



IWAI's cargo vessels MV AAI and MV BEKI sailing from Haldia to Guwahati in December 2019

Movement of Food grains to North East region using National Waterways

Inland Waterways Authority of India, Ministry of Shipping

21st July 2020

Food grain movement to North East region using NWs

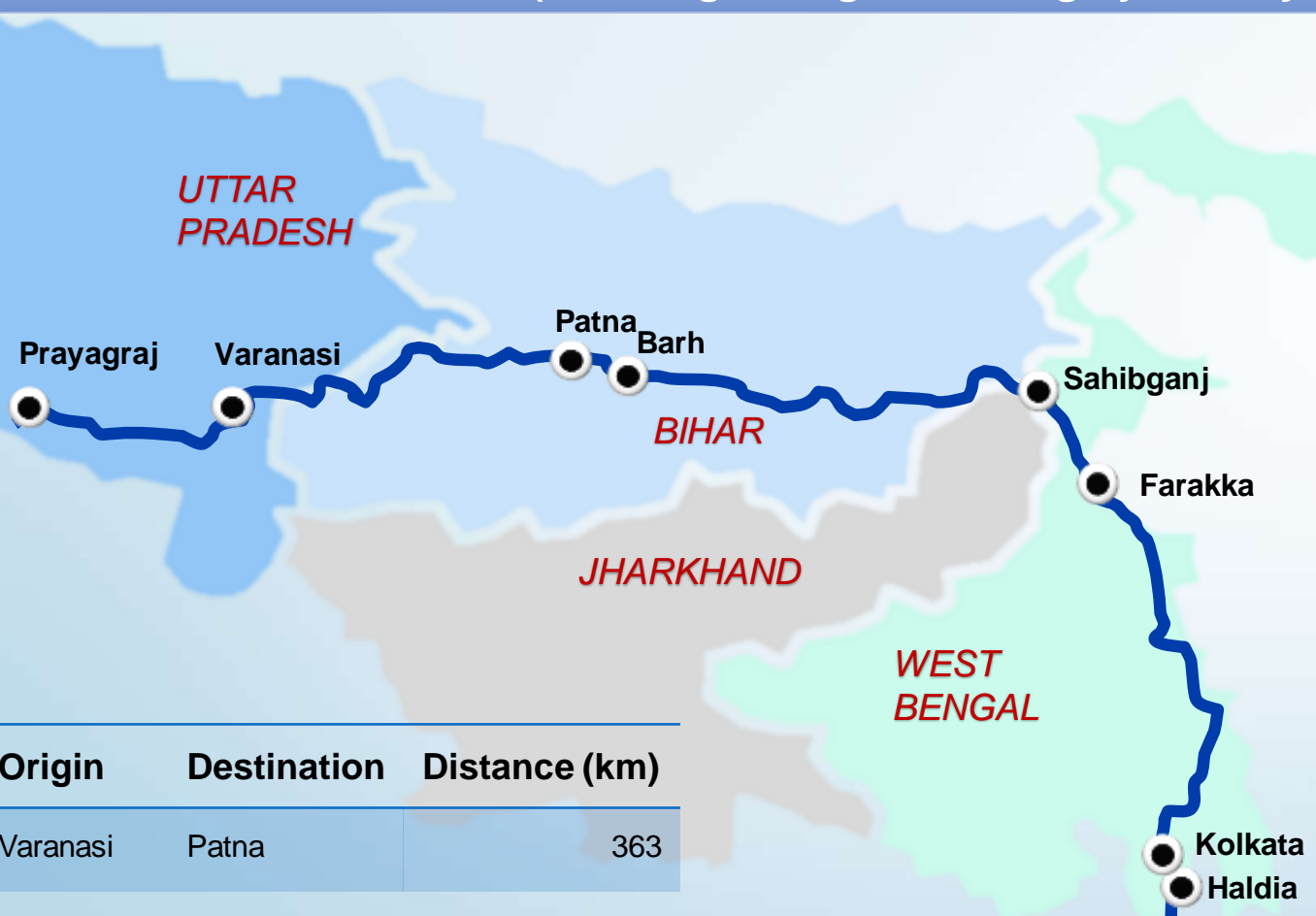
- Several meetings were held with CONCOR to commence the transportation of food grain from NW-1 to NER
- CONCOR submitted a proposal for movement of food grains from Varanasi to Tripura using IWT route. IWAI agreed to provide financial support of Rs. 3.5 lakh (letter dtd. 15 Oct 2019) for the same, however movement did not take place
- Joint meeting of IWAI, FCI and CONCOR were held on 12 Feb 2020 regarding movement of food grains to North East using NWs
- UP, Bihar, Jharkhand and W. Bengal being food grain deficit states, movement of food grains can be done only from Varanasi where surplus of approx. 3 million tonne per annum is generated

Food grain movement to North East region using NWs

- It was decided that pilot movements of food grain from Varanasi to Silchar, Karimganj and Agartala can be undertaken by CONCOR
- CONCOR to submit proposal working out commercials to Ministry of Shipping for financial support needed (if any)
- A subsequent joint meeting was held with FCI and CONCOR on 3rd March 2020 at IWAI, however no proposal has been received as yet.

National Waterway 1 and existing infrastructure

NW-1 (the Ganga-Bhagirathi-Hooghly river system) runs from Haldia to Prayagraj



Excl. LAD record at Farakka JITF jetty – D/s Farakka lock gate (541-544 km)

Least Available Depth (meter) – FY-20

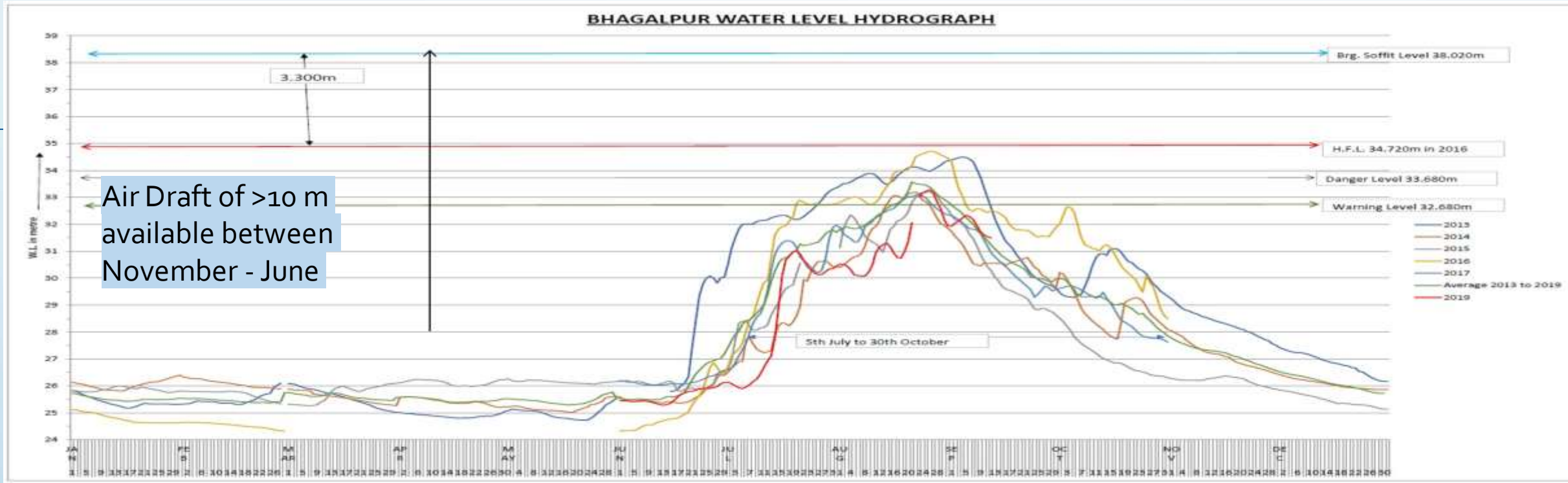
Stretch of Waterway	July to October	November to March	April to June
Varanasi Downstream	1.7 – 3.2	1.0 – 1.4	0.7 – 1.0
Sahibganj to Haldia#	2.9 – 3.2	2.6 – 2.8	2.8 - 3.0

- Contract awarded to private party for providing and maintaining LAD of 2.5 m. up to Barh for two years (subsequently LAD of 3.0 m.).
- Vessel movement can be done subject to vertical clearance availability at Vikramshila bridge at Bhagalpur (less than 10 m. in July-Oct period)

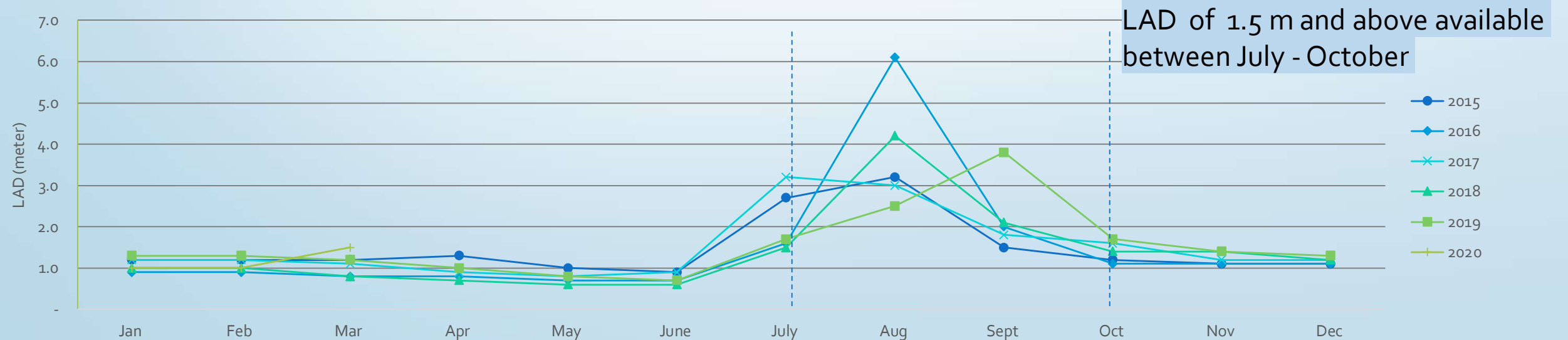
Origin	Destination	Distance (km)
Varanasi	Patna	363
Varanasi	Sahibganj	685
Varanasi	Kolkata	1,178
Varanasi	Haldia	1,283

Origin	Destination	IWT distance	Rail distance
Varanasi	Pandu (Guwahati)	~2,775 kms	~1,100 kms
Varanasi	Agartala	IWT to Ashuganj- ~2,250 kms Ashuganj to Agartala- ~53 kms (road)	~1,650 kms
Varanasi	Silchar	IWT to Karimganj- ~2,550 kms Karimganj to Silchar – ~53kms(road)	~1,475 kms

LAD v/s Vertical clearance status for movement from Varanasi to Downstream of Bhagalpur



LAD in past 5 years: Varanasi to Buxar stretch



The Indo-Bangladesh Protocol (IBP) Route

▲ Multi-modal terminal
▲ River terminals
● Land Custom Station LCS



IBP route and connectivity to NWs

- IBP route connects NW-1 with NW-2 (Brahmaputra), NW-16 (Barak river) and Gumti river
- Sirajganj-Daikhowa and Ashuganj-Zakiganj stretches in Bangladesh being developed for 2.5 LAD jointly
- Movement to Agartala (Tripura) can be done via transshipment at Ashuganj (Bangladesh)
- Munshiganj (Mukhtarpur) and Pangaon can be used for container transshipment to India on case to case approval

Agreed Routes

1-way Distance (km)

Kolkata – Silghat and return	~1,720
Kolkata – Karmiganj and return	~1,318
Dhulian - Aricha and return	~270
Karimganj – Silghat and return	~1,416
Daudkandi – Sonamura and return	~ 93

13 existing Ports of call on each side

India Ports of Call

Bangladesh Ports of Call

Kolkata, Haldia, Dhubri, Pandua, Silghat, Karimganj, Kolaghat, Dhulian, Maia, Sonamura, Jogighopa, Badarpur (extended), Tribeni (extended)	Narayanganj, Khulna, Mongla, Sirajganj, Ashuganj, Pangaon, Chilmari, Rajshahi, Sultanganj, Daudkhandi, Bahadurabad, Ghorasal (extended), Mukhtarpur (extended)
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National Waterway 3 (Kerala)

The **National Waterway 3** is the Kottapuram to Kollam stretch of the West Coast Canal, Champakara canal and Udyogmandal canal (365 km)

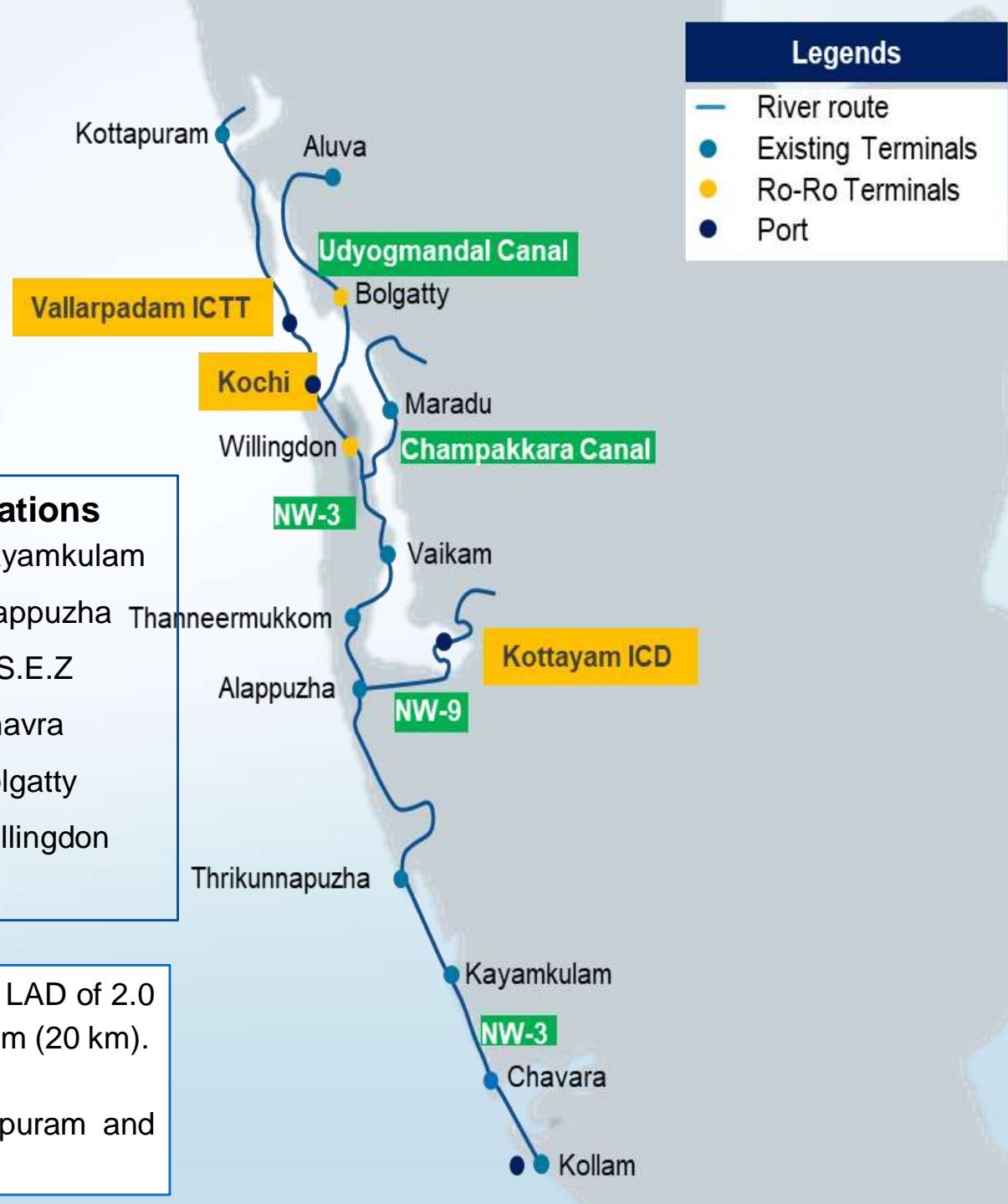
Status of Least Available Depth

- Length: 365 km
- 9 permanent & 4 floating terminals
- LAD maintained for NW-3 : 2 m

Available handling locations

- | | |
|------------------|----------------------------|
| • Vaikkom | • Kayamkulam |
| • Thannermukkom | • Alappuzha Thanneermukkom |
| • Kottapuram | • C.S.E.Z |
| • Aluva | • Chavra |
| • Maradu | • Bolgatty |
| • Thrikunnapuzha | • Willingdon |
| • Kollam | |

- In Kochi- Kollam Stretch, movement can be done with vessels suitable for LAD of 2.0 meter up to Chavra (130 km) and draft of 1.1 meter from Chavrara to Kollam (20 km).
- Movement with vessels having draft of 1.1 m possible between Kottapuram and Kochi (30 Km)



Key points (1/3)

Origin on NW-1

1. LAD of 2.6 m. and above available from Sahibganj to Haldia round the year; LAD of 2.5 m. from Barh to Haldia will be available in near future
2. Vessel with 1.8-2.0 m. draft from Sahibganj can go up to Dhubri & Pandu (Guwahati) on NW-2 and upto Karimganj on NW-16
3. Shallow draft vessels (1-1.5 m) can ply from Varanasi to Sahibganj till dredging under JMVP is completed for achieving 2.2 m. Cargo can be aggregated at Sahibganj MMT for further movement to North East.
4. Vessel movement will be subject to air draft availability at Vikramshila bridge in Bhagalpur (less than 10 m. in July-Oct period)

Key points (2/3)

Destinations on NW-2 and NW-16 (North East)

1. Bagged cargo can be transshipped at Ashuganj (Bangladesh) for onward movement to Agartala (Tripura) via Akhaura border. FCI's cargo movement has taken place successfully via Ashuganj (Bangladesh) in the past
2. Container transshipment permission at Munshiganj (Muktarpur) and Pangaon in Bangladesh can be arranged on case to case basis for onward movement to Agartala (Tripura)
3. Pandu, Dhubri (NW-2) and Karimganj (NW-16) can handle containerized cargo.
4. Movements in shallow draft vessels can take place up to Sonamura jetty for Tripura and adjoining states

Key points (3/3)

NW-3

1. In Kochi- Kollam stretch (168 km), movement can be done with vessels suitable for LAD of 2.0 meter up to Chavra (130 km)
2. Container handling can be done at IWAI's 10 permanent terminals

Overall

1. IWAI can provide Pontoon, Crane pontoons and Gangways for enabling cargo handling at any other locations on National Waterway on demand
2. IWAI can facilitate meetings between FCI and Indian vessel operators/ Agents working with Bangladeshi vessel operators

Thank you

