



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

Published by

Inland Waterways Authority of India

(Ministry of Shipping, Govt. of India)

A-13, Sector-1

Noida 201301 (U.P.)

www.iwai.nic.in

December, 2009

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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 Brahamani Kharsua-Dhamra river system along with Geonkhali 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. IWT 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.