

## जलतरंग

सरिताएं परिवहन हित रहीं सदा वरदान। 'जलतरंग' देगा हमें यही अतुल संज्ञान।।

## JALTARANG

### Inside This Issue:

National Waterways- A Retrospective	1
National Maritime Agenda 2010-20 (Role of IWAI)	2
Cargo Movement	2
National Inland Navigation Institute	2
NTPC Coal Movement & Stake Holders meet	3
Kaladan Multimodal Transit Transport Project	3
Quiz	4
Do you know?	4
Hindi Poem	4
Employees Corner	4

### From Chairperson's Desk



*It gives me great pleasure to pen my reflections on the occasion of the launch of IWAI's Newsletter JALTARANG. You would be aware that the Authority is completing 25 years of its existence this year and would celebrate its Silver Jubilee in October, 2011.*

*Over the years, the Authority has remained focused on creation of infrastructure in terms of fairways, jetties, navigational aids, cargo handling equipments etc. We are now in a position to guarantee assured depth in the National Waterways. But we have to make concerted efforts to promote that the infrastructure created is fully used and the waterways are treated like 'marine highways'.*

*The Authority is at a cusp where it has to vigorously promote this environment friendly mode of mass transportation and harness its potential to the fullest possible extent. The successful movement of imported coal to NTPC's Farakka Thermal Power Plant, through IWT, would dispel doubts, if any, of naysayers and would act as a bedrock for furthering the use of IWT as an important mode for transportation of bulk cargo, over dimensional cargo and hazardous cargo.*

*The Authority needs to work as a team to face the challenges offered by traditional modes of transport viz. roads and railways and also work towards a modal shift of bulk cargo movement through IWT. Taking this*

*opportunity, I urge you the 'Team IWAI' to contribute towards making National Waterways vibrant and regain the lost glory of this important transport mode. The goal is within our reach and together we can make it possible.*

*I also take this opportunity to send my greetings and best wishes to you and all members of your family in the New Year.*



**Bhupinder Prasad**

### National Waterways – A Retrospective



*IWAI was set up on 27th October, 1986 vide Inland Waterways Authority of India Act, 1985, for regulation and development of inland waterways for the purposes of shipping and navigation.*

#### National Waterways No.1

The Ganga-Bhagirathi-Hooghly river system from Allahabad to Haldia (1620 kms)- declared as National Waterway in 1986.

**Fairway** 3.0 m depth between Haldia and Farakka. 2.5 m depth between Farakka and Patna. 2.0 m depth between Patna and Varanasi 1.5 m depth between Varanasi and Allahabad River conservancy measures such as bandalling and Dredging with eight CSD units in progress at various locations

**Terminals** Permanent Terminal with low level jetty constructed

at Gaihat, Patna. High level jetty under construction. Fixed terminals available at TT Shed in Kolkata, Pakur and Farakka. Floating terminals available at various locations. Mechanized cargo handling available at certain terminals.

**Night Navigation** Facilities such as lighted buoys for night navigation provided from Tribeni to Varanasi. Day channel marking between Tribeni to Allahabad.

#### National Waterways No.2

The Brahmaputra river from Sadiya to Dhubri (891 kms)- declared as National Waterway in 1988.

**Fairway** 2.5 m depth between Bangladesh Border and Dibrugarh. 1.5 m depth between Dibrugarh and Sadiya.

**Terminals** Permanent Terminal with low level jetty constructed at Pandu. High level jetty under construction. Floating terminals at Dhubri, Jogighopa, Tezpur, Silghat, Neamati, Dibrugarh, Panbari, Sadiya and Saikhowa.

**Night Navigation** Facilities such as lighted buoys for night navigation and also day channel marking provided from Dhubri to Sadiya.

#### National Waterways No.3

The West Coast Canal from Kollam to Kottapuram along with Champakkara and Udyogmandal Canals (205 kms) declared as National Waterway in 1993.

**Fairway** 2.0 m depth between Kochi and Alappuzha & Udyogmandal and Champakkara Canals.

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**Terminals** Permanent Terminals constructed at Kottapuram, Aluva, Ernakulam, Vaikom, Cherthala Thrikunnauzha and Kayamkulam. One is under construction at Kollam. Two more terminals have been constructed with Ro-Ro and Lo-Lo facility at Bolghatty and Willingdon Island for connectivity with ICTT Valarpaddam.

**Night Navigation** Facilities such as lighted buoys for night

navigation provided in entire National Waterway.

**Capital Dredging** 26 lakhs cubic meters completed and 14 lakhs cubic meters being undertaken.

**National Waterways No.4**

The Godavari and Krishna rivers and canals between Kakinada and Puducherry, (1027 kms)-declared as National Waterway in 2008.

**National Waterways No.5**

The Brahmani river and Mahanadi delta system along with East Coast Canal (588 kms.) declared as National Waterway in 2008.

*"IWT is an attractive transport alternative both in environmental and in economic terms."*



**National Maritime Agenda 2010-2020**

**Role of IWAI**

- ❖ Development of IWAI infrastructure.
- ❖ Declaration of river Barak as National Waterway no. 6
- ❖ Development of National Waterways no. 4 & 5.
- ❖ Extension of National Waterway no. 3 in Kerala.
- ❖ Making National Waterways 1, 2 & 3 fully functional by providing navigational channel of 3.0m/2.5m/ 1.5m depth for about 330 days in a year in various stretches. Providing fixed and floating Terminals and Night Navigational Aids with DGPS connectivity.
- ❖ Deploying CSD units for maintenance dredging in National Waterways to facilitate movement of cargo vessels and also river cruise vessels, coal movement for NTPC and other thermal power plants and ODC movement.

**Cargo Statistics and Cargo Movement**

The key to growth of Inland Water Transport lies in maximization of usage of facilities created by IWAI and ensuring more and more cargo is transported by IWT mode. The cargo moved in National Waterways in the last three quarters in Million Tonne KMs is given below:

National Waterway	Apr.-Jun. 2010	Jul.-Sep. 2010	Oct.-Dec. 2010
NW-1	318	343	262
NW-2	2.7	1.6	0.9
NW-3	2.6	3.3	4.6

The Over Dimensional Cargo Movement is included in the above figures. In Goa Waterways for the period April-November, 2010 the cargo moved is 1193 million tonne km and in Mumbai Waterways for the period April to September, 2010 the cargo moved is 352 million tonne km.

**Transportation Of Jute**

IWAI has been making constant efforts to locate different types of cargo which can be moved on inland vessels. In this regard Jute Corporation of India was vigorously pursued which culminated in the initial cargo of about 300 tonnes being transported from Pandu to Kolkata in IWAI cargo vessel M.V. Lal Bahadur Shastri and M.V. Rabindranath Tagore. The vessels were flagged off on 21.01.2010 at Pandu (Guwahati) by Chairperson, IWAI Smt. Bhupinder Prasad.

*"Compared to Road and Rail transport IWT is environment friendliest."*



IWAI cargo vessel M.V. Lal Bahadur Shastri and M.V. Rabindranath Tagore were flagged off on 21.01.2010 at Pandu (Guwahati) by Chairperson, IWAI.

**National Inland Navigation Institute**

- National Inland Navigational Institute established at Ghaighat Patna offers IV G.P. Rating induction course.
- To augment in house expertise, a dredging course was conducted by TID Netherlands from 1st October, 2010 to 6th October, 2010. The training included both theoretical aspects (lectures in class room) and practical aspects (on board the cutter suction dredgers). The training was imparted to ex-navy personnel, supervisors and crew of IWAI.
- The survey launch Survekshak was inducted as training ship Survekshak for facilitating on board training by NINI.
- A Marine Simulation Center established at NINI was inaugurated on 1st December, 2010. NINI is now geared to impart training to crew using the latest state of art technology.
- ECDIS course and other value added simulation course are planned in future for mariners.



Guard of Honour



Inauguration of TS Survekshak

*"नदियाँ पखिहन के लिए वरदान हैं"*

## NTPC Coal Movement and Stake Holders Meet

National Thermal Power Corporation and Inland Waterways Authority of India are working on project for transportation of imported coal by IWT mode between Haldia and Farakka/ Kahalgaon. NTPC has committed transportation of 3 million tonnes per year of imported coal. Project is being developed with investment from Private Sector. IL&FS- IDC are assisting IWAI/NTPC in tendering process. Expression of interest has evinced good response from major logistic operators. Success in this movement will surely pave way for more coal being transported by IWT mode for other Thermal power plants situated near navigable rivers.

Consultation with IWT Stakeholders in the NER region in January 2011 has revealed

- ❖ Difficulties faced by Food Corporation of India in movement of food grains by Rail and Road due to capacity constraints. IWT mode can mitigate the hardships faced by present operators using rail or road.

- ❖ Assam Company India Ltd evinced keen interest in movement of empty containers from Kolkata to Guwahati (about 2500 FEUs).

- ❖ Jute Corporation of India informed about the heavy demand of Jute in India and abroad and possibility of

movement of Jute from Guwahati to Kolkata by IWT mode during the jute production months.

- ❖ Coal India Limited informed about Margareta coals mined near Dibrugarh and indicated the possibility of coal movement from Dibrugarh to Bongaigon and also from Dibrugarh to Kolkata. Tenders have been invited and bids to be received by 28th February, 2011.

- ❖ Present available Cargo can be transported by IWT mode and the need of the hour is to augment number of inland vessels. Incentive for construction of inland vessels and freight subsidy for IWT movement are crucial stimulants needed.



## Kaladan Multimodal Transit Transport Project

*"IWT has lowest specific energy consumption, the lowest capital expenditure requirements for the maintenance and improvement of the infrastructutre and the lowest external costs."*

The Frame Work Agreement for two protocols (Protocol on Transit Transport and Protocol on Maintenance) were signed by INDIA and MYANMAR Ministry of External Affairs is Nodal Agency for implementation and IWAI were appointed by MEA as Project Development Consultant.

The transit route for movement as per DPR was Kolkata to Sittwe by sea going ships and Sittwe to Kaletwa by river barges and thereafter by road to Mizoram.

Construction of an integrated Port and Inland Water Transport (IWT) Terminal at Sittwe, transshipment terminal at Paletwa, development of navigational channel along river Kaladan from Sittwe to Paletwa (158 km), highway from Paletwa to India-Myanmar border (129 km) and construction of 6 nos. IWT barges of 300 tonne each for transportation of cargo between Sittwe and Paletwa are the project components.

IWAI had carried out reconnaissance of the project area in December, 2008 and subsequently twice in 2009 and reviewed/ updated the DPR. Detailed Hydrographic survey of the Sittwe port area undertaken during October, 2009 through M/s CONCORDIA, an Yangon based survey agency. After following tender procedure M/s Essar Projects (India) Ltd., Mumbai was awarded the work and the letter of acceptance issued by MEA in April, 2010. Agreement between M/s Essar Projects and MEA was concluded on 14th May, 2010. The contract price is Rs.342 crores and the schedule

completion date is June, 2013. IWAI has also appointed M/s Scott Wilson India Pvt. Ltd., New Delhi as Supervision Consultant to assist in the supervision of works. The construction work has started in December, 2010. Equipments and materials have arrived at site.

*"In terms of safety, Inland navigation causes the lowest accident costs in comparision with other transport modes."*



Chairperson, IWAI addressing the gathering at Sittwe, Myanmar

The Foundation stone laying ceremony of the works was held at Sittwe, Myanmar on 19.12.2010. Hon'ble Minister for Transport, Government of Myanmar and the Regional Commander for the Rakhine Province were the dignitaries from Myanmar who attended the function apart from Senior Officers from MEA, Embassy of India-Yangon and IWAI.



Dignitaries from India & Myanmar at the Foundation stone at Sittwe

## Do you know?



Kumbha is Sanskrit word for Pitcher (actually a roundish pot with no handles). Mela means 'a gathering' or 'a meet' or simply a fair. The origin as per Hindu mythology is Samundra Manthan episode (churning of the ocean of milk). The account

goes that the Gods lost their strength, and to regain it, they thought of churning the Ksheer Sagara (primordial ocean of milk) for amritha (the nectar of immortality). This required them to make a temporary agreement with their arch enemies, the demons or Asuras to work together with a promise of sharing the nectar equally thereafter. However, when the Kumbha (urn) containing the amrita appeared, a fight ensued. For twelve days and twelve nights (equivalent to twelve human years) the gods and demons fought in the sky for the pot of amrita. It is



believed that during the battle, Lord Vishnu flew away with the Kumbha of elixir spilling drops of amrita at four places: Prayag, Haridwar, Ujjain and Nashik. Now Kumbh Mela is celebrated at these holy places.

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## Quiz

## Name the Rivers:

Sr.No.	Quiz	Answer
1	Longest Indian River is	
2	Bhar Chukki & Gagana Chukki are located on	
3	The holy shrine of Pandharpur is situated on	
4	Daughter of Mountain King Himavat is	
5	Muddiest river in the world is	
6	Tungabhadra is main tributary of	
7	Aptly called the southern Ganges is	
8	Prayag is at the confluence of River Ganga and	

Answers in next issue

## Employee's Corner

1. Sh. L.K. Rajak and Sh. V.C. Dialani promoted as Deputy Directors in the month of Oct. 2010.
2. Sh. Amrendra Kumar Singh, Sh. Mayank Tyagi, Sh. V. Murgeshan and Sh. Arvind Kumar promoted as Assistant Directors.
3. Sh. Subroto Parui is promoted as Master 2<sup>nd</sup> Class and Sh. Yogesh Prasad Mandal is promoted as Master 3<sup>rd</sup> Class in the month of Jan. 2011.
4. Marriage of daughter of Smt. & Sh. Jai Singh, Driver was held on 5<sup>th</sup> Feb. 2011. IWAI congratulates and wishes both the bride and the groom a very happy married life.

## जल की तरंग

सुन री पावन जल की तरंग!  
तू बहती रह नित नीर संग!!  
पर्वत शिखरों पे चौंदी-सा,  
लावण्य रूप तेरा देखा!  
सूर्य किरण के छूते ही,  
खिंच गई बदन में एक रेखा!!  
रेखा ने ली ऐसी उमंग!  
तू बहती रह नित नीर संग!!  
मन ले उमंग तन ले उमंग,  
पाषाणों से कण-कण झरकर!  
शीतलता पावनता लेकर,  
बनते देखा तुझको निर्झर!!  
कर जल प्रपात से मोह भंग!  
तू बहती रह नित नीर संग!!  
पदचिन्ह तटों पर तू रचती,  
जीवन के पंथ सुझाने को!  
आँचल में निर्मल जल भरती,  
मानस की तपन बुझाने को!!  
नीरव कल-कल करती अभंग!  
तू बहती रह नित नीर संग!!  
सरिता से अगर बिछोह हुआ,  
तू शांत सरोवर में बैठी!  
मानो संन्यासिन हो कोई,  
रहती है यँ जल से ऐंठी!!  
शिव दृग से घायल ज्यों अनंग!  
तू बहती रह नित नीर संग!!  
सर्वस्व उसी को सौंप दिया,  
सर्वस्व जहाँ से पाया था !  
लहरसिंधु में समा गई,  
या सिंधु लहर ने पाया था!!  
दोनों के मन आई उचंग!  
तू बहती रह नित नीर संग!!

गीतिका सिंह  
पुत्री डॉ. इन्द्रपाल सिंह  
हिन्दी अधिकारी



Please send your feedback, comments and suggestions at [iwainoi@nic.in](mailto:iwainoi@nic.in). This will help us in improving upon our next issue. Do also keep sending your contributions regularly.