

Summary Record of proceedings of the Workshop organized by Inland Waterways Authority of India(IWAI) at Kochi on 15th February, 2010 on “Prospects of Movement Cargo on National Waterway No.3 (West Coast Canal)”

1. BACKGROUND

1.1 The West Coast Canal system (205 KM) comprising West Coast Canal between Kottapuram - Kollam (168 KM), Udyogmandal canal between Kochi-Eloor (23KM) and Champakkara canal between Kochi- Ambalamugal (14 KM) was declared as National Waterway No.3 (NW-3) in February 1993.

1.2 The developmental works for providing fairway of 2 m Least Available Depth (LAD), width of 38/32 m with 24 hours navigational facilities and terminals equipped with mechanical cargo handling equipments are being carried out by Inland Waterways Authority of India (IWAI) in a phased manner.

Fairway Development

1.3 NW-3 is a tidal canal. On such waterways once the depth is provided by capital dredging, this can be easily maintained by nominal dredging. At present out of 205 km length of the waterway, 2m LAD has been made available on 120 km stretch. The capital dredging for deepening of the canal upto 2m in the remaining stretches is being undertaken. There are some narrow stretches in the canal for which widening work is in progress to provide a minimum width of 32m. The capital dredging as well as widening of the canal is expected to be completed by December 2012.

Navigational Aids

1.4 Navigational aids comprising of navigational buoys and solar operated navigational lights have been installed on the entire stretch of NW-3 covering 205 Km to facilitate 24 hours navigation. This is the first National Waterway in the country having 24 hours navigation facilities on the entire stretch.

Terminals

1.5 Permanent terminals at 11 locations viz. Kottapuram, Aluva, Maradu, Kayamkulam, Vaikom, Thanneermukkom, Thrikunapuzha, Alappuzha, Kollam, Chavra and CSEZ (Kakkanad) are proposed on NW-3 out of which seven (7) terminals at Kottapuram, Aluva, Kayamkulam, Vaikom, Cherthala, Thrikunapuzha and Maradu have already been constructed and one at Kollam is under construction. The Land acquisition for the 9th terminal at Alappuzha is in progress. The remaining 2 terminals at Chavra and CSEZ (Kakkanad) will be taken up subsequently after assessing the utilization of terminals which have already been constructed. 8 mobile cranes and 8 forklifts trucks have been procured by the Authority for cargo handling at these terminals. Further, a

Project Development Organisation (IL&Fs-IDC) has been entrusted the work of developing a project for operation and maintenance of terminals.

Cargo Movement

1.6 The major cargo being moved at present through NW-3 are sulphur, Rock Phosphate, Phosphoric acid, salt, coal, zinc, furnace oil and fertilizers from FACT to Kochi Port along Udyogmandal and Champakara canals. However, once the developmental work being undertaken in NW-3 are complete, cargo such as naphtha, ammonia from FACT Ltd., POL products from IOC, HPCL and BPCL, Rare Earths and mineral sand from M/s IRE Ltd and KMML, coir products, cashew kernel, container cargo to and from industrial units located in the hinterland of Cochin Port can also be moved.

Container Handling

1.7 In view of the development of International Container Transshipment Terminal (ICTT) at Vallarpadam in Cochin Port Area, there is tremendous potential for transport of containerized cargo through NW-3. To capture this potential, terminals at Willingdon and Bolgatty Islands are being constructed with RO-RO (Roll On- Roll Off) and LO-LO (Lift On- Lift- Off) facilities specially for transportation of containers to and from ICTT Vallarpadam.

1.8 Cochin Port Trust is presently handling 3 lakhs TEUs containers per annum through its existing facilities. Immediately on commissioning of ICTT at Vallarpadam, the quantum of containerized cargo handling will increase to 10 Lakhs TEU's per annum and will further enhance to 30 lakhs TEU's per annum in a phased manner. Therefore, the demand for movement for containers to the hinterland is expected to increase substantially. The IWT terminals at Willingdon and Bolgatty islands will provide the linkage of NW-3 to the port logistics chain.

1.9 Govt of India has notified SEZ status for Puthuvypeen and Vallarpadam. An industrial cluster with thrust on energy related units focusing on value added exports are planned in the SEZ area. Some of the units like LPG project have already been allotted land. A modern logistic park is also planned in the proximity of ICTT, where supply chain consolidation and warehousing activities will take place. These developments will also generate demand for transit of containerized goods through waterways.

1.10 Moreover, for the cargo transiting through NH-49 (Madurai-Kochi) and NH-47 (from South Kerala), the ideal transport mode would be to use NW-3 channel for moving the cargo from Willingdon Island to Vallarpadam. This type of water bridging would avoid a road transit of 35 km through the very congested Kochi City road to Vallarpadam.

Cochin Airport-Seaport connectivity

1.11 IWT connectivity between Cochin International Airport Ltd. (CIAL), Nedumbassery and Cochin Sea port is feasible through Periyar river. The length of waterway providing this connectivity would be approx. 50 kms.

1.12 A channel of Periyar river, after branching out at Aluva, traverses through Udyogmandal and meets the estuary at Bolgatty. This 23 km stretch of the river is part of NW-3 and has already been developed. The fairway on the balance 27 km of the stretch of river Periyar from Pathalam bridge upto Kanjoor, and Chengal thodu from Kanjoor to CIAL premises ought to be developed. Also, an IWT terminal adjoining the Airport premises needs to be developed. The project thus involves deepening and widening of Chengal thodu, bank protection work, deepening of turning basin, construction of terminal for barges, tourists/passengers, approach to terminal, development of parking area etc. IWAI is facilitating implementation of this project in partnership with CIAL and the State Government.

River tourism on NW-3

1.13 Kerala is one of the most preferred tourism destination in India. Tourism in Kerala cannot be seen in isolation with its unique house boats. The tourists get an opportunity to experience the scenic beauty, village life and traditional food of Kerala during their cruise along the backwaters. The National Waterway stretching from Kottappuram to Kollam is host to most of house boats in Kerala.

1.14 IWAI's terminals located at strategic places along the NW-3 can be used for river tourism as well. The impetus in systematic development of navigation provided by IWAI through the National Waterway-3 will open immense business opportunities in tourism, water sports and allied spheres.

2. THE WORKSHOP

2.1 In this background, a daylong workshop on "Prospects of Movement Cargo on National Waterway No.3" was organized by IWAI at Merchant Navy Club, Willingdon Island, Kochi on 15.02.2010. The forenoon session was devoted to the subject of "Movement of Containerized Cargo through NW-3" and the afternoon session was devoted to the topic "Cruise Tourism on NW-3". Shri K. Mohandas, Secretary, Ministry of Shipping, Govt. of India was the Chief Guest in the workshop.

2.2 A copy of the programme of the Workshop is at *Annexure-1*.

3. THE INAUGURAL SESSION

3.1 Shri S.P.Gaur, Chairman, IWAI in his welcome address explained in detail the role and responsibilities of IWAI as well as infrastructure developed and maintained by the authority on three operational national waterways. He presented initiatives taken by the authority for promotion of Inland Water Transport and various projects/schemes under implementation for further improving the infrastructure on national waterways. He explained the fuel efficiency in water transport compared to rail and road transport quoting from a study conducted by National Council for Applied Economic Research in 2006. According to the study, an average barge can carry cargo equivalent to 15 rail wagons or 60 trucks. He was emphatic that with the land acquisition being socially sensitive issue and congestion developing on rail/road network, IWT is a future mode of transport; IWT is not only cost effective and fuel efficient, it is an environment friendly mode of transportation leaving fewer carbon footprints. With India voluntarily agreeing to work towards reducing carbon emission, it has become all the more imperative to promote IWT.

He described the potential of NW-3 for movement of cargo such as Naptha and Amonia from FACT Ltd., POL from IOC, HPCL and BPCL, Rare Earths and Mineral sand from IREL & KMML, coir products, cashew/cashew kernels, containerized cargo as well as river cruise and water sports activities. In order to capture the potential of containerized cargo, IWAI is constructing terminals at Willingdon and Bolgatty Islands with Ro-Ro and Lo-Lo facility for transportation of containers to and from ICTT at Vallarpadam (Cochin Port Trust). Further, NW-3 also holds promise for

He affirmed that the purpose of organizing such workshops by the IWAI was to bring all the stake holders face to face and generate awareness about the potential of National Waterways to meet the transportation requirement of the trade. He concluded that there was ample space for development of all the three modes of transport- road, rail and IWT, particularly in Kerala and the complimentarity of these modes ought to be harnessed to optimize the cost of transportation.

3.2 Shri M.N.Gunavardhanan, Secretary (Water Resources & Inland Navigation), Govt. of Kerala complimented IWAI for organizing the workshop focused on NW-3 and stated that the state has a long tradition of navigation with its numerous waterways and backwaters. The state is known for its long coastline dotted with sandy beaches which attracts large number of tourists, domestic and foreign both. The importance of waterways diminished with competition from road and neglect of waterways resulting in lack of depth, lack of cargo handling terminals and equipments, menace of water hyacinth etc. Revival of waterways is absolutely necessary to help in protecting environment, more so for Kerala being the most preferred tourist destination. In order to revive waterways, we need to provide depth through dredging, facilities for safe navigation. He informed that Finance Commission has allocated Rs.255 Cr to

Kerala State for development of State Waterways (SWs) and State Government is using this grant for improvement of facilities on SWs. He argued for extension of NW-3 from Kottapuram to Manjeshwaram in the North and from Kollam to Collachal (TamilNadu). He informed that the Chief Minister himself takes great interest in development of waterways in the State and personally monitors such projects.

3.3 Shri K. Mohandas, Secretary (Shipping), Govt. of India and Chief Guest in the workshop, at the outset, complimented the IWAI for organizing the workshop focused on NW-3. He avowed that West Coast canal has been the lifeline of Kerala in the past and there is no reason for it not regaining its past glory. The water transport is an important component of overall transportation network in the country and therefore, national waterways are being developed on long term basis.

The two major reasons for usage of water transport are fuel efficiency and environment friendliness. He emphasized that the road network especially in Kerala is not adequate to meet the transport requirement and a large number of fatal accidents are caused on the road due to movement of heavy transport vehicles. Thus, safety is another important feature in favour of water transport. In Kerala there are lot of opportunities to utilize natures bounties in the shape of lakes and canals; these opportunities can be utilized by the State Government in coordination of IWAI. Finance Commission has allocated an amount of Rs.255 Crores to the State Government for the development of waterways. There is a need to identify the critical bottlenecks/impediments coming in the way of utilization of NW-3 in terms of infrastructures, jetties, cranes and other facilities. While he appreciated the suggestions of Shri Gunawardhan with regard to extension of NW-3 which will be good for movement of cargo, passengers as well as cruise vessels, he was emphatic that such a proposal would require adequate justification. The justification would only come from the enhanced utilization of facilities and infrastructure already created in NW-3. He stated that the State Government must also take initiative for development of state waterways for which IWAI would render all the required technical assistance.

He hoped that the participants in the workshop would discuss the issue of under utilization of NW-3 threadbare and come out with specific suggestions which would assist the Ministry to come out with policy initiatives required to overcome impediments. He wished the workshop all success.

4. SESSION- I (Movement of Containerized Cargo through NW-3)

Panelist:

1. Shri N. Ramachandran, Chairman, Cochin Port Trust
2. Shri Pradeep Kumar, Member (Finance), IWAI
3. Shri M.N.Gunavardhanan, Secretary (W.R. & I.N.), Govt. of Kerala
4. Shri Suresh Joseph, G.M., Indian Gateway Terminals Ltd.

4.1 Presentations

4.1.1 The first presentation was made by **Shri Pradeep Kumar**, Member (Finance), IWAI on “National Waterways No.3”. The presentation *inter alia* covered infrastructure and facilities available on National Waterways No.3, the progress of work being carried out for improvement of infrastructure, certain problems being faced in utilization of NW-3 as well as existing and potential cargo movement. A copy of presentation is attached as A-1.

4.1.2 The second presentation was made by **Shri Unnikrishnan**, Joint Director (SEZ), Cochin Port Trust (CoPT) highlighting the future development plans of Cochin Port Trust and proposed linking of NW-3 with CoPT’s logistics chain. A copy of presentation is attached as A-2.

4.1.3 The third presentation was made by **M/s Kottayam Port Ltd.**, indicating their plans for movement of containers through Ro-Ro methodology using NW-3 and integration of exim trade with NW-3. A copy of presentation is attached as A-3.

4.1.4 The fourth presentation was made by the **Directorate of Inland Navigation**, Govt. of Kerala on the subject ‘Development of IWT in the Kerala’ covering their plans for improvement of infrastructure in Inland Waterways of Kerala. A copy of presentation is attached as A-4.

4.1.5 The fifth presentation was made by **Choice Shipping Ltd.** on the subject of ‘Integration on Exim Trade with Inland Waterways’. A copy of presentation is attached as A-5.

4.1.6 The last presentation of the forenoon session was made by **LOTS Shipping Ltd** on ‘Movement of Cargo through NW-3 – Operator’s Perspective’. A copy of presentation is attached as A-6.

5. Panel discussion

Chairman of the session, Shri N. Ramachandran, Chairman CoPT, expressed the opinion that since some of the panellists were also presenters, there may not be any need for a separate Panel Discussion. Therefore Questions and Answers were taken up forthwith.

6. Questions & Answers Session

The presentation made during the forenoon session generated animated discussion in the Q&A session. The questions raised/comments made and their answers/clarifications from the Panelists are given below:

Q.1 - Why a Ro-Ro terminal is being built at Bolghatty whereas the container port is coming up at Vallarpadam?

A.1 - The Inland Water Transport Terminal has to be located outside the custom bonded area of the port due to procedural reasons. Bolghatty has been selected for Ro-Ro terminal after considerable deliberations in this regard.

Q.2- Will Kerala Public Sector Undertakings be impressed upon to move their cargo by IWT?

A.2- This matter is under active consideration of Govt. of Kerala. Consequent upon a meeting chaired by the Hon'ble Chief Minister of Kerala, necessary instructions in this regard have been issued to concerned PSU's like M/s KMML, M/s TCC etc. having direct interface with NW-3. It needs to be pursued.

Q.3- Keeping in view the fuel savings expected to be derived out of use of IWT, whether the matter of providing carbon credit to IWT operators will be considered?

A.3- The suggestion is important in the contemporary context and IWAI will effectively use all forums and translate the idea into practice through a pilot project.

Q.4- Do IWAI have a concrete plan and a time frame for removing bottlenecks like limited depth & width, insufficient clearances under bridges and fishing nets across the navigational channel thereby making NW-3 fully functional?

A.4- Fishing nets are a major obstacles across navigational channel for which a lasting solution could not be found so far. IWAI is earnestly cooperating with the Govt. of Kerala to tackle this issue including providing financial assistance for removing such obstacles. However, the State Govt's. approach to provide huge compensations to these unauthorised net-owners has been observed to be one of the main reasons for delay in removal of obstructing nets. IWAI expects that the matter will be tackled with due seriousness by the State Govt.

With regard to balance dredging, capital dredging work worth Rs.34.57 Crore is in progress in Alappuzha-Kollam stretch with target of completion by the year 2012.

Q.5- What measures are being taken to control pollution in Waterways and for safe disposal of dredged material in restricted conditions prevailing along NW-3.

A.5- The State Govt. is aware of the issues of pollution and certain measures have already been taken such as making provision for installing eco-friendly toilets on board house-boats. The enforcement will become more systematic with implementation of IV Act in the State. As regards disposal of dredged material, due to the diverse characteristics of the banks along the waterway, a single standardised solution is not feasible. The issue is to be tackled on a case by case basis.

Q.6- What steps are being taken to modernise the old navigational lock at Thaneermukkom to make it suitable for modern inland navigation?

A.6- Modernisation of navigational lock at Thaneermukkom is included as one of the items in the “Kuttanad Package” piloted by the Swaminathan Commission which is looking into overall development of Kuttanad region. Because of the complex ecological issues involved, a comprehensive study is underway through the IIT Chennai and CWRDM, Kerala. It is expected that with conclusion of the study and commencement of Kuttanad development project, the modernisation of navigational lock will also be taken up.

Q.7- Is there a plan for de-silting the main canal and feeder canals and how it is proposed to dispose of the dredged material in such a way that it doesn't come back to the channel? What steps are being taken to remove existing restrictions at the old lock at Thottappally to make navigation easy ?

A.7- Desilting of National Waterway under the Central Scheme and that of State Waterways under State sector schemes are being carried out. In Kerala, the disposal of dredged material is a public/sensitive issue. After enforcement of regulation making it necessary to remit some revenue to State exchequer whenever sand is carried away after desilting, there is a reluctance on the part of the contractors to take up desiltation work. Further, there are efforts on the part of interested lobbies to circumvent these provisions. The implementing agencies have no other option but to handle the disposal issues case by case. Delay in implementation of desiltation works is unavoidable due to this reason; however, progress is being made albeit at a slower pace.

The remaining portions of the old navigational lock and a foot over bridge at Thottappally are proposed to be removed by IWAI in a time frame matching with other channel developmental works in Alappuzha – Kollam sector.

Q.8- Kerala is basically a consumer state and IWT may need to be planned keeping this aspect in view for using IWT effectively in the distribution process using barges of low tonnage say 100 tonnes which do not need any specialised landing facilities and which are able to sail even in feeder canals due to its low draft of the order of 1 mtr. Will this concept be considered for examination and providing financial assistance by IWAI?

A.8- The concept is interesting in the context of NW-3 and the IWAI would work in details on this idea.

7. Observations made at the end of Q & A session

7.1 Shri Suresh Joseph, General Manager, India Gateway Terminals Ltd., Kochi:

- IWT development initiative is certainly good due to its positive aspects of reduction in cost and carbon emissions.

- The 4 openings to the sea from NW-3 may have to be seen as 4 opportunities for interfacing IWT with coastal shipping and steps are to be taken accordingly.
- The Inland Port at Kottayam is certainly one of the most positive happenings in the context of utilising NW-3 in combination with the ICTT, Vallarpadam and therefore all possible assistance may be extended to operationalise the container transportation by barges.
- Ways and means for shifting a sizeable percentage of passenger traffic in and around Kochi to IWT may also need to be pursued as a priority objective.

7.2 Rear Admiral (Retd.) B.R Menon, Chairman, KSINC:

- To capitalise the benefits of ICTT at Vallarpadam in NW-3, considerable number of new barges will need to be introduced and to achieve this, inland vessel building subsidy is a necessity.
- In the particular situation of Kerala having numerous small canals and waterways as important communication links, the revival of Centrally Sponsored Schemes for IWT is very important for their maintenance.
- Balanced dredging of approx. 4.5 kms stretch in Kochi-Kottapuram and deepening of NW-3 in Chavara area by removing the rocks in the Waterway are to be carried out urgently. (note : it is ongoing work)

7.3 Shri S.P Gaur, Chairman, IWAI

- Ship building subsidy had been pursued at every level in Govt. of India by IWAI. However, the GoI did not want to see this subsidy in isolation from overall policy on subsidy encompassing different sectors and therefore sanction to the vessel building subsidy has not been received. Even then, he advised the business / Industry to continue their efforts in this regard based on genuine reasons and justifications.
- The GoI has agreed to continue Centrally Sponsored Scheme (CSS) only for the North-Eastern states. The figure of estimated Rs. 49.00 crores expenditure (at the end of 5th year) made by the State Govt. in IWT development as against provision of Rs.225 crores made available by the Centre Govt. as 12th Finance Commission award presents a dismal picture as far as utilisation is concerned. This dismal utilization weakens the argument for revival of CSS for the projects, which are to be essentially implemented by the State Govt.

- The revised target for completing channel development works in NW-3 is 2012.
- IWAI has constructed seven terminals in NW-3 so far which are being offered to private sector for operation and maintenance. Response of logistic operators is solicited in this regard.
- Participants and logistics operators should come forward and make a beginning by using the infrastructure already created in NW-3. Unless the waterway is used, practical problems in its use may not come to the fore and enable IWAI to resolve the same.

Summing up by Shri N. Ramachandran, Chairman of the session :

Summing up the session, the Chairman, CoPT mentioned the following points which emerged from the discussions:

- i. Clearing the bottlenecks in the National Waterway through dredging, removal of fishing nets etc. is very important.
- ii. Modernisation of navigational locks and improving clearances under bridges are also equally important.
- iii. The suggestion to make it compulsory to carry hazardous cargo by waterways only needs to be further pursued to make it a policy.
- iv. Other points like steps taken for pollution control, implementation of IV Act, PSUs to commit their cargo to IWT etc. are very valid points in need of further follow up.
- v. The utilisation of NW-3 may have to be looked at from a different perspective considering the suggestion to view Kerala as a Consumer state and devise methods to minimise the cost of interface between waterway and land.

8. SESSION- II (Cruise Tourism on NW-3)

Panelist:

1. Rear Admiral (Retd.) B.R. Menon, Chairman, KSINC
2. Shri Sunil Kumar, Vice-Chairman, IWAI
3. Shri M. Sivasankar, Director (Tourism), Govt. of Kerala
4. Shri Jose Dominic, CGH Earth Ltd.,

8.1 Presentations

8.1.1 The first presentation of the afternoon session was made by the **Cochin International Airport Ltd.** on Cochin Airport – Seaport connectivity through inland waterways. The presentation covered CIAL’s plans for the development of an Aerotropolis which would have facilities like Hotels, Trade fair centre, Golf Course, Country Club, Hospital, Aviation Academy, Shopping mall, Museum, Maintenance Hangar, etc. as well as advantages of having IWT connectivity with the Cochin Seaport for cargo and passenger movement. A copy of presentation is attached as B-1.

8.1.2 The second presentation was made by **Shri M. Sivasankar**, Director (Tourism), Govt. of Kerala on the subject ‘Tourism, Powering Inland Waterway Development in Kerala’. A copy of presentation is attached as B-2.

8.1.3. The comprehensive presentation of the afternoon session was made by **Shri Jose Dominic**, Managing Director, Casino Group of Hotels on ‘Tourism Potential of the Kerala Waterways’. A copy of presentation is attached as B-3.

9. Questions & Answers Session

Q.1- Who are the stake holders for the Seaport-Airport waterway?

A.1- With regard to the proposed waterway link between the Sea port and Airport at Kochi, it was clarified that the principle stake holders in this project are the Govt. of Kerala and M/s CIAL.

Q.2- Will IWAI participate in the Muzris tourism project?

A.2- The “Muzris” project being promoted by Govt. of Kerala near Kodungallur may offer potential for visible integration of IWT in Kochi-Kottapuram stretch of NW-3 for tourism purposes. IWAI is ready to take pro-active steps in the matter by completing the balance channel developmental works in this stretch and by making available its Kottapuram terminal for use in this regard. However, the State Govt. needs to take action on priority to remove obstructions caused by fishing nets in this stretch, which probably has the highest number of unauthorised nets.

Summing up by Shri Sunil Kumar, Vice-Chairman, IWAI

While summing up the second session, Shri Sunil Kumar, Vice-Chairman, IWAI made the following points:

1. Waterway is an important link between people and ecology of the State and therefore tourism along the waterways will always continue to be very important. From this point of view, proper maintenance of waterways is necessary.

2. The development of ICTT at Vallarpadam offers a huge opportunity for movement of containers through NW-3. The logistics operators in the region should proactively pursue this opportunity.
3. The cargo terminals constructed by IWAI at different locations along NW-3 can be made available for tourism related activities also.
4. IWAI may consider 'Muzris' as a pilot project in association with Kerala Tourism. This may also help navigation in Kochi-Kottapuram stretch of NW-3.
5. The Indian Economy is poised for a high growth rate of about 10% which may create a huge demand for transportation of goods. IWT offers a viable alternative to meet this transportation demand in a cost effective and environment friendly way.

10. VOTE OF THANKS

Shri S.K. Shahi, Secretary, IWAI thanked the Chief Guest, panellists, presenters and all other distinguished guests/participants for their support and active participation in the workshop. He expressed confidence that the deliberations held in the workshop would help IWAI to devise strategies for promoting IWT in National Waterway No.3.

**TENTATIVE PROGRAMME FOR THE WORKSHOP ON MOVEMENT OF CARGO THROUGH
NATIONAL WATERWAY NO.3**

Venue: Merchant Navy Club, Willingdon Island, Kochi

Date: Monday, 15th February, 2010

Time	
9.30 – 10.00 hrs.	Registration
Inaugural Session	
10.00 hrs.	Arrival of Chief Guest (Secretary, Shipping, GOI)
10.00 – 10.15 hrs.	Welcome Address by Shri S.P.Gaur, Chairman, IWAI
10.15 – 10.30 hrs	Address by Secretary (Water Resources), Govt. of Kerala
10.30 – 10.40 hrs.	Address by the Chief Guest (Secretary, Shipping, GOI)
10.40 – 11.00 hrs.	Tea Break
Session 1: Movement of containerized cargo through NW-3	
Panelists :	
<ol style="list-style-type: none"> 1. Shri Ramachandran, Chairman, Cochin Port Trust 2. Shri M.N. Gunavardhanan, Secretary (Water Resources & Inland Navigation), Govt. of Kerala 3. Shri Pradeep Kumar, Member (Finance), IWAI 4. Shri Suresh Joseph, General Manager, India Gateway Terminals Pvt. Ltd. 	
11.00 – 11.10 hrs.	Presentation on NW-3 by IWAI
11.10 – 11.20 hrs.	Presentation on 'Connectivity to Vallarpadam Container Terminal' by Cochin Port Trust
11.20 – 11.30 hrs.	Presentation on 'Movement of Containers through NW-3' by Kottayam Port Pvt. Ltd.
11.30 – 11.40 hrs.	Presentation on 'Development of IWT in Kerala' by State Govt.
11.40 – 11.50 hrs.	Presentation on 'Integration on Exim Trade with Inland Waterways' by Choice Shipping Ltd.
11.50 – 12.00 hrs.	Presentation on 'Movement of Cargo through NW-3 – Operator's Perspective' by LOTS Shipping Ltd., Kochi
12.00 – 13.00 hrs.	Panel Discussion & Q&A session
13.00 – 13.15 hrs.	Summing up by Shri Ramachandran, Chairman CPT
13.15 – 14.15 hrs.	Lunch Break
Session 2 : Cruise tourism on NW-3	
Panelists :	
<ol style="list-style-type: none"> 1. Shri Sunil Kumar, Vice Chairman, IWAI 2. Rear Admiral B.R. Menon, VSM IN(Retd), Chairman, KSINC 3. Shri M. Sivshankar, Director (Tourism), Govt. of Kerala 4. Shri Jose Dominic, CGH Earth Ltd., Kochi 	
14.15 – 14.25 hrs.	Presentation on 'Kochi Seaport – Airport (CIAL) connectivity by Waterways' by Cochin International Airport Ltd.
14.25 – 14.35 hrs.	Presentation on 'Cruise Tourism' by Director (Tourism), Govt. of Kerala
14.35 – 14.45 hrs.	Presentation on 'Tourism Potential of Kerala Waterways' by CGH Earth Ltd.
14.45 – 15.45 hrs.	Panel Discussion & Q&A session
15.45 – 16.00 hrs.	Summing up by Shri Sunil Kumar, Vice Chairman, IWAI
16.00 hrs.	Vote of thanks
Tea & Dispersal	

*12-02-2010