

Minutes of discussion held on 28.01.10 at 11.00 AM under Chairmanship of Secretary (F) on the presentation given by Inland Waterways Authority of India regarding movement of Fertilizers through Inland Water Transport and advantage in usage of National Waterways.

List of participants enclosed.

2. At the outset, Chairman, Inland Waterways Authority of India (IWAI) addressed the developments which took place in the National Waterways in enhancing the facilities and navigability of these routes to increase movement of coal, fertilizer cargo as an alternative mode of transportation to rail and road transportation. IWAI officials made a presentation towards an analytical study in extensive usage of waterways transportation on the basis of advantages provided to match with other mode of surface transportation. A copy of the presentation is available on the website of Inland Waterways Authority of India.

3. After the presentation, the following issues were addressed :

- Secretary (F) emphasized on the need for an alternative mode of transportation in movement of fertilizers to the consuming areas so as to ease out the pressure on rail and roadways during the peak agriculture season. He stated that in case the inland water transport provides necessary facilities like night navigation, suitability in transporting higher tonnage, economic and competitive rates to match with the railways etc., fertilizer can be moved through this system. For this purpose a composite study has to be made by the fertilizer companies and each company has to identify the bottleneck in usage of this system and the possibilities in overcoming them.
- IWAI official highlighted that there are 3 National Waterways available as of now for movement of fertilizers which are NWW-1, Haldia-Allahabad (1620 km) (Haldia-Farakka: Farakka-Patna; Patna-Varanasi and Varanasi-Allahabad) through Ganga. NWW-2, Dhubri-Sadiya (891 km) through Brahmaputra and NWW-3, Kottapuram-Kollam (205 km) in the West Coast canal.
- The IWAI officials explained that movement of fertilizers through this mode of transport would definitely be slower as compared to rail and road. Transportation through NWW-1 would be more than about 350 km as compared to rail route. Moreover at some destination en-route NWW-1, like Chennar, floating terminals are available whereas at Buxar and other destinations, fixed terminals are available for loading and off loading the cargo. The carrying capacity of the ferries and barges are restricted between 600 mt to 3000 mt as the depth availability is between 1.5 mtrs to 3 mtrs.

Night navigational facilities are available in this route for continuous movement.

- As regards NWW-2 between Dibrugarh-Sadiya, the depth is about 1.5 mtrs to 2 mtrs restricting the tonnage to only 1500 mt. This route is especially advantageous for consuming area in the North Eastern states.
- NWW-1&2 can serve Bihar, Eastern U.P, West Bengal as well as North Eastern States. NWW-3 serves the state of Kerala on the west coast and is utilized by FACT for movement from their Plant located there.
- IWAI officials stated that this mode of transportation would only supplement the rail and road movement during peak agronomic seasons and as such it has to be integrated with the road transportation for moving the material to be interior hinterland. Therefore to promote this multi model transportation, it would be necessary to indicate the tonnage for getting response of the private operator in respect to the competitive freight rates.
- JS (A&M) stated that the movement through the National Waterways would be advantageous as it would off load some of pressure on rail/road in peak seasons as material would first required to be moved from plant to jetty and then through IWW. Thus the material can be taken directly from the unloading terminals (jetties) en-route to the consuming districts. He also added that NWW-1 may work out the cost-effective analysis & economics of transport vis-à-vis rail/road.
- JS (FP) stated that the IWW can be utilized for imported fertilizers and fertilizer raw material by integrating this service with coastal shipping. However, he pointed out that in the present freight policy the movement of fertilizers is allowed only by rail/road. There is no provision for movement of material through IWW. He further mentioned that DOF has given a study to Tariff Commission for working out leads from plants/ports to various destinations in the States to ensure efficient movement of fertilizers. He suggested that IWAI may approach Tariff Commission and submit their data to them so that movement through IWW may be considered for movement of fertilizers.
- Director (Movement)stated that main constrain in moving fertilizers through IWW is time for example the time taken from Haldia to Varanasi through IWW would be around 13 days as compared to 24 hrs taken by Railways. In a peak requirement season the very purpose of timely availability of fertilizers to farmers would be defeated.
- Some selected companies like CFL, PPL, KRIBHCO, IFFCO, NFL etc. expressed their interest in utilizing service of IWW for transporting fertilizers provided the bottlenecks are removed and the rates are competitive.

- Secy (F) desired that IWAI may conduct a detailed study on movement of Fertilizers through the NWW and also identify the bottlenecks in this mode of transportation. For this purpose the Fertilizer companies would furnish all necessary information to IWAI like location of Fertilizer Plants, nature of material to be moved (finished as well as raw material), quantum of material to be moved, private operators engaged in movement of the material and all other information necessary for conducting the study.

- Minutes issued by Deptt of Fertilizers, Ministry of Chemicals & Fertilizers, Govt. of India vide OM No. 12-1/2009-Ship.1 dated 4.2.2010

List of Participants in presentation on Movement of Fertilizers by
Inland Waterways Authority of India

S. No.	Name	Designation	Organisation
1.	Shri S. Krishnan	Secretary (F)	DOF
2.	Shri S.P. Gaur	Chairman	IWAI
3.	Shri Sunil Kumar	Vice-Chairman	IWAI
4.	Shri S. K. Shahi	Secretary	IWAI
5.	Shri Deepak Singhal	JS (F&P)	DOF
6.	Shri Satish Chandra	Joint Secy.(A&M) & C.V.O.	DOF
7.	Shri Deepak Kumar	Director (M)	DOF
8.	Smt. T.C.A. Kalyaani	Director (FA)	DOF
9.	Shri B.N. Tiwari	Director (E&R)	DOF
10.	Shri Tapan Dutta	DC(PO&P)	DOF
11.	Shri S. Bharadwaj	AD(S)	DOF
12.	Shri R.K. Khaitan		CFL
13.	Shri K.N.V. Easwaran		CIL
14.	Shri B.K. Mohanty		PPL
15.	Shri B. Prasad		KRIBHCO
16.	Shri Sunil Ghai		NFL
17.	Shri C.B. Balram		NFL
18.	Shri V.P. Pancholi		IPL
19.	Dr. D.P. Patora		IFFCO
20.	Shri T. Kallingal		IFFCO