubri under preparation

D. **Cargo vessels & equipments**
- Cargo vessels of IWAI for demonstration
- One container crane available at Pandu
- Five floating cranes & two shore cranes also available

E. About 20 lakh tonne of cargo moves on NW-2 annually
Declaration of river Barak as NW

- Length –121 km
- Development cost -Rs 90 cr (at 2010 prices)
- Status: Declaration in process
2. Declaration of Barak as NW

- Connects southern Assam with Kolkata through IWT
- Also provides connectivity to Manipur (NH-53), Mizoram (NH-54) and Tripura (NH-44)
- Declaration of Barak (Lakhipur-Bhanga stretch – 121 km) as NW was passed by Lok Sabha in Feb. 2009
- But could not be passed by Rajya Sabha during the tenure of 14th Lok Sabha
- Revised Cabinet Note circulated to Ministries in Aug ’10
3. IWT&T Protocol

- Ashuganj declared as a Port of Call - important for connectivity of Tripura
- Kolkata - Pandu route extended up to Silghat
- Silghat also declared as a Port of Call
- - Important for POL movement to Bangladesh
- For Dhulian – Rajashahi – Aricha - Dhaka route, the JTC visited in April ‘09 and recommended for hydrographic survey.
  - Matter taken up with MEA for advice since navigability of this stretch is conditioned by water sharing from Farakka barrage
Kolkata

Sittwe

Aizwal

Paletwa

Kaletwa

Myeikwa (IM Border)

Myeikwa (IM Border)

Lawngtlai

Kaladan project

Bay of Bengal

Kaladan project
4. Kaladan multi modal transport project

- Inter-modal route includes
  - Haldia to Sittwe by sea (539 km)
  - Sittwe to Paletwa by IWT (158 km)
  - Paletwa – Kaletwa - border (129 km) & border to Lawangtalai (NH 54 -100 km) in Mizoram by road

- Project funded & piloted by MEA
- IWAI is PDC for port & IWT components
- MEA signed agreement with Essar Projects (Rs. 342 crore) in May ’10 for development of port & IWT component
- Scheduled completion in 2013-14
5. Development of waterways other than NWs

- A Central Plan Scheme for NER with 100% funding promulgated in August 2008
  - States have been urged to use this for IWT development
  - But except one project from Mizoram (Tlawng river), no project received from any State

6. New IWT Protocol with Myanmar through Tizu- Chindwani- Irrawady route

- MEA has been requested to take up the matter with Govt of Myanmar
  - Government of Nagaland requested to develop Indian portion under CPS for NER
7. New Scheme for Unorganised sector

- A scheme for providing 50% financial assistance for mechanization and up-gradation of country boats shall be prepared

8. Technology transfer

- Govt. of Netherlands approached for support in design of inland vessels, transshipment from sea going ships to inland vessels, river information system etc.

9. PPP projects

- Two JV companies for operation of cargo vessels between Kolkata and Pandu / Dhubri formed by IWAI
- A project for setting up of coal terminal at Jogighopa was also prepared by IWAI
Potential

- Ashuganj as new port of call to improve connectivity of Tripura
  - ONGC’s Palatana project can benefit immediately
- Silghat as new port of call to enable transportation of products of NRL & other refineries of NER to Bagabari in Bangladesh and Kolkata in India
- Promoters of Hydro power plants coming up in AP have evinced interest in using NW-2 & tributaries for transportation of project cargo
  - 35 MnT of Cement & 3 MnT of Steel required for Hydro power plants expected to be constructed by 14th Plan
Potential

- NW-2 can be exploited as dedicated freight corridor for carriage of many traditional goods
  - POL, Jute, Tea, Coal etc from NER to Bangladesh / Kolkata / Haldia; and
  - Food grains, fertilizers, fly-ash, cement, steel, bitumen, etc from Kolkata to NER
- Container movement can start between Kolkata and Guwahati (Pandu)
- Infrastructure projects of States need not depend on road and railways alone for transportation of project cargo
- IWT can be used for evacuation of Meghalaya Coal
Potential

- Guwahati can be developed as repair & maintenance hub for inland vessels
- Several tributaries of Brahmaputra can be developed as feeder routes in a fish bone model
- River Brahmaputra has potential to give fillip to eco-tourism in NER
  - Private companies operate cruise vessels on NW 2
  - Passenger movement under Protocol route may give fillip to River Cruise tourism
- IWAI can set up a consultancy cell at Guwahati to assist State Governments in developing projects for inland waterways
Steps to accelerate implementation

- Organizational strengthening - States to set up IWT wing in Transport Dept
- IWAI to undertake Techno-Economic feasibility studies to develop ‘fish bone’ connectivity along Brahmaputra and Barak
- A Consultancy wing to be set up in regional office of IWAI at Guwahati
- Augmentation of IWT fleet for operation on NW-2 to be encouraged through PPP ventures
THANK YOU