



# ANNUAL REPORT ON TRAFFIC NATIONAL WATERWAYS: FY 2020-21



**INLAND WATERWAYS AUTHORITY OF INDIA  
MINISTRY OF PORTS, SHIPPING & WATERWAYS**

**A-13, SECTOR-1, NOIDA- 201301**

**[WWW.IWAI.NIC.IN](http://WWW.IWAI.NIC.IN)**

## MESSAGE FROM CHAIRPERSON'S DESK



Inland Water Transport is (IWT) one of the important infrastructures of the country. Under the visionary leadership of Hon'ble Prime Minister, Shri Narendra Modi, Inland Water Transport is gaining momentum and a number of initiatives have been taken to give an impetus to this sector. IWAI received tremendous support from Hon'ble Minister for Ports, Shipping & Waterways, Shri Mansukh Mandaviya, to augment its activities.

The Inland Waterways Authority of India (IWAI) under Ministry of Ports, Shipping & Waterways, came into existence on 27<sup>th</sup> October 1986 for development and regulation of inland waterways for shipping and navigation. The Authority primarily undertakes projects for development and maintenance of IWT infrastructure on National Waterways.

To boost the use of Inland Water Transport in the country, Hon'ble Prime Minister have launched Jibondhara–Brahmaputra on 18<sup>th</sup> February, 2021 under which Ro-Ro service at various locations on NW-2 commenced, Foundation stone for IWT terminal at Jogighopa was laid and e-Portals (Car-D and PANI) for Ease-of-Doing-Business were launched.

The Car-D and PANI portals are beneficial to stakeholders to have access to real time data of cargo movement on National Waterways and information on Least Available Depth (LAD) and other facilities available on Waterways.

To promote the Inland Water Transport, IWAI has also signed 15 MoUs with various agencies during the launch of Maritime India Summit, 2021. Protocols and addendum to Protocols with neighbouring countries were also signed to give a boost to this sector.

This is the second such report being published by IWAI, which gives information on traffic potential, achievements and other relevant matters. I congratulate all officers and staff of the Traffic & Logistics Wing for this effort.

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## EXECUTIVE SUMMARY

Inland Water Transport is fast emerging as one of the viable supplementary modes for movement of passengers and goods. It is considered cost-effective and eco-friendly mode of transport. Any disruption in the rail/ road transport not only creates hardships to passengers and movement of goods but also put a hold on the economic growth of the country. Hence, it becomes all the more necessary to develop and promote IWT sector.

Visualizing the momentum Inland Water Transport is gaining, Government of India has declared 106 National Waterways (NWs) through the National Waterways Act, 2016 making it a total of 111 National Waterways. Out of these newly declared 106 National Waterways, Inland Waterways Authority of India (IWAI), under Ministry of Ports, Shipping & Waterways, has identified 23 viable NWs for further development and carrying out technical and commercial studies and identifying projects to promote IWT up to 2030.

This Annual Report of Traffic provides an overview of traffic flow on the operational National Waterways for the FY 2020-21 along with rapid navigational infrastructure development, i.e., adequate fairways, locks, river information system, terminals and allied infrastructure for facilitating transportation of cargo and passengers using the IWT mode.

This report also covers the detailed analysis of traffic quantity and trend vis-à-vis previous year as well as the commodity profiles of movement on the operational NWs.

In line with the projection of 140 million metric tonnes per year (MMTPA) by the year 2030 in Maritime India Vision (2030), IWAI has set the target for transportation of cargo on National Waterways in financial year 2020-21 at 75 million metric tonnes (MMT). The target was communicated to State Maritime Boards, IWAI Regional Offices and Ministry of Ports, Shipping and Waterways. A team was formed in Traffic & Logistics Wing to closely monitor the progress of the target set by IWAI. With the concerted efforts of all, IWAI has not only achieved the target of 75 MMT, but surpassed it at 83.64 MMT in FY 2020-21 and recorded a steep increase of 13.54% as compared to 1.8% in the FY 2019-20.

<b>National Waterways</b>	<b>Target set for FY 2020-21(MMT)</b>	<b>Actual Achievement against the Target (MMT)</b>
NW-1 (Ganga-Bhagirathi-Hooghly River System)	11.0	9.21
NW-2 (Brahmaputra River)	0.50	0.31
NW-3 (West Coast Canal)	0.60	0.73
NW-4 (Krishna Godavari River Systems)	0.10	6.83
Gujarat Maritime Board	30.60	25.71
Maharashtra Maritime Board	24.30	28.21
Goa Waterways	2.70	8.46
Other Waterways (NW-16,NW-44, NW-97, NW-86)	5.21	4.15
<b>Total</b>	<b>75.01</b>	<b>83.61</b>

IWAI has set its vision to develop a self-sustainable, economical, safe & environment-friendly mode of transport. Presently, IWAI has taken a lot of initiatives to achieve the vision by setting up the targets to increase the modal share of IWT from 2% to 2.5% by including bulk and containerized cargo; develop 5,000 km of IWT routes across States (India@75 as per NITI Aayog); enhance regional connectivity with North East India and neighbouring countries (Bangladesh, Nepal, Bhutan & Myanmar) through Eastern Waterway Grid; integrate IWT with Coastal Shipping and other modes; target passenger/ cruise tourism on waterways by encouraging private sector; focusing on infrastructure and service gaps and introduction of e-initiatives; etc.

During Maritime India Summit 2021, IWAI have also signed MoUs with 15 (fifteen) organizations to increase the movement of traffic/ cargo, cruise movement, infrastructure development and to promote the use of infrastructure already created by IWAI. MoUs have been signed with M/s. KITCO (for facilitating consultancy services in National Waterways), NHIDCL (for construction of all civil works of IWAI in North East Region), (ICSL for facilitating the Inland Vessel operations on National Waterways); (IPRCL for Road-Rail connectivity of MMT Sahibganj, etc., to name a few.

As a step toward improving the efficiency and effectiveness of various activities and to ensure Ease-of-Doing-Business, IWAI has developed digital solutions such as Cargo Data Portal (Car-D) and Portal for Asset & Navigational Information (PANI) to enable stakeholders to have access to key information on National Waterways.

During the lockdown (due to outspread of Covid-19) in the month of March/ April, 2020 when other modes of transportation were not able to function, the Inland Water Transport was functioning. Standard Operating Procedures (SOPs), duly approved by Ministry of Health & Family Welfare and Ministry of Home Affairs were designed and published on 24<sup>th</sup> April 2020. Similar SOP was also designed by Government of Bangladesh, and issued on 29<sup>th</sup> April, 2021 to continue the movement of vessels between India and Bangladesh on Indo-Bangladesh Protocol Routes (IBP) during the lockdown period. During this period, commodities like sponge iron and textiles were moved from Kolkata to Bangladesh using Inland Water Transport system on IBP Routes. All out efforts were made to keep the traffic movement going on in National Waterways and Indo-Bangladesh Protocol Route during Covid-19 pandemic. Various Ministries such as Ministry of Coal, Fertilizer, Textiles, Heavy Industries and Steel have been requested to allocate some percentage of their cargo through inland water transport.

To create awareness among stakeholders and to promote Inland Water Transport, IWAI has also conducted various stakeholders' conferences, seminars and webinars at various locations during the FY 2020-21, a brief of which is also presented in this report.

Other major highlights include various steps undertaken to promote Inland Water Transport sector with cooperation of Maritime Boards, State Governments and other stakeholders.

## **PART-I**

### **ANNUAL REPORT ON TRAFFIC MOVEMENT FY 2020-21**



## 1. Traffic on National Waterways (NWs)

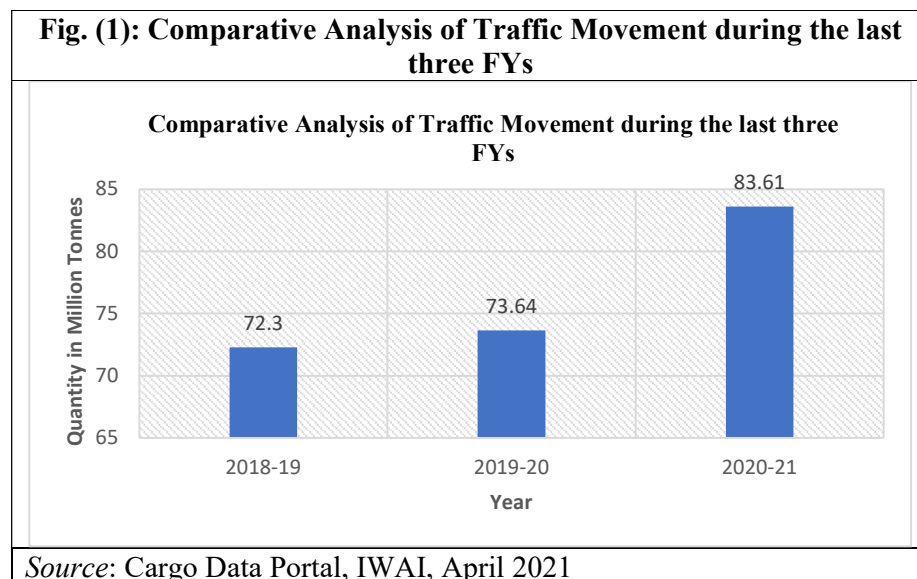
The traffic on Inland Waterways has witnessed exponential growth in the last four years with CAGR of 10.81% and reached to 83.61 million tons in the year 2020-21 despite the pandemic. Tapping the potential, IWAI aims at increasing the modal share of freight movement through IWT from 2% to 2.5% by FY 2030. The trends of traffic on National Waterways during last three years is presented in a Table below:

STATEMENT OF CARGO/TRAFFIC MOVEMENT FOR THE FY 20-21				
National Waterways	Quantity in tonnes			% Change FY 19-20 & FY 20-21
	FY 18-19	FY 19-20	FY 20-21	
NW-1 (Ganga-Bhagirathi-Hooghly River System)	6,793,981	91,13,297	92,06,984	1%
NW-2 (Brahmaputra River)	502,003	3,92,768	3,07,191	-22%
NW-3 (West Coast Canal)	408,790	5,46,051	7,33,977	34%
NW-4 (Krishna Godavari River Systems)	452,066	82,226	68,31,824	8209%
Sub Total (National Waterways 1-4)	8,156,840	1,01,34,342	1,70,79,977	69%
<b>Maharashtra Waterways</b>				
NW-10 (Amba River)	22,381,100	2,20,14,466	1,76,85,737	-20%
NW-83 (Rajpuri Creek)	816,205	6,66,755	2,05,567	-69%
NW-85 (Revadanda Creek-Kundalika River System)	1769,947	15,92,477	10,83,701	-32%
NW-91 (Shastri River - Jaigad Creek System)	3374,399	1,19,443	92,34,983	7632%
TOTAL	28,341,651	2,43,93,141	2,82,09,987	16%
<b>Goa Waterways</b>				
NW-68 (Mandovi River)	1,653,751	15,75,640	39,96,431	154%
NW-111 (Zuari River)	2,104,219	13,58,202	44,64,662	229%
TOTAL	3,757,970	29,33,842	84,61,093	188%
<b>Gujarat Waterways</b>				
NW-73 (Narmada River)	40,941	99,614	82,311	-17%
NW-100 (Tapi River)	28,780,183	3,09,16,062	2,56,29,554	-17%
TOTAL	28,821,124	3,10,15,676	2,57,11,865	-17%
NW-16 (Barak River)	-	4,417	1,032	-77%
NW-44 (Ichamati River)	-	8,98,641	2,80,353	-69%
NW-94 (Sone River)	-	8,00,000	0	-100%
NW-97 (Sunderbans Waterway)	3,227,460	34,59,540	38,61,439	12%
NW-86 (Rupnarayan River)	-	0	1,443	
Grand Total Metric Tonnes	72,305,045	7,36,39,599	8,36,07,189	13.54%
<b>Grand Total Million Metric Tonnes</b>	<b>72.30</b>	<b>73.64</b>	<b>83.61</b>	<b>13.54%</b>

Efforts were made to keep the traffic movement going on in National Waterways and Indo-Bangladesh Protocol Route during Covid-19 pandemic. The Indo-Bangladesh Protocol Route where the entry of foreign vessels was initially stopped, was reinstated by developing Standard Operating Procedures in consultation with approval of Ministry of Home Affairs and Ministry of Health & Family Welfare for entry of Bangladeshi vessels and crew for transportation of

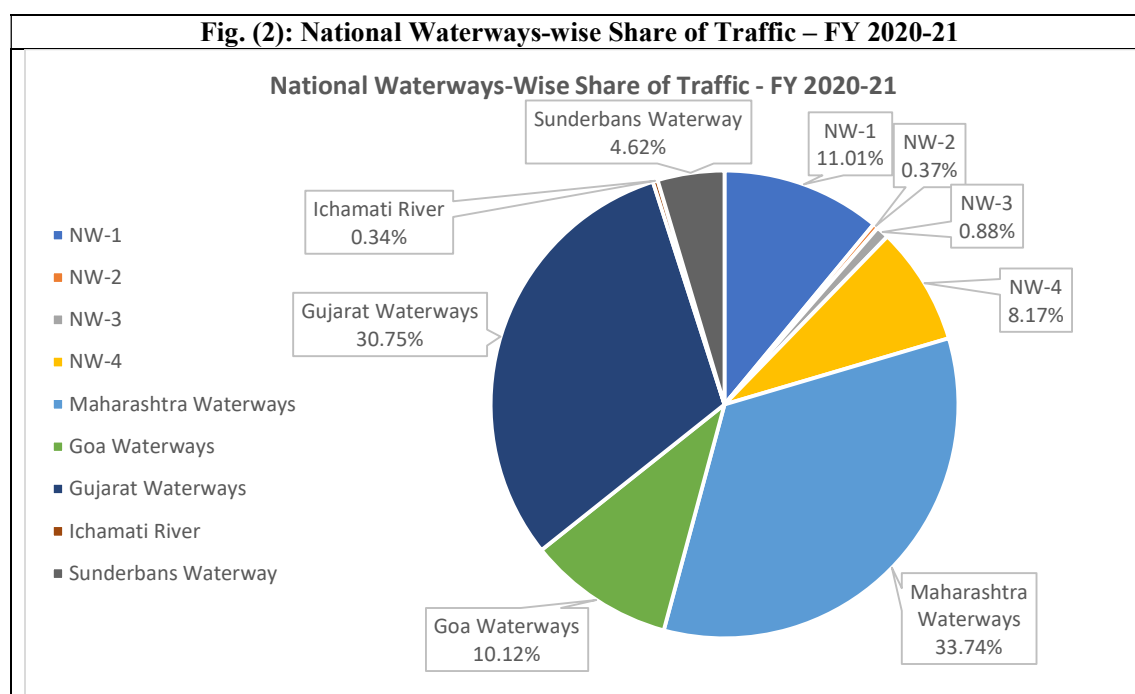
cargo. This helped in evacuation of fly-ash from the thermal power stations and keep them in operation.

A comparative analysis of cargo/ traffic movement during the last three financial years 2018-19 (72.30 MMT) followed by 2019-20 (73.64 MMT) and 2020-21 (83.61 MMT) is as presented in the following Fig. It may be observed that despite pandemic, there is a steep increase in the traffic movement in the FY 2020-21 at 13.54% as compared to 1.8% in the FY 2019-20.



## 2. National Waterways-wise Share of Traffic

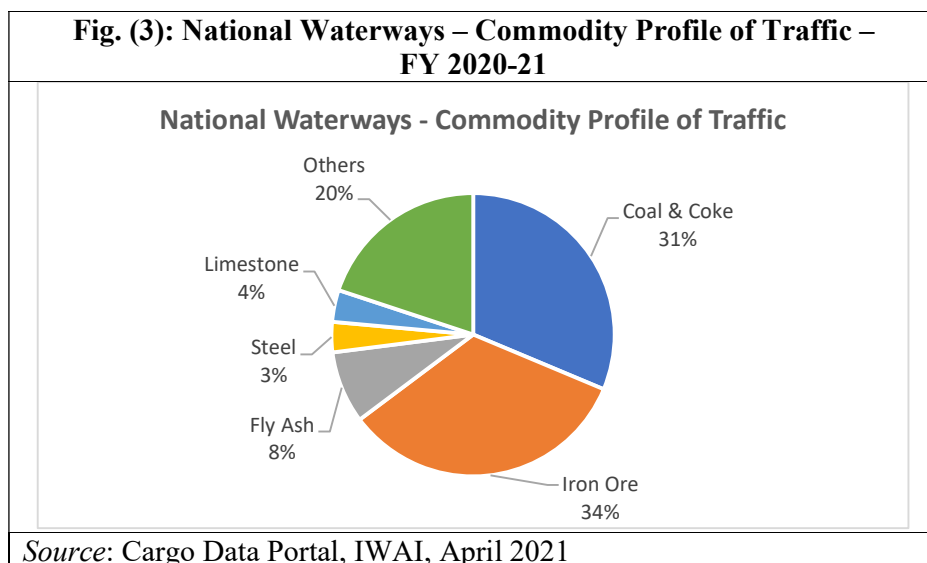
National Waterways-wise share of traffic during the financial year 2020-21 is mostly shared by Maharashtra Waterways (34%) followed by Gujarat Waterways (31%), NW-1 (11%), Goa Waterways (10%), NW-4 (8%) and Sunderbans Waterways (5%). This is as presented in the following Fig. (2).





### 3. National Waterways – Commodity Profile of Traffic

The most preferred commodity in the overall traffic is Iron Ore (34%) followed by Coal & Coke (31%), Fly-Ash (8%), Limestone (4%) and Steel (3%). Others (20%) mainly includes sand, stone chips, cement, etc., as presented in Fig. (3).



During lockdown, 243 Bangladeshi vessels were in Indian territory, which were also sent back to Bangladesh.

### INDO-BANGLADESH PROTOCOL ROUTE

A Protocol on Inland Water Transit & Trade (PIWT&T) between India and Bangladesh has been in existence since 1972 facilitating movement of inland cargo vessels of one country on designated routes of other country for



transit & trade of goods through inland waterways. For making the Protocol more effective, many landmark decisions were taken in the last two (19<sup>th</sup> & 20<sup>th</sup>) Standing Committee Meeting on PIWT&T and Secretary Shipping Level Talks held in October'2018 in New Delhi and in December'2019 in Dhaka. These decisions are given effect with the signing of 2<sup>nd</sup> addendum under PIWT&T on 20<sup>th</sup> May, 2020 at Dhaka, Bangladesh.

Routes: The number of Indo-Bangladesh Protocol (IBP) routes have been increased from 08 to 10 and new locations are also added to the existing routes:

- Inclusion of Sonamura-Daudkandi stretch of Gomti river (93 km) as IBP route no 9 & 10 will improve the connectivity of Tripura and adjoining states with Indian and Bangladesh economic centres and will help the neighbouring regions of both the countries.
- The operationalization of IBP route no 5 & 6 i.e., Rajshahi-Dhulian and its extension up to Aricha (270 km) will help the growing of infrastructure in Bangladesh as it would reduce the transportation cost of stone chips/aggregates to northern part of Bangladesh.
- Kolaghat in NW-86 i.e., Rupnarayan river has been also included in IBP routes no 1, 2 and 3, 4.
- IBP route no 3, 4 and 7, 8 has been extended up to Badarpur on NW-16 (River Barak). In these routes, Ghorashal in Bangladesh has also been added. The designated IBP routes under PIWT&T are:

1 & 2 – Kolkata-Silghat and vice versa  
 3 & 4 – Kolkata-Badarpur and vice versa  
 5 & 6 – Dhulian-Rajshahi-Aricha and vice versa  
 7 & 8 – Silghat-Badarpur and vice versa  
 9 & 10 – Daudkandi-Sonamura and vice versa

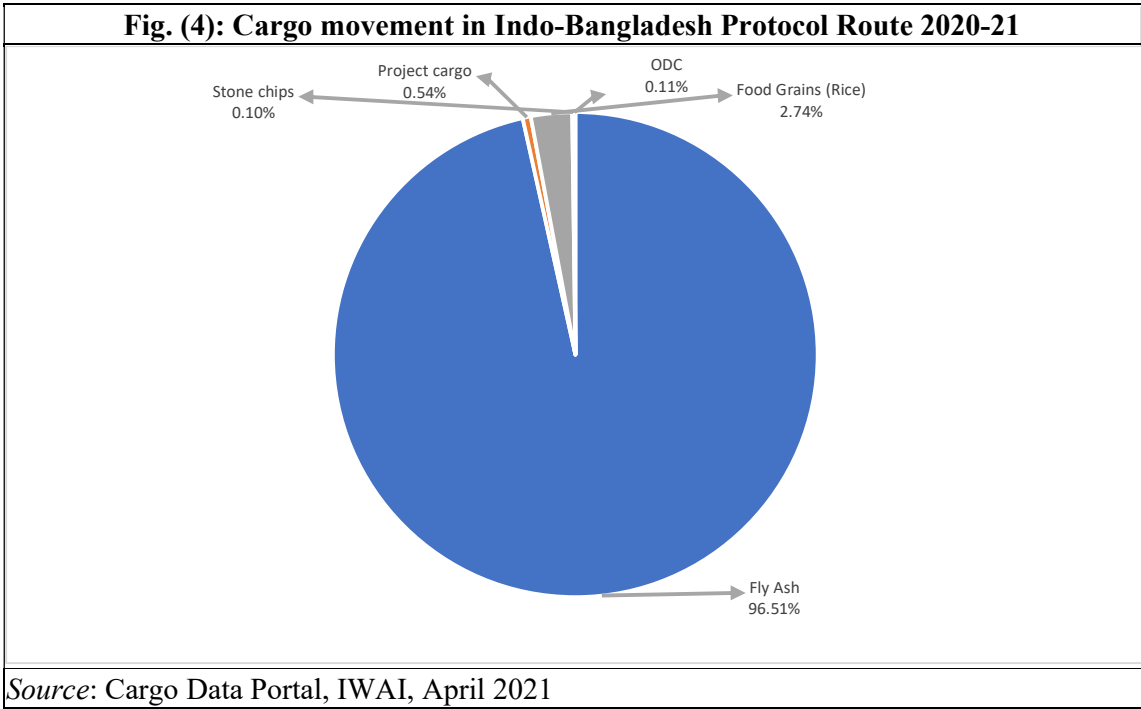
Further, number of Ports of Call has been increased from 6 to 11 and also 2 extended ports of call has been added as shown below:

Bangladesh		India	
Ports of Call	Extended Ports of Call	Ports of Call	Extended Ports of Call
Narayanganj	Ghorasal	Kolkata	Tribeni (Bandel)
Khulna	--	Haldia	--
Mongla	--	Karimganj	Badarpur
Sirajganj	--	Pandu	--
Ashuganj	--	Silghat	--
Pangaon	Mukhtarapur	Dhubri	--
Rajshahi	--	Dhulian	--
Sultanganj	--	Maia	--
Chilmari	--	Kolaghat	--
Daudkhandi	--	Sonamura	--
Bahadurabad	--	Jogigopha	--

With collaborative efforts of IWAI and BIWTA, the traffic has been continuously increasing on the IBP route. Approx. 3.56 million tonnes of traffic moved on the IBP route in FY-2020-21 and displayed a growth of approx. 2.89 % over FY-2019-20. Around 700 inland vessels (including approx. 650 Bangladesh-flag vessels) completed with approximately 4,000 loaded voyages annually.

**IBP route: Commodity profile of traffic (FY-2021)**

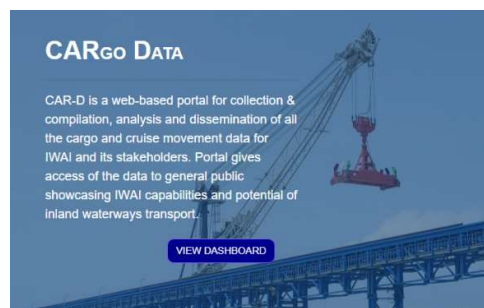
The commodity profile of the traffic handled on the IBP route during the financial year 2020-21 is as presented in the following Fig. (4):



From the above, it may be observed that fly ash is the most preferred commodity (almost 97%) on the IBP route followed by rice (3%). Project cargo, ODC and stone collectively contribute less than 1%.

## DIGITAL SOLUTIONS FOR EASE-OF-DOING BUSINESS

- **CAR-D (Cargo Data) Portal:** CAR-D is a web-based portal for collection & compilation, analysis and dissemination of all cargo and cruise movement data of National Waterways to the stakeholders. It captures the traffic data in a near real time mode for cargo and cruise from different terminals, operators, Maritime Boards, etc.



**Benefits of CAR-D:** It is accessible to all the stakeholders and helps in understanding the traffic flow pattern, key commodities and potential key logistic players in the sector and can facilitate cargo consolidation and promotion of National Waterways transportation.

- **PANI (Portal for Asset & Navigation Information):** PANI is an integrated solution



brining river navigation and infrastructure information on a single platform. It provides detailed information of various features of National Waterways and the assets such as fairway, infrastructure

facilities, cross-river structures, connectivity at jetties, emergency services for facilitating transportation of cargo. The GIS-based Bharat Map portal also helps external stakeholders in voyage planning, leading to ease of business. A mobile application has also been prepared which is available on Google Play Store for easy dissemination of information and tracking of vessels.

**Benefits of PANI:** The platform brings transparency of information for timely decision-making based on single source of truth and aims to facilitate transportation of cargo through National Waterways. It also helps in assessing the feasibility of transportation on an anticipated date of journey by simulating historical data against required draught, vertical and horizontal clearance.

These solutions increase collaboration across divergent stakeholders, improve organizational consistency, increased resource agility, enhances ownership and accountability for each stakeholder leading to improved management of activities. By having public access to key work being done by IWAI for the sector, will enhance IWAI's standing in the market and will increase trust in the sector.

## **OTHER INITIATIVES FOR GROWTH OF TRAFFIC ON NATIONAL WATERWAYS**

### **1. Revision of Levy & Collection of Fees:**

Taking ahead the vision of the Government of India to promote Inland Waterways as a supplementary mode of transport, the Ministry of Ports, Shipping and Waterways has considered waiver of waterway user charges initially for a period of three years. Presently, Inland Waterways Authority of India levies the waterway usage charges at a rate of Rs. 0.02 per gross registered tonnage (GRT) per kilometer for plying of inland cargo vessels and Rs. 0.05 per gross registered tonnage (GRT) per kilometer for plying of Cruise vessels on National Waterways (NWs). Since Inland Waterway traffic movement is at a very nascent stage and currently contributes only 2% of total cargo traffic, the water usage charges for plying of inland vessels on National Waterways has been done away with to attract traffic on Waterways. In 2016, the number of National Waterways were increased from 5 NWs to 111 NWs. The levy of fees and charges on use of National Waterways was applicable on the use of all the NWs which was acting as hindrance in administration of traffic movement and collection of traffic data.

Waterway usage charges collected in last five years for movement of inland vessels were Rs. 67.92 lakhs, Rs. 99.86 lakhs, Rs. 49.11 lakhs, Rs. 68.7 lakhs and Rs. 111.93 lakhs during 2014-15, 2015-16, 2016-17, 2017-18 and 2018-19 respectively. Thus, on an average, a revenue loss of approx. Rs. one crore will be caused to the exchequer every year. This step is expected to promote use of inland waterways by removing certain road blocks and provide “Ease-of-Doing-Business”.

### **2. Draft Guidelines for construction of Jetties by Private Operators**

**Policy for development of Private jetty/ terminal:** With the growth of IWT traffic on NWs, private entities have exhibited interest to build and operate private terminals on NWs. Allowing private entities to build, operate and manage the terminals will enable rapid development of terminal network on NWs. In view of the advantages associated with private sector participation in development of terminals on NWs, IWAI has proposed to permit the private sector to develop their own jetties and operate them on commercial basis. Recently IWAI has permitted Ro-Ro operations by private operators on NW-1 using their land on banks as landing points on temporary basis. This initiative is expected to bring in much needed participation of private sector in augmenting the development of infrastructure and modal shift of cargo in favour of IWT.

3. **Enhanced regional trade using IWT mode:**

a. **Addition of new Ports of Call and routes in India and Bangladesh under PIWT&T:**

With 7 new ports of call agreed to be added on each side along with addition/ extension of waterway routes under PIWT&T between India and Bangladesh, the accessibility of IWT mode for trade between India and Bangladesh is expected to increase and result in growth of traffic on NWs. As per an assessment, approx. 2.5 million tonne of traffic is expected to get diverted to IWT mode with the extension of Rajshahi-Dhuliyan route up to Aricha in Bangladesh.

b. **Inclusion of IWT mode in the Indo-Nepal trade treaty:** Inland waterways mode has been agreed for inclusion in the trade treaty between India and Nepal. This will allow Nepal bound cargo (coming from 3rd country via Kolkata port and India's exports) to take waterway up to Sahibganj MMT (Jharkhand), proposed Kalughat terminal near Patna (Bihar) and Varanasi MMT (UP) and further movement to Nepal via road. The IWT route will provide an alternate option to the traffic, which currently faces significant challenges such as congestion and delays on the rail and road mode currently.

c. **Trade between Bhutan and Bangladesh:** Stone exporters from Bhutan have identified Inland waterways as an alternate mode of transportation considering the benefits associated with waterways mode such as lower transportation cost, larger shipment size compared to road, avoiding congestion on land routes etc. The first movement under supervision of IWAI was successfully executed in July 2019. This movement evinced confidence in the Bhutanese exporters to increasingly shift to waterways mode and increase the trade of stone aggregates and other commodities between Bhutan and Bangladesh. As a result of the success of the first movement, transportation of stone aggregates has become regular between Dhubri and Chilmari (Bangladesh) and more than 15 shipments of approx. 4369 tonnes have been completed in FY-21. This trade using the IWT mode is expected to continue and reach a significant scale in the coming years.

4. **Standard Operating Procedures (SOPs) for facilitating the Stakeholders to use Inland Water Transport and access the various information related to National Waterways**

The list of Standard Operating Procedures (SOPs) for various National Waterways which are available at IWAI website is as given below:

- i. Standard Operating Procedures (SOP) of the Agreement on the use of Chattogram and Mongla Ports for movement of goods to and from India between

the Government of the People's Republic of Bangladesh and the Government of Republic of India.

- ii. Standard Operating Procedures (SOP) of MoU on Passenger and Cruise Services on the Coastal and Protocol Route between the Government of the People's Republic of Bangladesh and the Government of Republic of India.
- iii. Standard Operating Procedures (SOP) for the MoU on use of Inland Waterways for Transportation of Bilateral Trade and Transit cargoes between the Government of People's Republic of Bangladesh and the Government of Republic of India.
- iv. Standard Operating Procedures (SOP) for the Movement of Vessels on Protocol on Inland Water Transit and Trade (PIWT&T) to contain the spread of COVID-19.
- v. Standard Operating Procedures (SOP) and Check List for Ro-Ro / Ro-Pax vessel operations on National Waterways.
- vi. Standard Operating Procedures (SOP) for Car-D Portal.

## 5. Ro-Ro/Ro-Pax Service Commenced in Various National Waterways

The Operation of Ro-Ro / Ro-Pax vessels inaugurated by Hon'ble Prime Minister during February 2021 for the following routes:

Vessel Name	Ro-Ro / Ro-Pax Service between	Date of Inauguration by Hon'ble Prime Minister
MV Rani Gaidinliu & MV Sachin Dev Barman	Neamati and Kamalabari (Majuli)	18.02.2021
MV JFR Jacob	Guwahati and North Guwahati	18.02.2021
MV Bob Khathing	Dhubri and Fakirganj (U/S Hatsingimari)	18.02.2021
MV Adi Shankara & MV C.V. Raman	Wellington Island and Bolghaty	14.02.2021

## 6. Details of Ro-Ro / Ro-Pax Services

### • Ro-Pax service between Majuli Island and Neamati on NW-2 (River Brahmaputra)

Majuli is the world's largest river island in the Brahmaputra River, Assam. In 2016 it became the first island to be made a district in India. The island has 144 villages with a population of over 150,000 and a density of 300 individuals per square km. The main source of income is by agriculture, with paddy being the chief crop. Fishing, dairying, pottery and boat-making are other important economic activities. Handloom is also a major occupation among the women population of the villages. There are over 30 educational institutes, colleges and schools on the Island.



**Current Transportation challenges:** Majuli island is accessible by ferries from the city of Jorhat (via Neamati). The other route between Majuli and Jorhat is by a circuitous road through Tejpur Bridge covering a long distance of approx. 420 kms. Connectivity is one of the major problems faced by the small scale and cottage industries in the river island. It is very difficult to carry the raw materials from its sources from other parts of the State to the industrial areas due to poor transportation system.

Currently, approx. 2,000 passengers, 240 two wheelers, 54 light motor vehicles and 100 bicycles use the ferry service between Jorhat and Majuli on a daily basis. However, the boats which provide Ro-Ro services, are small wooden boats which run with over capacity most of the times making the voyage unsafe for passengers.



Benefits of the proposed Ro-pax service: The deployment of 2 Ro-Pax vessels (MV Rani Gaidinliu and MV Sachin Dev Burman with capacity of 2 Trucks + 4 cars + 200 Passengers

each) will generate following benefits –

- Reduce distance from 420 kms by road to 12 km by waterway
- Ensure safety of passengers and provide safety of shipping and navigation
- Enable round the year service
- Enable access for heavy vehicles such as trucks, buses etc. to cross the river and boost trade.
- Include Majuli in the economic development agenda





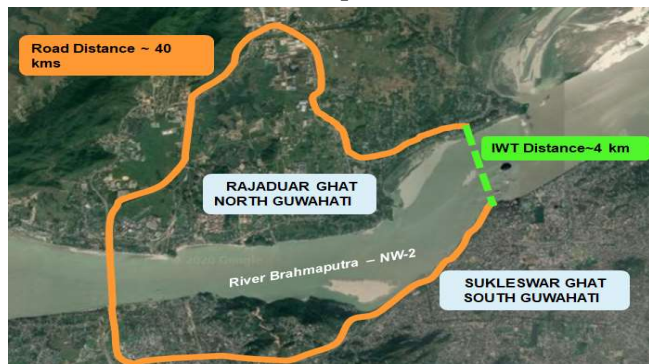
**MV Rani Gaidinliu for service between  
Neamati and Kamlabari (Majuli)**



**MV Sachin Dev Burman for service between  
Neamati and Kamlabari (Majuli)**

- **Ro-Pax vessels between North Guwahati and South Guwahati on NW-2 (River Brahmaputra)**

Guwahati is the hub of North Eastern state on the bank of Brahmaputra River, Assam. Guwahati is the largest city in the Indian state of Assam and also the largest metropolis in north-eastern India. A major riverine port city along with hills, and one of the fastest growing cities in India, Guwahati main city is situated on the south bank of the Brahmaputra. It is called the 'Gateway to North East India'.



The South Guwahati have many ancient Hindu temples like the Kamakhya Temple, Ugratara Temple, Basistha Temple, Doulgovinda and the Umananda Temple are situated in the city, giving it the title of "The City of Temples". Dispur, the capital of Assam, is in the circuit city region located within Guwahati and is the seat of the Government of Assam.

The North Guwahati area is on the northern bank of the Brahmaputra, is being gradually incorporated into the city limits. There are many educational institutes including IIT, Guwahati, colleges, schools and industrial area on the North Guwahati and is connected by only a Bridge called Saraighat bridge.

**Current Transportation challenges:** North Guwahati is accessible by ferries from the city of South Guwahati (via river Brahmaputra). The other route between these two by is by a road Bridge covering a long distance of approx. 40 kms through a heavy traffic of South Guwahati and also causing continuous traffic jam on the bridge as well as in the city area. It is very difficult and time consuming for the commuters and businessman who are facing traffic congestion for the purpose of work due to poor transportation system.



unsafe for passengers.

Everyday approximately 3,000 passengers and many light Motor Vehicle/ Two Wheelers/ Bicycles cross the river Brahmaputra at Guwahati travelling nearly 40 kms by road. However, the boats which provide Ro-Ro services, are small wooden boats / small ships of IWT which run with over capacity most of the times making the voyage

Benefits of the proposed Ro-pax service: The deployment of 2 Ro-Pax vessels MV Bob Khathing and MV JFR Jacob to be operated by Government of Assam between South Guwahati and North Guwahati (capacity of 2 Trucks + 4 cars + 200 Passengers each) will generate following benefits –

- a) Reduce distance from 40 kms by road to 4 km by waterway and also reduce the road congestion in city area
- b) Ensure safety of passengers and provide safety of shipping and navigation
- c) Enable round the year service
- d) Enable access for heavy vehicles such as trucks, buses etc. to cross the river and boost trade.
- e) Include North Guwahati in the economic development agenda



**MV JFR Jacob - for service between Guwahati and North Guwahati**

- **Ro-Pax vessels between Dhubri and Hatsingimari on NW-2 (River Brahmaputra)**

Dhubri and Hatsingimari, two adjoining districts in western Assam divided by the Brahmaputra. Regular movement of the vessel, between Dhubri on the north and Hatsingimari on the south bank of the Brahmaputra, will prove a boon for the region by drastically bridging the distance for cargo from Meghalaya and passenger movement of adjoining area as well as passenger movement to the Garo Hills region of western Meghalaya easier and faster. The road distance between the two towns, crossing the Brahmaputra on Naranarayan Setu connecting Jogighopa with Pancharatna, is 220 km.

**Current Transportation challenges:** A permanent Ro-Ro jetty is operational at Dhubri with a temporary Ro-Ro jetty at Hatsingimari. Dhubri and Hatsingimari connectivity reduces travel distance of vehicles between Meghalaya and Dhubri (Assam) which currently go over Jogighopa bridge (road distance -220 km; IWT distance 28km) and provides required commuting facility with safe, economic and environment-friendly mode of transportation. Everyday approximately 1000 passengers and many Two Wheelers/ Bicycles cross the river Brahmaputra at Dhubri. However, the boats which provide Ro-Ro services, are small wooden boats which run with over capacity most of the times making the voyage unsafe for passengers.

**Benefits of the proposed Ro-pax service:** The deployment of one Ro-Pax vessels **MV Bob Khathing** to be operated by Government of Assam between South Guwahati and North Guwahati (capacity of 2 Trucks + 4 cars + 200 Passengers each) will generate following benefits:

- Reduce distance from 220 kms by road to 28 km by waterway and also reduce the road congestion in city area
- Ensure safety of passengers and provide safety of shipping and navigation
- Enable round the year service
- Enable access for heavy vehicles such as trucks, buses etc. to cross the river and boost trade.
- Include western Assam and Meghalaya in the economic development agenda





**MV Bob Khathing - for service between Dhubri and Hatsingimari**

- **Deployment of Ro-Ro vessels between Bolgatty and Willingdon Island**

The Inland Waterways Authority of India will deploy two new Roll-on/ Roll-off vessels between Bolgatty and Willingdon Island on the National Waterway-3. The vessels have been procured from Cochin Shipyard Limited and will be operated by Kerala State Inland Navigation Corporation (KSINC). The Ro-Ro vessels, MV Adi Shankara and MV CV Raman, with capacity to carry six 20-foot trucks, three 20-foot trailer trucks, three 40-foot trailer trucks and 30 passengers each, will soon become operational between Bolgatty and Willingdon Island.

Container carrying vehicles moving between locations in southern Kerala such as Kollam, Allappuzha etc. and International Container Transshipment Terminal (ICTT), Vallarpadam currently use road route of approx. 25-30 km passing through Kochi city and add to increased traffic congestion, pollution and instances of road accidents. The city entry restrictions during the day hours also increase the transit time of these vehicles thereby adding to the transportation cost.

With commencement of the proposed Ro-Ro services, container carrying vehicles can take the Ro-Ro service from Willingdon island jetty to Bolgatty from where vehicles can access ICTT, Vallarpadam by road. Similarly, outward loaded/ empty vehicles from ICTT can take the same service from Bolgatty to Willingdon Island for onward road movement. The service will reduce the travel distance from current 25- 30 km on road to 3.5 km on waterways, thereby benefitting the trade with reduced transportation cost and transit time. Importantly, the service will bring much needed relief to the city of Kochi by reducing congestion level on road and contribute to public safety.





## COMMENCEMENT OF CARGO MOVEMENT ON SONAMURA

### Development of Sonamura Terminal

As per decision in the 19<sup>th</sup> meeting of Standing Committee of PIWT&T, Bangladesh portion of Gomti river (i.e., Sonamura to Daudkandi/Satnal stretch) was included as part of the Indo-Bangladesh Protocol routes 9&10 respectively. An amount of Rs.23.15 cr. is envisaged in the SFC for construction of a permanent terminal at Sonamura.

IWAI has established a temporary floating jetty at Sonamura to facilitate merchants of both the countries. Land for construction of terminal is available with Land Ports Authority of India (LPAI).

The intended benefits of development terminal at Sonamura are as under:



- Once these stretches become fully navigable, they will help in considerable reduction in the logistic cost of cargo movement in the North East Region (connecting NW-1 (River Ganga), NW-2(River Brahmaputra) through Bangladesh waterways.
- This will result in reduction in congestion road traffic through Siliguri Corridor (Chicken's Neck).
- Sonamura can also be considered as transshipment hub for further transportation of cargo through road to adjoining North Eastern States.
- It would also strengthen economic cooperation between Government of Bangladesh and India and also boost 'Look East' policy of the Government of India.

The terminal will facilitate merchants of both India and Bangladesh for movement of their merchandise through waterways.

## MAJOR ACHIEVEMENTS DURING FY 2020-21

1. Traffic growth @10.81% CGAR in last 04 (Four) years.
2. No. of operational NWs increased from 13 in FY-19 to 17 in FY-21.
3. Cargo mapping on following stretches/ NWs initiated:
  - a) Collection of cargo data from Ichamati River (~0.9 MMT).
  - b) Collection of data from Godavari River.
4. **Export of Bhutan Cargo via NW-2:** Operationalization of Dhubri – Chilmari Route: 15 movements of Bhutan cargo to Bangladesh via IBP route took place during FY21 (4369 MT).
5. Approx. 3.56 million tonnes of traffic moved on the IBP route in FY-21 against 3.46 million tonnes in FY 20, registering a growth of 2.89%.
6. Movement of 24 Over Dimensional Cargo on NW-1 / IBP and NW-2 Routes from Kolkata/ Haldia port to destinations along NW-1, IBP & NW-2. (PowerGrid, HURL, BHEL etc.).
7. Ministry of Steel, Textile, Coal, Food, Petroleum have been approached in July 2020, for transportation on Inland Waterways. Pilot movement on textile, plastic, iron & steel have been undertaken on IBP.
8. Flagging-off ceremony of first cruise vessel Ganga Voyager-II of M/s Heritage River Journeys from IWAI Princep Ghat tourist jetty, Kolkata to Sundarbans was held on 26/02/2021 in the presence of SMP Chairman, Director, IWAI, senior officials of IRS, IWT and other stakeholders.



9. MoU for handing over three IWAI vessels, namely, M.V. Rabindranath Tagore, M.V. Lal Bahadur Shastri and M.V. Homi Bhabha to Inland & Coastal Shipping Limited (ICSL), a wholly Owned Subsidiary of SCI Ltd., was signed on 22<sup>nd</sup> Jan. 2021 and one vessel, namely, M.V. RN Tagore handed over to ICSL on the same day followed by M.V. Lal Bahadur Shastri on 26.02.2021 at Gaighat, Patna. The third vessel shall be handed over to SCI after completion of dry-docking.



A trial of scheduled service from Varanasi to Kolkata was conducted with M.V.



RN Tagore during 28.12.2020 to 22.01.2021 with 5 containers carrying fertilizers from Varanasi and polypropylene granules from Patna followed by regular scheduled service from (i) from Kolkata to Patna was conducted with M.V. RN Tagore during 10.02.2021 to 22.02.2021, (ii) Varanasi and Patna to Kolkata with M.V. Lal Bahadur Shastri, with 58-ton rice husk was completed on 21.03.2021, (iii) Patna to Kolkata with MV R.N. Tagore commenced on 23.03.2021.

10. New Ports of Call included in Second Addendum have been notified by Customs.
11. SOP for the movement of Passenger and Cruise on IBP has been operationalized.
12. IWAI have opened a sub-office at Mormugao Port Trust Complex on 14.01.2021 to promote the IWT on National Waterways in Goa and also to look after / co-ordinate the developmental works.



IWAI Goa Sub-office – Inaugural Function

13. Land measuring 446.75 sqm at Princep Ghat, Kolkata (upstream of Vidyasagar Setu) has been taken over from Syama Prasad Mookerjee Port, Kolkata on 18.01. 2021 for “Construction of new tourist/cruise Jetty”.

14. 13 no. voyages of 17,085.339 MT of Rice transported from KPD, Kolkata, India, to Mongla, Bangladesh through NW-1 and Protocol on Inland Water Transit & Trade Route.
15. Maritime India Summit 2021 was held from 2<sup>nd</sup> March to 4<sup>th</sup> March 2021 wherein IWAI have signed the following MoUs with –

- i. MOL Shipping (India) Pvt. Ltd., for IWT operations in operational National Waterways;



- ii. Dredging Corporation India Ltd (DCI), for Fairway development/ maintenance in National Waterways;

- iii. Indian Port Rail & Ropeway Corporation Ltd. (IPRCL), for Road-Rail connectivity of MMT Sahibganj;



- iv. Inland & Coastal Shipping Limited (ICSL), for Facilitating the Inland Vessel operations on National Waterways;



- v. Cochin Shipyard Ltd. (CSL), for Repair and maintenance of IWAI vessels;



- vi. National Highways & Infrastructure Development Corporation Ltd (NHIDCL), for Construction of all civil works of IWAI in North east Region;

- vii. National Institute for Smart Governance (NISG), for Program management of e-initiatives;



- viii. National Institute of Financial Management (NIFM), for Training on Financial Management;



- ix. Bhaskaracharya National Institute for Space Applications and Geo-Informatics (BISAG-N), for Support for e-initiative of IWAI;



- x. M/s KITCO Limited for facilitating consultancy services in National Waterway-3.



- xi. M/s Heritage River Journeys Pvt. Ltd, for Cruise services on NW-1 & Sundarbans Waterways and other operational National Waterways;



- xii. National Technology Centre for Ports, Waterways & Coasts (NTCPWC), for Providing technical services towards development of National Waterways;

- xiii. Kochi Metro Rail Limited (KMRL), for Transfer of land at Kakkanad Terminal for 30 years and Jetty at Kakkanad Terminal land;



- xiv. Indian Ports Association (IPA), for Supervision of IWAI vessels during their operations on various NWs;



xv. Government of Odisha, for operation & management of Ro-Ro vessel, MV Bhupen Hazarika on 15–March-2021 in the august presence of Hon’ble Minister of Commerce & Transport, Govt. of Odisha.

16. Foundation stone for construction of tourist jetties at Jogighopa, Pandu, Biswanathghat and Neamati. Foundation Stone for construction of IWT terminal at Jogighopa.



17. An MoU has been signed between and Government of Odisha on 15.03.2021 for deployment of IWAI Vessel M.V. Bhupen Hazarika in the state of Odisha.



18. First commercial consignment of 40,000 cartons of fruit drink (512 MT) of PRAN group of Bangladesh commenced from Ghorashal extended Port of Call of Narayanganj, Bangladesh on 16th March 2021 and reached at GR Jetty Kolkata.

19. Commercial operation of Broad-Gauge Railway Siding at Pandu commenced by receiving first consignment of 644 MT of steel round bars of Rashtriya Ispat Nigam Limited (RINL) Vizag in 10 wagons on 28.03.2021.



20. An MoU has been signed between IWAI and NF Railways on 31.03.2021 for jointly utilization of IWAI and Railway infrastructure at Pandu and other locations. Photos to be attached.
21. Transportation of cargo from Karmganj to Narayanganj in Bangladesh continued with Bangladeshi vessel MV Muslim Nou Paribhan loaded with 66 MT lime stone. Similarly, the transportation of stone Chips from Dhubri to Chilmari continued with 15 Bangladeshi vessels totaling 4369 MT.

## DETAILS OF OVER-DIMENSIONAL CARGO (ODC) MOVEMENTS DURING FY 2020-21

Inland Waterway Transport (IWT) is the most preferred mode of transportation of Over-Dimensional Cargo (ODC) due to its manifold merits vis-à-vis other modes of transportation. For movement of ODC cargo, road transport faces challenges such as route and time restrictions, requirement of multiple permissions, route surveys, etc. Rail transport also faces flexibility to accommodate ODC cargo due to its standard wagon sizes.

### ODC Movements in National Waterways and IBP Route

The details of Over-Dimensional cargo movements in National Waterways and IBP route during the FY 2020-21 are as presented in the following Table. These ODC cargo movements pertain to M/s. HURL, BHEL and Power Grid Corporation.

Table (i): Details of Over-Dimensional Cargo (ODC) Movements in National Waterways & IBP Route during FY 2020-21								
Sl. No.	NW	Month	Year	Origin	Destination	Commodity	Cargo in MT	Shipper
1	NW-1	Apr	2020	Kolkata	Semaria	Project Cargo	550	HURL
2	NW-1	Apr	2020	Semaria	Sahibganj	Project Cargo	45	HURL
3	NW-1	May	2020	Diamond Harbor	Semaria	Project Cargo	240	HURL
4	NW-1	May	2020	Diamond Harbor	Semaria	Project Cargo	240	HURL
5	NW-1	May	2020	Diamond Harbor	Semaria	Project Cargo	35	HURL
6	NW-1	May	2020	Diamond Harbor	Semaria	Project Cargo	417	HURL
7	NW-1	May	2020	Diamond Harbor	Semaria	Project Cargo	413	HURL
8	NW-1	June	2020	Diamond Harbor	Kolaghat	Project Cargo	387	HURL
9	NW-86, NW-1, IBP, NW-2	July	2020	Kolaghat	Silghat	Project Cargo	312	BHEL
10	NW-86, NW-1, IBP, NW-2	July	2020	Kolaghat	Silghat	Transformer	456	Power Grid Corp
11	NW-1, IBP	Aug	2020	Kolkata	Mongla	Project cargo	436	BHEL
12	NW-1	Sep	2020	Kolkata	Sahibganj	Project Cargo	227	HURL
13	NWW-1, IBP, NW2	Sep	2020	Kolkata	Silghat	Transformer	500	BHEL

<b>Table (i): Details of Over-Dimensional Cargo (ODC) Movements in National Waterways &amp; IBP Route during FY 2020-21</b>								
<b>Sl. No.</b>	<b>NW</b>	<b>Month</b>	<b>Year</b>	<b>Origin</b>	<b>Destination</b>	<b>Commodity</b>	<b>Cargo in MT</b>	<b>Shipper</b>
14	NW-86, NW-1, IBP	Oct	2020	Kolaghat	Mongla	Project cargo	346	BHEL
15	NW-1	Nov	2020	Kolkata	Sahibganj	Project Cargo	227	HURL
16	NW-1	Nov	2020	Kolkata	Sahibganj	Project Cargo	324	HURL
17	NW-1, IBP	Nov	2020	Kolkata	Mongla	Project cargo	203	BHEL
18	NW-1	Dec	2020	Kolkata	Sahibganj	Project Cargo	162	HURL
19	NW-1	Dec	2020	Kolkata	Sahibganj	Project Cargo	227	HURL
20	NW-1	Dec	2020	Kolkata	Semaria	Project Cargo	162	HURL
21	NW-1	Dec	2020	Kolkata	Semaria	Project Cargo	227	HURL
22	NW-1, IBP	Jan	2021	Kolkata	Mongla	Project Cargo	458	BHEL
23	NW-1, IBP	Feb	2021	Kolkata	Mongla	Project Cargo	348	BHEL
24	NW-1, IBP	Mar	2021	Kolkata	Narayanganj	Project Cargo	53	BHEL
<b>Total (in MT)</b>							<b>6,994</b>	

## **STAKEHOLDERS' CONFERENCES, SEMINARS & WEBINARS**

To create awareness among stakeholders and promote Inland Water Transport, IWAI has also conducted stakeholders' conferences, seminars and webinars at various locations during the FY 2020-21, a brief of which follows in the next section.

## PART-II

### STAKEHOLDERS' CONFERENCES, SEMINARS & WEBINARS



**1. Webinar on “Sonamura – A Gateway to Tripura through Waterways”, organized on 4<sup>th</sup> August 2020 by IWAI**

The Protocol for Inland Water Trade & Transit (PIWT&T) was signed between India and Bangladesh in 1972 to provide inland waterways connectivity between the two countries for bilateral trade as well as to improve the connectivity of North East States of India through waterways. Currently 3.5 MMT of cargo is transported between India and Bangladesh on the protocol routes.

To further facilitate the bilateral trade and to improve the North East Region (NER) connectivity, the scope of PIWT&T has been expanded by signing of 2nd Addendum to PIWT&T on 20.05.2020. Salient features of the 2nd Addendum are as follows: -

- ✓ Rupnarayan river upto Kolaghat (45 km) has been included in the protocol route 1 & 2.
- ✓ Dhulian – Rajshahi (78 km) (protocol route 5 & 6) has been agreed to be operationalized and extended up to Aricha (270 km).
- ✓ Daudkandi – Sonamura stretch of 93 km of River Gomti has been included as protocol route no. 9 & 10.
- ✓ Ports of call have been increased to 13 in each country from the existing six ports of call.





This Webinar on “Sonamura – Gateway to Tripura through Waterways” was conducted with an objective to promote the Daudkandi - Sonamura trade route among industry and stakeholders and provide necessary information on the use of newly added waterway. This webinar included discussions on possibilities and opportunities for cargo movement on River Gomti along with technical, commercial, regulatory and procedural issues in operationalizing the route.



### 1.1. List of speakers

1.	<b>Dr. Amita Prasad</b> Chairperson, IWAI	8.	<b>Shri Shashi Bhushan Shukla</b> , Member (Traffic & Logistics), IWAI
2.	<b>Shri N Sivasailam</b> Ex Special Secretary Logistics, Ministry of Commerce & Industry, GoI	9.	<b>Shri Gite Kirankumar Dinkarrao</b> , Secretary, Industries & Commerce, Govt. of Tripura
3.	<b>Commodore Golam Sadeq</b> Chairman, Bangladesh Inland Water Transport Authority (BIWTA), Bangladesh	10.	<b>Mr Abdul Matlub Ahmed</b> , Chairman, Nitol Niloy Group & Chairman, Indo – Bangladesh Chamber of Commerce
4.	<b>Shri Rajat Sachar</b> , Sr. Economic Advisor, Ministry of Shipping, Govt of India	11.	<b>Mr Tarique Kamal</b> , Chief Operating Officer, Premier Cement, Bangladesh
5.	<b>Smt Riva Ganguly Das</b> , High Commissioner, Indian High Commission, HC Dhaka	12.	<b>Mr Tushar Kanti Chakraborty</b> , President, All Tripura Merchants Association
6.	<b>Dr Alka Bhargav</b> , Additional Secretary, Department of Agriculture, Cooperation & Farmers Welfare	13.	<b>Smt Shruti Arora</b> , Associate Director, PwC
7.	<b>Shri G M Kamei</b> , Commissioner of Customs (Preventive), North East Region, Shillong		

## ***1.2. Key Highlights***

The inaugural session started with the keynote address by **Dr. Amita Prasad, Chairperson, IWAI**. She gave a short presentation on Indo Bangladesh Protocol Routes and the newly added route Daudkhandi – Sonamura under PIWT&T. She emphasized on importance of the waterway's connectivity established with Tripura and gave detailed information on existing infrastructure. She urged the industry to take advantage of this connectivity, use shallow draft vessels with capacity upto 100 MT and explore return cargo like spices, rubber, bamboo, fruits & horticulture etc. to make the route viable and cost effective.

**Commodore Golam Sadeq, Chairman BIWTA**, Bangladesh welcomed the move of both the Governments for opening new waterway routes between India and Bangladesh. He further urged the industry to come forward to utilize this waterway for trade and transportation and that Governments of the two countries would endeavor timely addressal of challenges the user may face on the newly added waterway route between Bangladesh & Tripura.

**Shri Rajat Sachar, Sr Eco Advisor, Ministry of Shipping**, Govt of India said that both the governments have taken many initiatives on several fronts for enhancing bilateral trade between the two countries. Several agreements and amendments, SOPs, fairway development of the IBP routes among others have strengthened the bilateral relations and will benefit citizens of both the countries. He also appreciated the efforts made by IWAI for timely initiative in informing the industry about the newly added waterway between Tripura and Bangladesh and urging them to take the initiative forward. He further added that connectivity to Tripura through waterways is a critical step for the development of trade with North East Region. He emphasized that infrastructure has been created, now shippers need to come forward.

**Smt Riva Ganguly Das, High Commissioner of India, Dhaka**, informed that development of connectivity with Bangladesh through other modes (Rail & IWT) has reduced the overdependence on road routes primarily at Petrapole / Benapole LCS which normally is heavily congested contributing towards delays and overshooting of costs. She added that during the COVID-19 crisis, both governments have taken several initiatives in allowing containerized transportation of goods through railways which was earlier being used only for bulk cargo. The addition of new waterway routes has further strengthened the connectivity and has given options for traders and shippers to explore new regions to do business. She urged the industry to make use of this opportunity and optimize their supply chains by effectively utilizing IWT mode.

**Shri N Sivasailam, Ex Special Secretary (Logistics), Government of India**, stressed on the need of small barges with capacity approx. 100 tons in large numbers to ply on the newly added waterway route between Daudkhundi and Sonamura which is further connected to Kolkata / Haldia and NER regions. This would not only bring gains for business community in India but also provides a business opportunity for barge owners in Bangladesh to ensure waterways movement of EXIM cargo between both countries as well as transshipment cargo to/from NER. He also impressed upon the need to increase terminal infrastructure, and that the logistics player need to understand that time saving by travel through waterways rather than focus on the speed. He urged IWAI and BIWTA to promote, facilitate and support these small barge owners who are decisive stakeholders in operationalizing this waterway route between Tripura and Bangladesh.

**Smt Alka Bhargava, Additional Secretary, Agriculture, Govt of India**, informed that Green Gold of NER i.e. bamboo industry, could immediately grab this opportunity created by the new waterways connectivity. High volume, non-perishability, low transportation cost creates a win-win situation for the industry by using waterways. She further added that there is a need for establishing aggregation centers and cold storage facilities around waterways for NER commodities which are primarily organic produce (highly perishable) like Ginger, Turmeric, the world-famous Tripura Pineapples and other horticulture and floriculture goods. Shri Shukla informed that Sonamura terminal with an assigned land of 6.91 acres is going to be operated by Land Port Authority of India (LPAI) which can be utilized as aggregation center for agri-products and required cold storage facilities can be created.

**Shri GM Kamei, Commissioner of Customs (Preventive), North East Region, Shillong**, informed the participants about the existing customs area at Srimantapur LCS adjacent to Sonamura floating terminal which is 50 m away from Indo-Bangladesh Border. Srimantapur LCS handled approx. INR 100 crore of EXIM trade (predominantly imports) via road route in FY 2019-20. There is an opportunity to shift some of this trade via waterway route. The customs area at Srimantapur is also coming up with a warehousing facility and a weigh bridge which can also be utilized by trade through waterways. He also informed that Srimantapur LCS is governed by a customs superintendent along with two inspectors who looks after clearance of commodities under International Trade and these officers will also be responsible for handling EXIM trade through waterways at Sonamura. He stressed that to facilitate EXIM movement of Agri commodities, which also requires inspection/examination/clearance from Plant Quarantine Authorities of both countries, facilities of these authorities need to be established not only at

Sonamura but also at other strategic LCSs in the North East Region. This could be a game changer to boost exports of Agri Commodities from the NER.

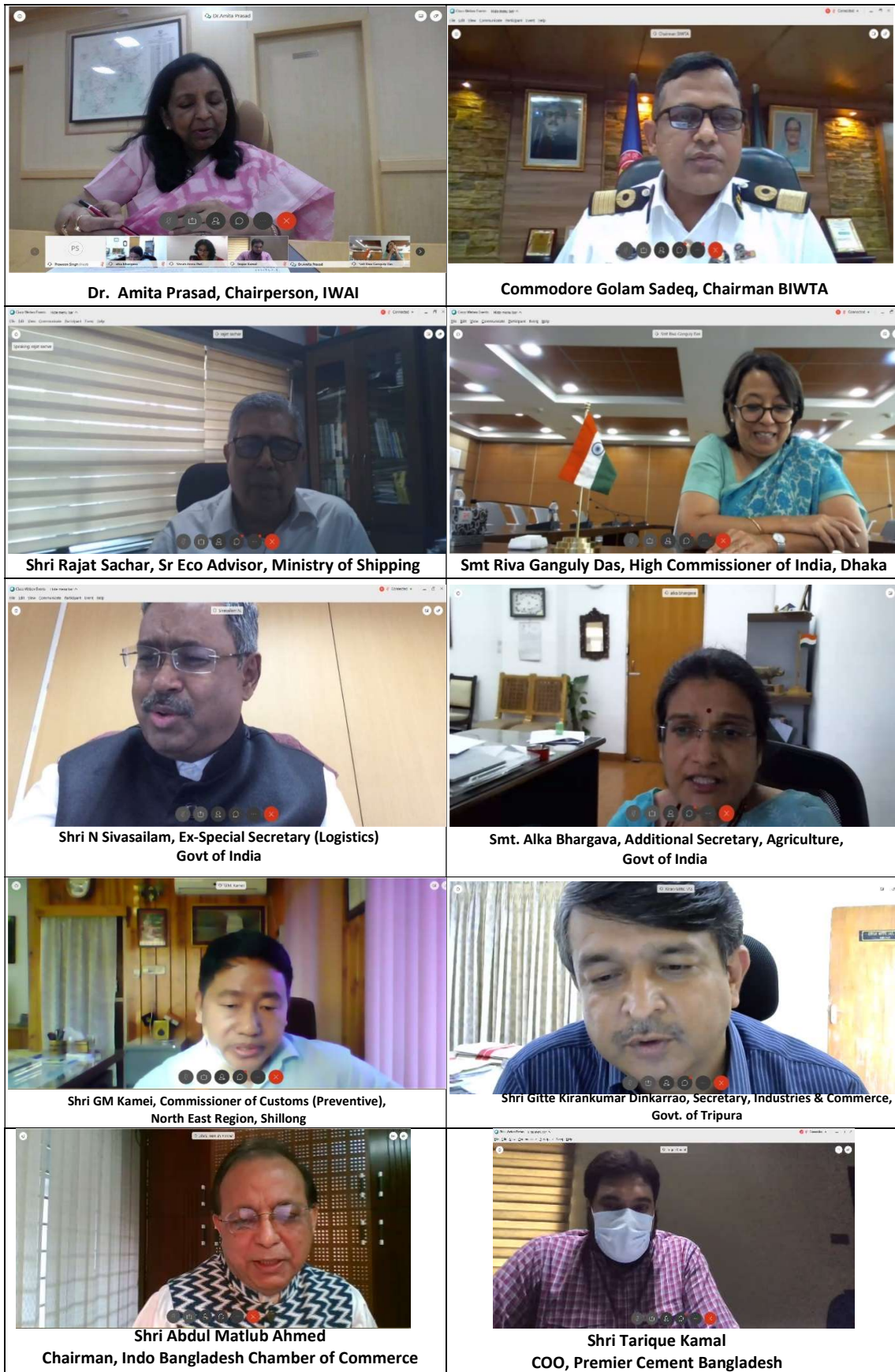
**Shri Gitte Kirankumar Dinkarrao, Secretary, Industries & Commerce, Govt. of Tripura**, informed the participants about existing trade to/from Tripura to/from Mainland India and Bangladesh. Tripura receives commodities worth INR 20,000 crore from mainland India and imports INR 630 crore worth commodities from Bangladesh, whereas Tripura sends approx. INR 2000 crore worth of commodities like rubber, bamboo, tea and other Agri products to mainland India. He added that in the recent trial run of TMT bars and pulses in containers from Kolkata Port to Agartala via Chittagong in July 2020, savings of INR 600/MT in the transportation cost was observed. These savings would further increase by INR 200 once the Feni River Bridge near Sabroom LCS (at south Tripura border with Bangladesh) is completed in December 2020 which will shorten the road distance to Tripura from Chittagong. A logistics park is also planned at Sabroom. He further added that Govt. of Tripura is working to bring cargo from various places in the North East to Sonamura and further evacuate to Bangladesh and Mainland India through waterways. A trial run on River Gomti is also planned in August 2020 which will help in identifying operational issues. He assured that these issues will be resolved in a timely manner to ensure the trade to be regular through the waterway route. He also stated that to address the need for food testing labs / plant quarantine facility to encourage exports of Agri commodities, Govt of Tripura will take up the matter with Ministry of Commerce & Industry at the earliest.

**Industry representatives** from Bangladesh and Tripura were enthusiastic with the opening up of additional connectivity enabled by waterways between the two countries. Mr. Abdul Matlub Ahmed, Chairman, Indo Bangladesh Chamber of Commerce and Shri Tushar Kanti Chakraborty, President, All Tripura Merchants Association stated that industry is positive about the new connectivity and assured to explore movement of goods through waterways. Mr. Tarique Kamal, COO, Premier Cement, Bangladesh stated that they have surveyed the route to identify navigable issues and found it very promising to conduct a trial run of exporting cement to India in August 2020. Shri Chakraborty also informed that steps needs to be taken with Bangladesh Custom Authorities to allow more commodities from India. He said this is a bottleneck for exporters from Tripura who are very keen to utilize this waterway connectivity.

There was a brief question and answer session in which the delegate's queries on the infrastructure available, draft availability, route and transshipment facilities were duly addressed by the panel.

The program ended with vote of thanks given by Smt. Shruti Arora, Associate Director, PwC.

## 1.4. Photo Gallery



## ***2. Webinar for Development of Eco-Tourism by proposed river cruise service/ operation in the 20-km area of Chambal River upstream of Kota Barrage on 06-01-2021***

A webinar was held on 06-01-2021 under the chairmanship of Chairperson, IWAI, regarding potential of river cruise tourism in Chambal River upstream of Kota Barrage wherein participants from Ministry of Ports, Shipping & Waterways, IWAI, Principal Secretary (Tourism), Government of Rajasthan, other senior officials from Government of Rajasthan, District Collector Kota, officials from Tourism Department and Forest Department, Government of Rajasthan, various cruise operators, officials from IIT-Madras and Marinetek participated.

Out of 960 km length of Chambal River, a stretch of 60.860 km from Chakarpura (confluence of Yamuna and Chambal River in Uttar Pradesh) to Awari (in Uttar Pradesh), has been declared as National Waterway-24 in the State of UP.

### ***2.1 List of Speakers***

1.	<b>Dr. Amita Prasad</b> Chairperson, IWAI
2.	<b>Shri Alok Gupta</b> Principal Secretary (Tourism) Government of Rajasthan
2.	<b>Shri Shashi Bhushan Shukla</b> Member (Traffic & Logistics), IWAI
3.	<b>Shri A.K. Mishra</b> Director (Technical), IWAI
4.	<b>Shri Ujjwal Rathore</b> District Magistrate, Kota
5.	<b>Shri Raj Singh</b> M/s. Heritage River Cruises Pvt. Ltd.
6.	<b>Shri Sanjay Basu</b> Managing Director The Far Horizon Tours Pvt Lt

### ***2.2 Key highlights***

- ✓ **Presentation by Member (Traffic & Logistics), IWAI on River Cruise Tourism in India:** Member (Traffic & Logistics), IWAI, Shri Shashi Bhushan Shukla, while welcoming all the participants made a presentation on River Cruise Tourism in India and spoke about the huge potential of river cruise tourism in India. He apprised about the current status of river cruise tourism in National Waterways in India, especially in NW-1, NW-2, NW-3, NW-8, NW-97, IBP, NW-68 and NW-111. With specific reference to River Cruise tourism in Chambal river, Member (Traffic & Logistics), IWAI, hailed the number of initiatives taken by Ministry of Tourism, Government of



Rajasthan, to promote river cruise tourism. He also informed that a survey and study has already been conducted by IWAI in this stretch. One of the river cruise operators, Shri Raj Singh also visited this site and IWAI requested other cruise operators to visit the area and share their experience. It was observed that there is a requirement of concrete floating jetty in this area. He assured to provide all help to Government of Rajasthan to frame the proposal based on the feasibility report. IWAI to provide all assistance to Government of Rajasthan and then can seek the funding from Government of Rajasthan and Ministry of Tourism.

- ✓ **Presentation by Director (Technical), IWAI, Shri A.K. Mishra on River Cruise Tourism in Chambal River:** Director (Technical) highlighted the prospects of development of Eco-tourism in River Chambal upstream of Kota Barrage. Chambal river, a tributary of Yamuna river, flows through Madhya Pradesh, Rajasthan and Uttar Pradesh and its total length is 960 km. Hydrographic survey of only 60 km in UP from Chakarpura to Awari (river Yamuna joining point) was conducted and declared as National Waterway-24. Director (Technical) further apprised that complete stretch of 20 km u/s of Kota Barrage is covered in National Chambal sanctuary under Wildlife Protection Act, 1972. Both bank areas are protected under Mukundra National Park and Tiger Reserve (MNPR). There is no scarcity of water depth for running boats and ships. Rather more than 4m water depth is available round-the-year in the stretch. It was also observed that no proper berthing platform with approach found in the stretch for safe embarkment and dis-embarkment; both the bank of river stretch are rocky vertical banks with 10 m to 15 m height; tourist boats are being operated under Rajasthan Regulation of Boat Act, 1957; also boat registration, survey and licensing, etc., is under Transport Department, Government of Rajasthan. Local cruise vessel operators are interested provided necessary clearance/ permissions by Government of Rajasthan are expedited. Director (Technical) also apprised Government of Rajasthan that there is a requirement to establish IWT Directorate under Inland Vessel Act, 1917. IWAI may provide necessary technical assistance regarding design and construction of suitable floating jetties with identification of location. It was also informed that role of IWAI is limited to facilitation of survey and support in navigation. The role of State Government is crucial in supporting tourism.
- ✓ **Presentation by M/s. Heritage River Cruises Pvt Ltd:** Shri Raj Singh, MD, M/s. Heritage River Cruises Pvt. Ltd., one of the cruise operators, made a presentation and shared his experience of visit to Chambal River. He expressed his enthusiasm for this new development. He informed that Kota Barrage is one of the magnificent tourist

places in Kota where people gather to enjoy a view of the white frothy water flowing in full force. This whole stretch is covered with gorgeous forests and wildlife. This was built for storage of water which was stored by the three previous dams of the Gandhi Sagar Dam, Jawahar Sagar Dam and Rana Pratap Sagar Dam. He also mentioned about various tourist places in the stretch, viz., National Chambal Sanctuary, Kansua Temple, Godawari Dham Temple, Katiya Bheel and Garadia Mahadev Temple, Mukundra Hills and Bhainsrorgarh. Mr. Raj Singh also highlighted that for Chambal river cruise, infrastructure and other permissions are needed. This stretch needs to be declared as a National Waterway. Also river tourism policy to be made by Government of Rajasthan which will include norms for safety, security, registration of ship, pollution control measures to keep river pristine, etc.

- ✓ **Launch of Policy by Govt of Rajasthan:** Shri Alok Gupta, Principal Secretary (Tourism), Government of Rajasthan thanked IWAI for organizing this webinar with all the experts in river cruises. He also informed that Government of Rajasthan has launched a new policy to promote cruise tourism recently. He has also informed that Rajasthan is not only known for beautiful palaces but also for river cruise tourism. He sought the support of IWAI to help promote this stretch. Government of Rajasthan is also planning to have a meeting with cruise operators for development of this sector. He further informed that they will endeavour their best to develop this stretch as fast as possible. Chairperson, IWAI, assured that whatever support is required from IWAI, we are committed to it. Chairperson also suggested to send a team to Goa and Gujarat which will give a clear idea of what type of technical support is required. Chairperson, IWAI, also suggested to create an IWT Cell to move further. Chairperson, IWAI, also mentioned that a spare Jetty is available with IWAI, which can also be given on loan, etc.
- ✓ District Collector, Kota, informed that an amount of Rs. 700 crores has been sanctioned for river front development in Kota District. Necessary provision in respect of jetty construction, navigation aids, survey, etc., for development of river cruise tourism shall be met out from this sanctioned amount.
- ✓ Transport Department, Government of Rajasthan, shall provide the policy support for river tourism in backwaters of Kota Barrage in Chambal River.
- ✓ IWAI agreed to extend all technical support in respect of construction of jetty and its related infrastructure including hydrographic survey. IWAI also nominated Director (T&L) and Senior Hydrographic Surveyor as Members of the Committee constituted by



Principal Secretary, Government of Rajasthan, for development of eco-river tourism in backwaters of Kota Barrage in Chambal River.

- ✓ IWAI also suggested that Prof. K. Murali, NTCPWC, IIT Madras, should be approached for technical support and design of jetty, etc. by Government of Rajasthan.
- ✓ A time plan and role of various departments shall be devised by Government of Rajasthan.

### ***2.3 Key action points***

- ✓ A meeting was held in Tourism Department, Government of Rajasthan, on 12.01.2021 wherein, among other things, it was decided that the officers of various departments of Government of Rajasthan, shall visit Kevadia (Gujarat) and Goa to see the facilities established there for river cruise tourism, for which IWAI shall be approached for necessary assistance.
- ✓ A Committee has been constituted by Government of Rajasthan and order in this regard has been issued by Government of Rajasthan vide letter dated 16.02.2021.
- ✓ On discussions with Director (Tourism), Government of Rajasthan, it was gathered that they would like to visit Kevadia (Gujarat) site in the second week of April and would seek IWAI's assistance.
- ✓ It is informed that after visit of Kevadia, the team consisting of officials from Government of Rajasthan, IWAI and Prof. K. Murali of NTCPWC, IIT Madras, shall visit the Kota Barrage site in Chambal River to assess the feasibility for various development works like jetty construction, navigation aids, survey, etc.
- ✓ The matter is being handled by Department of Tourism, Government of Rajasthan. IWAI would support technically whenever such request would be made to it.

## 2.4 Photo Gallery



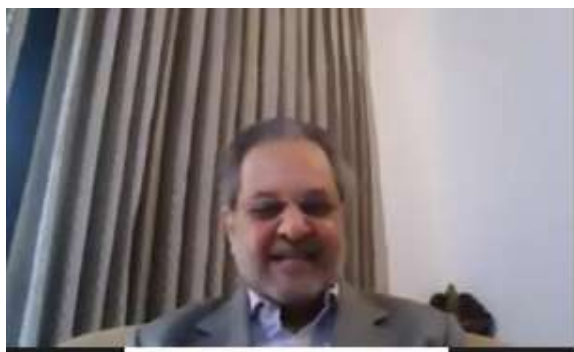
**Dr. Amita Prasad, Chairperson, IWAI**



**Shri Shashi Bhushan Shukla, Member (T&L), IWAI**



**Shri Sanjay Kumar Gangwar, Member (Tech), IWAI**



**Shri Sanjay Basu, Managing Director  
The Far Horizon Tours Pvt Ltd.**



**Shri Alok Gupta, Principle Secretary (Tourism)  
Government of Rajasthan**



**Shri Ujjwal Rathor, District Magistrate  
Kota (Rajasthan)**



**Shri Raj Singh  
Heritage River Crusies Pvt. Ltd**



**Shri A.K.Mishra, Director (Tech), IWAI**

### ***3. Stakeholders Conference by IWAI in association with CII at its Sub-Office at Goa regarding Industry-Stakeholders Interactive meeting on 14.01.2021***

Industry-Stakeholders Interactive meeting was held to take advantage of the waterways and the challenges that are being faced to shift cargo to waterways was held on the occasion of the inauguration of IWAI Sub-Office in Goa. Mormugao Port Trust representatives presented various issues the Industry is currently facing to take advantage of the Waterways, the challenges that are being faced to Shift Cargo to Waterways, Evolve “Future Proof” strategy with support of all stakeholders, users and operators.

IWAI has assured stakeholders to facilitate and resolve all related issues raised by CII on behalf of the industry both with the Central & State Govt to promote urban transportation for the movement of passengers and cargo through the waterways, Officials from IWAI, MPT, CII and other stakeholders from the Industry participated.

#### ***3.1 List of Speakers***

1.	<b>Dr. Amita Prasad</b> Chairperson, IWAI	7.	<b>Shri Atul Jadhav</b> Vice-Chairman, CII Goa State Council & Managing Director, New Era Shipping Private Limited
2.	<b>Dr. E. Ramesh Kumar, IAS</b> Chairman, MPT	8.	<b>Shri Atreya Sawant</b> Past Chairman CII Goa Panel on Logistics & Director, Sentrans Shipping
3.	<b>Shri Pravir Pandey</b> Vice-Chairman	9.	<b>Shri Gaurav Khaunte</b> Member CII Goa Council & Director, Alcon Cement Co. P. Ltd.
4.	<b>Shri Shashi Bhushan Shukla</b> Member (T&L), IWAI	10.	<b>Shri Yatish Dempo</b> Member CII Goa & Director Dempo Ship Building & Engineering Pvt. Ltd.
5.	<b>Shri Rajesh Kumar Pathak</b> Member (Finance), IWAI	11.	<b>Shri Dharendra Thakker</b> Co-Convenor CII Logistics Panel & Partner Hiralal & Company
6.	<b>Shri Sanjay Kumar Gangwar</b> Member (Technical), IWAI	12.	<b>Shri William D’Costa</b> Member CII Goa & Proprietor Goa Ore Carrier

### ***3.2 Key highlights***

To promote the Inland Water Transport in the country, Inland Waterways Authority of India (IWAI) is taking several steps including infrastructure development, fairway development and aids to navigation in Goa. Cruise and Passenger terminals have been established at Captain of Ports Jetty, Panjim, and also proposed to be established at Old Goa.

It is also noted that a substantial iron ore transportation is already taking place in Mandovi and Zuari Rivers (National Waterway-68 and National Waterway-111 respectively) and showing upward trend during the past few months.

### ***3.3 Key action points***

To strengthen Inland Water Transport including cargo, passengers and cruise movement, IWAI is pleased to inform you that an office has been opened in the Campus of Mormugao Port Trust Office Complex, in order to have regular close coordination with the stakeholders.

### ***3.4 Photo Gallery***



#### ***4. Conference-cum-Webinar by IWAI in association with CII on Investment Opportunities in Inland Waterways on 22.01.2021 at IWAI Regional Office at Kolkata***

A stakeholders' conference (both physical and virtual) was organized by IWAI Regional office, Kolkata in association with CII to promote the use of Inland Waterways, to enhance the investment for the betterment of the infrastructure and to create awareness about the on-going development plans of Government of India.

IWAI had signed a MoU with Inland and Coastal Shipping Limited (ICSL) which is a wholly own subsidiary of SCI, to run services for transportation of cargo by using three IWAI Inland Cargo vessels primarily on National Waterways and Indo-Bangladesh Protocol Route.

The objective to have a smooth operation of IWAI cargo vessels on National Waterways and to use Shipping Corporation of India's commercial knowledge management expertise and business acumen to generate cargo and demonstrate the opportunities existing for transportation of various types of cargo and commodities in Indo – Bangladesh protocol routes. Officials from IWAI along with Stakeholders from the Industry participated.

##### ***4.1 List of Speakers***

1.	<b>Dr. Amita Prasad</b> Chairperson, IWAI	8.	<b>Shri Raj Singh</b> Antara Cruise
2.	<b>Shri Debashis Dutta</b> Chairman, CII Logistics & SCM Task Force and Managing Director, BGS Group & President, Ripley & Co	9.	<b>Shri Abdul Matlub Ahmad</b> (Virtual Address) Chairman, Nitol Niloy Group & President India Bangladesh Chamber of Commerce & Industry
3.	<b>Mrs. H.K. Joshi (Virtual Address)</b> Chairperson and Managing Director, Shipping Corporation of India Limited	10.	<b>Shri Amlan Basu</b> Managing Director, AVS Group
4.	<b>Shri Rajesh Jindal, IRS</b> Principal Commissioner of Customs, Government of India	11.	<b>Shri Prashant Kumar</b> AGM – Inland Waterways, Adani Logistics Limited (Virtual Address)
5.	<b>Shri Shashi Bhushan Shukla</b> Member (Traffic & Logistics), IWAI	12.	<b>Capt Prabhakar Prakash</b> Director, Oceanwhale Shipping
6.	<b>Shri B K Tyagi</b> Director, Shipping Corporation of India Limited		
7.	<b>Cmde. B Cmdre Nagpal</b> (Virtual Address), Goa Shipyard Limited		



## 4.2 Key highlights

The following key interventions are undertaken for development of inland waterways:

- **Fairway Development:** Dredging, River training and conservancy works, bandalling, river marking and bank protection works.
- **Navigational Aids:** Installation of navigational aids like buoys, River Information System (RIS), DGPS, Beacon Lights etc.
- **Terminal Development:** Development of Multi-modal terminals (MMTs), Inter Modal Terminals (IMTs) and Ro-Ro Terminals.
- **Other Riverine Structures:** Construction of navigational locks, ship repair facilities, bunkering stations etc.
- **Vessel Operations:** Vessel designs and pilot runs.
- **Opportunities for imported coal transport on NW-1:** 11 power plants (belonging to NTPC, BSEB, WBPDC, CESC) in the vicinity (within 10 kms) of NW-1 in Bihar, Jharkhand and West Bengal. Approx. 0.3-0.4 million tonne p.a. of imported coal consumed by these power plants in last 2 years.
- **Opportunities for coal transport using NW-1, IBP routes, NW-2:** Approx. 1.00-1.25 million tonne of annual coal demand exists for the cement industry in the North East and approx. 20-25% of demand is met by imported coal coming from Haldia (KoPT). Possibility of supplying coal to the cement manufacturers in the region using Coastal + IWT route.

## 4.3 Key action points

- Possibilities and potential benefits being disseminated through stakeholder interactions and targeted outreach programs
- Promotion of River Cruise Tourism on River Ganga, Brahmaputra, Goa & Kerala waterways
- Shipbuilding Financial Assistance Policy (2016-2026)
- Ship repair facilities proposed at Sahibganj on NW-1 and Pandu on NW-2
- New Inland Vessels Act 2020 proposed
- Dual registration of vessels (MS Act & IV Act)
- Development of multimodal / intermodal terminals
- Appointment of Private O&M operators for IWAI terminals
- Assess environmental and social impact regularly to negate potential damage
- Regular assured depth-based dredging on required stretches of National Waterways



#### 4.4 Photo Gallery



## ***5. Virtual Meeting by IWAI, Kochi R.O. to discuss Trailer Movements through Ro-Ro Service between Willingdon Island & Bolghatty was held on 29.01.2021***

A virtual stakeholders meeting was held to promote Trailer Movements through Ro-Ro Service between Willingdon Island & Bolghatty. A brief discussion held between all the stakeholders during the meeting to increase the volume of Ro-Ro service, commenced on 11.01.2021. Cochin Port requested stakeholders to increase the volume of Ro-Ro service. Officials from Cochin port, KSINC, IWAI and Representative from the trade was in attendance.

### ***5.1 Key highlights***

A brief discussion held among all the stakeholders to increase the volume of Ro-Ro service, commenced on 11.01.2021. Shri Vipin R. Menoth from Cochin Port while welcoming all the members laid emphasis on how to increase the volume of Ro-Ro service. The salient points emerged out of discussions are enumerated below:

- The service has started on 11.01.2021 and presently transporting about 60 TEU's and some local passengers' cars and bikes.
- KSINC described to all stakeholders that the above figures are not matching with even breakeven point for the service and also keeping one vessel idle, because of insufficient movement, also not a sustainable situation to continue the service for a long time. Hence, request to all stakeholders to come up with suggestions and efforts to improve the volume of the service.
- Director, IWAI, added that the last service was stopped in June 2017 due to some technical reasons and the service is beneficial for the trade and environment, and without getting the minimum movement to reach the breakeven point, it will become hard to sustain with the service. Hence, requested to all stakeholders to contribute their sincere support to continue the service.
- CoPT also requested to all stakeholders to support the service for the betterment of trade and environment.
- The reasons identified by all stakeholders for low volume was discussed as the service is in initial stage so it will take some time to pick-up.
- Also, the movement is more in evening as the trailers are moving out of port after completing their paper work, which usually takes few hours in day time.

- A single point contact about the schedule of service is advised so that the drivers will be assured that the service is cancelled or re-scheduled prior reaching at boarding point.
- It was also advised about the timings as the frequency of trailers are more in evening and night.
- Trailers association representative advised for another one-to-one meeting to discuss further about the service.

#### ***5.4 Photo Gallery***



**Briefing his Presentation**

**6. Webinar organized by IWAI in association with ASSOCHAM on Eastern Waterway Grid for Regional Connectivity was held on 08.02.2021**

IWAI has been in continuous talks with neighbouring countries – Bangladesh, Nepal, Bhutan and Myanmar to strengthen and promote bilateral trade in the sub region, support ease of doing business at ports and open more routes benefitting the industry. Hon'ble Minister of Shipping Shri Mansukh Mandaviya has recently shared a detailed framework of a nearly 3000 cr. project to improve national waterways. India has shown constant upgrading and is working towards more economical and efficient use of waterways to provide enhanced regional trade across the eastern corridor.

**6.1 List of Speakers**

1.	<b>Shri Vineet Agarwal</b> President, ASSOCHAM and MD, TCIL	10.	<b>Dr. Amita Prasad</b> Chairperson, IWAI
2.	<b>Shri Prakash Dahal</b> Joint Secretary – Bilateral and Regional Trade Division, Government of Nepal	11.	<b>Capt. Sandeep Mehta</b> President Adani Ports and SEZ and Chairman, ASSOCHAM National Council on Ports and Shipping
3.	<b>Shri Monemul Haque</b> Joint Secretary, Ministry of Shipping-Bangladesh	12.	<b>Shri Shashi Bhushan Shukla</b> Member (Traffic & Logistics), IWAI
4.	<b>Commodore Golam Sadeq</b> Chairman, BIWTA	13.	<b>Shri A. K. Mehra</b> Dy. Chairman, Kolkata Port Trust
5.	<b>Shri Karma Tshering</b> Secy. (Economic Affairs), Govt. of Bhutan	14.	<b>Shri Surya Teja Koduri</b> Addl. Commissioner, Kolkata Customs
6.	<b>H.E. Smt. Ruchira Kamboj</b> High Commissioner of India to Bhutan	15.	<b>Shri Syed Monowar Hussain</b> Ex-Secretary, BIWTA & IWT Expert, Bangladesh
7.	<b>H.E. Shri Vikram Doraiswami</b> Honourable High Commissioner of India to Bangladesh	16.	<b>Shri Abdul Ahmed</b> Chairman, Nitol Niloy Group & President India-Bangladesh Chamber of Commerce & Industry, Bangladesh
8.	<b>Shri S K Mahfuz Hamid</b> MD, Gulf Orient Seaways Ltd.	17.	<b>Shri Jagat B. Khadka</b> MD, Nepal Shipping and Air Logistics Pvt Ltd., Nepal
9.	<b>Shri Dorji Norbu</b> MD, Tashi Wangmo Logistic and Export of Boulder and Aggregates, Bhutan	18.	<b>Shri Singye Namgyel Dorji</b> MD, RSA Pvt. Ltd, Bhutan

## **6.2 Key highlights**

ASSOCHAM at the behest of the Inland Waterway Authority of India (IWAI), organized the captioned webinar on Eastern Waterway Grid for Regional Connectivity on February 8, 2021. Officials, Diplomats and Industry from Nepal, Bhutan, Bangladesh and India participated at the event and shared their perspective. The salient points emerged out of the discussions are:

**Shri Vineet Agarwal, President, ASSOCHAM and MD, TCIL** welcomed the dignitaries present and said, it is a very timely organized session as all the countries present in the webinar are looking at improving and increasing trade through the Eastern grid. The kind of work happening in the sector is tremendous and the scope of growth in trade is massive. Competitiveness is important and it is only possible if we factor in cost, speed and quality. Waterways ensures support to landlocked countries and its importance is not just in terms of cost and efficiency but is also environment friendly.

**Shri Prakash Dahal, Joint Secretary – Bilateral and Regional Trade Division, Government of Nepal** said, Intra-regional trade accounts for 5% which is very less as compared to the ASEAN and EU blocks. Poor connectivity is one of the key constraints that limits trade and inclusive growth in the region. Waterways have tremendous potential to develop regional and sub-regional cooperation and integration along with reducing the cost and time of transit. Developing a transit route from Varanasi through Bay of Bengal is an opportunity for Nepal and Bangladesh.

**Shri Monemul Haque, Joint Secretary, Ministry of Shipping- Bangladesh** said, “India is an important development partner for Bangladesh. Bangladesh is said to have a good network of waterway connectivity and are getting highest priority from the Bangladesh government to get connected with the eastern states of India.

**Commodore Golam Sadeq, Chairman, BIWTA**, said that India and Bangladesh are utilizing the opportunity well of being connected through all 3 modes of transport and would really wish to extend the connectivity to Nepal and Bhutan up North. The challenges are of heavy siltation that required dredging and embankment protection to ensure the river flows in the right direction. Should both countries collaborate and continue such dialogues, it will help improve trade and take the load off the other modes of transport.

**Shri Karma Tshering, Secy. (Economic Affairs), Government of Bhutan**, said Bhutan recognizes the benefits of developing and utilising inland waterways for its benefit. The

BIMSTEC masterplan has lot of potential to develop further trade relations with India, Bangladesh and Nepal and this plan will help facilitate enhanced multi-modal transport. Bhutan views the development of Inland Waterways not just as a way of transport but as a way of economic development.

**H.E. Smt. Ruchira Kamboj, High Commissioner of India** to Bhutan said there is a clear case of synergy as India is committed to tapping the available resources and would allow countries like Bhutan to increase their trade opportunities. NW2 along the Brahmaputra river is particularly vital and Bhutan is using the Dhubri port for its trade with and through India. India has agreed to open 2 new riverine routes which would be to the benefit of our countries. This mode of transport is also environment friendly and economically viable which will also decongest the land routes. From Bhutan's perspective, their bi-lateral trade with India stands at USD 1 Billion and growing, there has been a lot of support from India irrespective of Covid in opening new routes and continued supply of both essential and non-essential goods. Representatives of government and private sectors should continue to hold regular meetings to get familiarized with Inland Waterway protocols and resolve trade barriers for implementations.

**H.E. Shri Vikram Doraiswami, Honourable High Commissioner of India to Bangladesh** spoke about recapturing a set of historic facilities that have fallen into disuse. "Waterways move four times more commodity than roadways per litre of fuel" he said. To enhance bilateral and regional trade, there is need to formulate SOPs with customs authorities, simplify the movement of goods and improve information sharing between neighbouring countries and financial institutions like World bank and ADB. Also need to address issues relating to night navigation, identification facilities along with safety standards.

**Dr. Amita Prasad, IAS, Chairperson, IWAI** spoke about the World Bank and Govt. of India initiatives on Eastern Grid Waterway development and how it will be beneficial, should there be enough vessels on the route. She highlighted other issues that need to be addressed:

- Fixed vessel schedules for connecting cargo from road,
- Commodities and locations need to be identified
- Commodity focus approach: Not all commodities are profitably moved through water. Waterways offer high scope for River Cruise, Over Dimensional Project Cargo movement and bulk cargo (iron ore, coal and coke, steel, limestone, fertiliser and raw material, slog, food grains and fly ash) movement. There should also be a clause for mandatory use for particular commodity. It is proposed to shift a percentage of cargo to waterways, combined with coastal shipping.



- IWAI is developing a digital Portals i) PANI Mobile application will give near real time information with regards to available depth, terminals, pontoons, tourist jetties and ship repair facilities, tariff details and emergency services. ii) Car D (Cargo Data) will be a portal for collection and compilation, analysis and dissemination of all cargo and cruise movement data. iii) Sailing permission will be Digital portal for providing permissions vessel registration on IBP route.
- Other countries will soon have access to selective data on these portals. Taxation structure is also being looked at besides the roadblocks in the development as part of the maritime vision created by India.

**Capt. Sandeep Mehta, President Adani Ports and SEZ and Chairman, ASSOCHAM National Council on Ports and Shipping** mentioned that the initiation of developing waterways needs to be done by the water facing countries and Adani Ports and SEZ has also been working to improve the facilities at their ports. Industry and Government together must collaborate and work towards building a roadmap to inland waterways as a greener mode of transport.

**Shri Shashi Bhushan Shukla, Member (Traffic), IWAI** said that India is developing NW1 which is of 400 kms from Varanasi through Sunderbans which gets connected to Bangladesh. India has a treaty with Bhutan and Bangladesh. Treaty with Nepal is under amendment. With regulatory mechanisms taking place and things moving forward, the Eastern grid will be well developed including NW1, NW2 and NW16. This network and terminals can be developed both for cargo and cruise. The Portal for Assets and Navigational Information (PANI) portal is being developed and surveys are ongoing to be able to share real-time information to the users.

Shri A. K. Mehra, Dy. Chairman, Kolkata Port Trust said “there has been a 58% rise in the IWT traffic from Kolkata”. He mentioned, one of the challenges is to reduce multiple handling points to reduce cost, time and effort at the ports. There is a planned investment of 180 crore rupees to have floating cranes handling the containers.

- Night navigation is only permitted till Haldia but the port is planning to have lit wires around the port and rest is to be developed by IWAI.
- Within a span of 4 years, TU’s have gone from 300 to 8000 which shows great potential but unless the local issues are resolved we would not be able to use the full potential.
- The cost is coming to 15-20 USD/tonne which is another challenge as of now.
- The barges should have AIS connectivity as recently 3 barges have sunk as well.

- Some equipment and dredging are required in Tripura and near Myanmar which will also increase movement.

**Shri Surya Teja Koduri, Addl. Commissioner, Kolkata Customs** said that the connectivity through riverine route is only with Bangladesh as of now at Kolkata Port. All the land customs stations with Nepal, Bangladesh and Bhutan are coming under Principal Commissioner, Assam. There are two steps that are taken at the port by the customs authority: Assessment and Examination.

- A bill of export can be uploaded sitting anywhere in the country for assessment however the examination is only conducted at Kolaghat. Apart from Fly-ash and Stone-chips, even electrical machinery is now being cleared from the port for Bangladesh.
- No foreign barges are allowed at Bandel port for which a proposal has been sent out.
- Certain ports are lacking infra for loading and unloading of vessels for custom clearance however officers are present to assist.
- Permission for certain food products will also be looked at as it is currently being done by road, but it is not that cost effective.

**Shri Syed Monowar Hussain, Ex-Secretary, BIWTA & IWT Expert, Bangladesh** gave his views stating that presently cargo movement under the PIWTT is from only one place i.e., Kolkata.

- Presently cargo movement under the PIWTT is from only one place i.e. Kolkata. As such, PIWTT looks like an IWT connectivity between West Bengal and NEI and between West Bengal and Bangladesh. Operationalization of the newly added IBP Route of Dhulian-Godagari-Rajshahi-Aricha (confluence of the Padma and Brahmaputra) will establish transport connectivity between the North India and NEI and between North India and Bangladesh. NW1 and NW2 will be interlinked as well.
- To establish regional multimodal connectivity the principal maritime port in BD i.e. the Chittagong Port will also be connected with inclusion of Chandpur to Chittagong stretch (220 km) in the Protocol Route.
- Mizoram, the NE state of India should be connected in the PIWTT by including Rangamati (BD) to Demagiri (India) Route (about 80 km). Rangamati is about 75 km far from the Chittagong Port. Multimodal transport route of Demagiri-Rangamati-Chittagong Port will provide Mizoram an access to the Bay of Bengal.
- Despite the growth in tonnage, existing IWT trade between the two countries is not healthy as only one category i.e. fly ash shares more than 95% of the total tonnage. After commissioning of thermal power plants in BD now under construction, cross-border

IWT trade will suffer. So it is the time to undertake joint initiatives for modal shift of cross-border trade cargo from road to river.

- Average turn-around time of a vessel under the Protocol is too high to the extent of 45 days. One vessel loaded with inter-country trade cargo has to face customs at 4 places and vessel loaded with transit cargo 6 places. If all entry/exit points are regarded as Ports of Call to provide full-fledged customs formalities at those points and if after that vessels of either country is allowed to proceed to any destination for loading-unloading; this will help to reduce the time substantially.
- The PIWTT should be converted into an independent Agreement.
- Existing unimodal transport arrangement should be turned into regional multimodal transport system. Infrastructure, soft and hard, should also be improved as such. An integrated port system consisting of all ports and consolidation places in the BBIN sub-region may create a larger catchment area extending up to Nepal, Bhutan and the NEI. Efficiently connected by other modes of transport inland navigation in the cross boundary water region will be beneficial for all. So it is the time to undertake sub-regional initiatives to develop multimodal transport connectivity with IWT as the principal mode. The core issues of joint initiatives should be:
  - Improve navigability along IBP Routes
  - Find out most efficient economic transport chain.
  - Introduction of container service.
  - Inclusion of new Routes.
  - Find out causes of the deteriorating condition of rivers.
  - Find out impact of climate change on cross border trade.
  - Find out benefits of the socio-economics.
  - Find out benefits on environment.

**Shri Abdul Ahmed, Chairman, Nitol Niloy Group & President India-Bangladesh Chamber of Commerce & Industry, Bangladesh** spoke that there has been continued work towards land, road and rail but this is a timely move to discuss the development of waterways. Quite a few countries were landlocked post the division of sub-continent which embarked the need for waterway usage. A follow up meeting with the industry (tea, coal, Fly ash, ship owners, FCI), will provide more inputs on B2B level to improve the usage of waterways. The connectivity of north-east India with rest of the parts will be useful and 2-way traffic will be needed. The Chambers in Bangladesh and India could work together to solve these issues.

**Shri S K Mahfuz Hamid, MD, Gulf Orient Seaways Ltd.** said the most important missing link is the kinds of vessels that are required on the India-Bangladesh Protocol Route. As of now,

there isn't any vessel in Bangladesh which can operate the North-east route as these require min. 4 metre depth whereas only 2-2.5mt draft is available. The dredging is stalled for the past 4-5 years and the new vessels are not being built. The Indian government is giving financing facilities which is not present in Bangladesh. Some of the import-export is being done through ocean ports where the cost is very high. The users continue to use this due to unawareness about using inland ports.

**Shri Jagat B. Khadka, MD, Nepal Shipping and Air Logistics Pvt Ltd., Nepal** stated Nepal is more dependent on gateway ports of India and Vishakhapatnam port is quite optimised. Sahibganj, Benaras and Kalughat are in discussion and will play a vital role to change the economic growth of Nepal. Significant progress is yet to be seen in these ports. There are grey areas in the capacity allocation, quick documentation, pricing and transit commitments for these ports which will impact Nepal. Similar concerns are for the Chittagong Port. This has resulted in a loss to find new export markets and clearance of these issues will also help the coming generations.

**Shri Dorji Norbu, MD, Tashi Wangmo Logistic and Export of Boulder and Aggregates, Bhutan** spoke for Bhutan Brahmaputra / Jamuna River route from Jogighopa/Dubri to Jamuna Multipurpose Bridge now known as Bangbandu Bridge is very important because the road transport in Bhutan, the logistics cost is 75 % of the total landing cost and if it comes through this river route then it will be only 27% of the road transport cost. Mr. Norbu focused on the development on these river routes and riverbank mentioned above. He has given the following suggestion to develop this river line/bank:

**I. Jogighopa River Port:** Following facilities are required:

- RCC quay walls in U-shape with anchor poles for mooring of at least 3 vessels/floatilla/motored vessels, so that the lead distance from the stock pile is constant. At present the location of jetty/dumb barge changes and correspondingly the length of bamboo jetty to dumb barge keeps on fluctuating.
- Dredging facility as and when required at the terminal/quay/ for maintaining adequate draft for 3000 tonne capacity barge/self-propelled vessel all the year round.
- One 20 tonne clamshell crane in the beginning either pontoon mounted or fixed on the ground or mobile placed at the terminal.
- Ro-Ro steel jetty facility for unloading stone aggregates directly into the vessels/barges. Crane handling is limited and slow.
- Full-fledged customs and IWAI offices, quarters, guest houses and posting competent persons therein.
- Electronic Weighbridge like that type in Dubri, IWAI ghat.

- The area needs to be developed. Convert the marshy area into a full-fledged river port.
- At the riverbank like Jogighopa RCC Wall or Round River Masonry Wall should be made to prevent the loss of blasted rock. If there is a wall as mentioned, then the vessel can be docking this side and loading can take place. Also, if possible, the cranes can be installed so that the rocks can be loaded directly from the bank to the vessel. This will reduce the cost and ultimately the consumer will get the cheaper price.

## II. **Dubri IWAI Ghat:**

- Increase the capacity of crane
- Extend the area by developing more terminals.
- The approach road to Dubri Ghat is through the congested town, where only night plying of trucks is allowed too with lots of concerns from the residents. An alternate route to river port is required.

## III. **The Brahmaputra/Jamuna river:**

- Requesting both IWAI, India and BIWTA Bangladesh to kindly share the monthly draft survey reports in the website for smooth plying of vessels.
- Dredging is required at certain places during the lean season. I heard at present vessels are not allowed to ply up to Jogighopa due inadequate draft. That's the reason the recent 1000 tonnes stone aggregates to Bangladesh was taken from Dubri which is 153km instead of Jogighopa which is just 98km only. Vessels are stuck and even after many days the vessels are not reaching the destination which is only 57km away into Bangladesh.
- We request both authorities to kindly let us know through their website the approved flotilla and motored vessels so that the exporters can contact them for river transport.
- Four rivers of Bhutan such as Wangchu (Raidak), PunaTsangchu (Sankosh), Maokhola (Aie) and Kurigongri (Manas) can be studied to connect Bhutan to the Brahmaputra river NW2. So that at least the vessels load of 200-300 tons can come right into the border towns of Bhutan through which within 2-3 days the vessels can reach Naranga or it can take further to Chittagong. They have given the recommendation to the Government of Bangladesh to give Chittagong Payra Port and Mongola Port as a port of transit.
- Request from Indian and Bangladeshis vessel manufacturer to manufacture or deploy vessel with the flat bottom so that in the winter it can carry more load.

**IV. Destination:**

- We request BIWTA to kindly approve a few convenient unloading terminals in the destination of Port-of-call, so that cargo is cleared fast from the terminal.

**V. Navigation facilities:**

- We request for the approval of night navigation of vessels so that the cycle of operation per month is more and the cost of freight will become reasonable. The vessels are proposed to be fitted with GPS, IDD and echo-sounder to determine the depth of the river etc. At present one trip to Narayanganj takes almost half a month whereas we expect two trips in half a month.
- If the river route is made available and user friendly, we can convince exporters to export stone chips, boulders, oranges, apples, cardamom etc., from Bhutan to Bangladesh and Kolkata via the Brahmaputra, Jamuna, Padma etc. There is abundant cargo from Bhutan to use the mighty rivers of India and Bangladesh.

**Shri Singye Namgyel Dorji, MD, RSA Pvt. Ltd, Bhutan** stated that Connectivity with Bhutan through NW2 to north east and eastern part of India and with India and Bangladesh market is pertinent and timely want specially for Bhutan. India is the destination for over more than 75% of Bhutan's commodity exports excluding the export of power and about 80% of Bhutan's import are source from India. Bangladesh is the second largest market, trading partner and destination for about 20% of commodity exports.

Mr. Dorji said that Bhutan exports Gypsum, Construction Aggregate, Boulders, Dolomite etc. to India and Bangladesh. These trades will benefit with the use of the waterways. We must therefore continue our efforts to take advantage of Inland Waterways to promote cheaper regional trade and investment integration. So that the full potential of the region is harness. To ensure this, we must address some issues and constraints that are:

- Limited number of vessels.
- Lack of infrastructure for cargo handling in the Inland Waterways port such as Jogighopa and Dubri.
- Lack of customs facility at Jogighopa, India and Chilmari in Bangladesh.
- Limited draft of depth of the NW2 particularly in the winter months.
- Lack of clarity on the procedures and formalities to access the waterways.
- Barges in Inland Waterways must be allowed to dock, load and unload at every port.



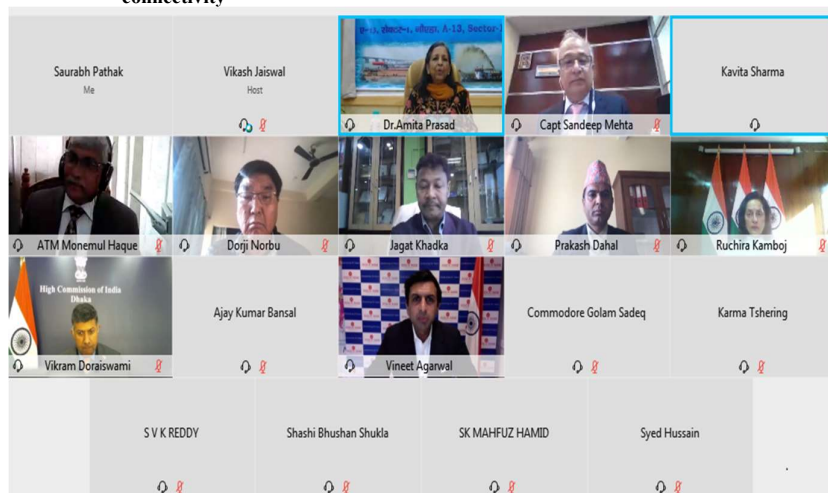
## 6.4 Photo Gallery



**Dr. Amita Prasad IAS, Chairperson, IWAI delivering keynote address at Eastern waterway grid for Regional connectivity**



**Commodore Golam Sadeq (G) NGP, ndc, nsc, psc, BN, Chairman, BIWTA addressing the inaugural session**



**Panelists at the Inaugural session on Eastern waterway grid for Regional connectivity**

**7. Stakeholders Meet on IWT Users at IWAI Regional Office, Guwahati was held on 10.02.2021**

A Stakeholders meeting was held at IWAI Regional Office, Guwahati on 10.02.2021. A Power Point presentation covering the key benefits of IWAI, the status and development of NW-2, NW-16 and IBP Route was given by IWAI.

**7.1 List of Speakers**

1.	<b>Shri V.V. Jituri, IRTS</b> Pr. Chief Commercial Manager, N.F. Railway, Maligaon, Guwahati – 11,	8.	<b>Shri Ajoy Sen,</b> DGM(Mktg.) & Sr. BM, RINL, Kolkata
2.	<b>Shri Hari Singh</b> ADRM, N.F. Railway, Maligaon, Guwahati – 11	9.	<b>Shri Prabir Paul</b> Exporter & Importer, Lalganesh, Guwahati
3.	<b>Shri Musfiqur Rahman</b> Addl. Director Inland Water Transport, Assam	10.	<b>Shri Surendra Singh</b> Director, IWAI, Guwahati
4.	<b>Shri Pradeep Purohit</b> Sr. Vice President, Star Cement, Guwahati	11.	<b>Shri Prabin Bora</b> Asstt. Director, IWAI, Guwahati
5.	<b>Shri K.C. Baishya</b> Deputy Director (Tea Development), Tea Board India, Guwahati	12.	<b>Shri Khalid Saifullah</b> Technical Asstt. (Civil), IWAI, Guwahati
6.	<b>Shri Debajit Borah, Director,</b> Brahmaputra Cruise Pvt. Ltd., Guwahati	13.	<b>Shri Abhinay Verma</b> Junior Hydrographic Surveyor, IWAI
7.	<b>Shri Pranab Thakuria</b> CJ Darcl Logistics Limited, Guwahati		

**7.2 Key highlights**

Stakeholders from the users of NWs and IBP have discussed various issues like lack of return cargo, need for consolidation of cargo, availability of smaller size vessels, reduction of transit time and measures to increase traffic.

It is predicted that there is sufficient cargo from Kolkata/Haldia side to NW2 through protocol route but there is lack of down cargo which leads to nonviability in cost assessment. Various concerns raised by the Stakeholders were discussed as below:

- One of the stakeholders (Shri Prabir Paul, Importer) wanted to bring container cargo from Sirajganj, Bangladesh, but his quantity is low (one-two containers at a time). Low volume of cargo at a time was also indicated by the representative of Tea Board (Shri K C Baishya, DD).

It was opined that availability of smaller size vessel upto 200-300MT capacity can be utilised. Exploring various importer/exporter to accumulate cargo can also be a solution to this issue.

- Regarding Tea as a down cargo Shri Baisya, Dy. Director, has intimated that significant tea from Assam is moving to different states of the country, but these are moving in lower quantities by truck/train with door-to-door services. Volume of Tea cargo to be transported, time taken in transportation and the preservation during transportation are the issues. Getting large volume at a time upto 15-16 TEU or 200-300MT will be difficult. He suggested to contact big tea Companies/growers of the state like The Luxmi Tea group, Williamson Magor Group etc.

In response IWAI intimated that Time taken to reach Kolkata region from NW2 is about 10-12 days which cannot be reduced as there are Customs/Immigration, defence posts on both India and Bangladesh sides which consumes about 3 days in addition to the voyage timings. However, integration/aggregation of cargo with chartered/scheduled voyage may be a solution. Further, big tea growers may be contacted.

- Sr. Vice-President, Star Cement of Sh. Pradeep Purohit has intimated that it will be appropriate to focus on the non-perishable, low-cost, high volume cargo for transportation through IWT. He emphasized their trial run with fly ash from Kahalgaon to Pandu but due to some technical issues in Bangladesh side, agitation in the region due to CAA etc. the voyage got delayed. However, he impresses on the efforts made by the concerned authorities and express their readiness to try further. Shri Purohit also intimated that they are in a process to take 2 Bangladeshi vessels to make trial runs for an initial period of 6 months from Karimganj/Badarpur to Bangladesh utilizing protocol route 3-4 & 7-8. Shri Purohit further informed that they are planning to explore movement of cement through Kopili river (NW57) to Hatsingimari by traditional boats.
- IWAI has requested NF railway to share the details of cargo owners for utilizing IWT too as a linkage and substitute/alternate mode of voyage. In reply Principal Chief Commercial Manager (Pr. CCM) Sh. VV Jituri, (IRTS), NF railway has assured positively.
- DGM (M) & Sr. BM, RINL, Kolkata (Sh. Ajay Sen) has intimated that they will be placing their first rake at Pandu B.G. Siding by 1st week of March'21 and are preparing for the same. In this regard NF Railway Authority have already taken necessary action for clearing the line connecting Pandu Port B.G. Siding. Shri Sen further informed that the steel 1st consignment of steel cargo coming to Pandu port

utilising B.G. Siding will be further transported to various destination by road. However, for future, he informed that RINL is exploring to utilise IWT route.

- Pr. CCM NF Railway has also requested Shri Purohit to become co-user of the IWAI siding and use the facility. In reply Sr. Purohit agreed to look into the matter.
- Director, Brahmaputra Cruise, Guwahati (Shri Debajit Bora) wanted to know if some tourist points with facilities are coming up to help the tourist vessels/operators. In response, IWAI informed that it is planning to develop tourist jetties at 4 locations (Jogighopa, Pandu, Biswanathghat and Neamati). Further, Additional Director, IWT Assam (Shri M Rahman) intimated that IWT jetties are also coming up at Guwahati and North Guwahati for passenger/tourist near Fancy bazar area.
- IWAI also intimated that a scheduled movement from Kolkata/Haldia to NW2 is likely to be operated soon and he assured of all support needed to operate through IWT mode.

### ***7.3 Photo Gallery***



## **8. Stakeholders Conference organized by IWAI on “Inland Waterways – Prospects and Opportunities” at Varanasi was held on 22.02.2021**

A stakeholders Conference was organized by IWAI at Varanasi. A PPT on Arth Ganga and Freight Village – Varanasi and Sahibganj was presented by IWAI. Issues related to land acquisition and cargo promotion of NW-1 was discussed. Officials from IWAI, Senior Government Officials, stakeholders from the Industry including SCI have participated.

### **8.1 List of Speakers**

1.	<b>Dr Amita Prasad</b> Chairperson, IWAI	6.	<b>Mrs. H.K. Joshi</b> Chairperson and Managing Director, Shipping Corporation of India Limited
2.	<b>Shri Shashi Bhushan Shukla</b> Member (Traffic & Logistics), IWAI	7.	<b>Shri Vikas Malviya</b> M/s Nordic Cruise line, Pvt. Ltd., Varanasi
3.	<b>Shri A.K. Mishra</b> Director (Technical), IWAI	8.	<b>Dr. C.B. Singh</b> Asstt General Manager, APEDA, Ministry of Commerce & Industry, Govt of India
4.	<b>Ms. Shruti Arora</b> PwC	9.	<b>Shri R K Choudhary</b> BCC, Varanasi
5.	<b>Shri Deepak Agrawal</b> Divisional Commissioner, Varanasi		

### **8.2 Photo Gallery**



## ***9. Stakeholders Meeting held at Kottayam Port regarding commencement of Barge movement through NW-3 & NW-9 on 28.01.2021.***

A stakeholders meeting was organized on 28th January 2021 at Kottayam Port in connection with the commencement of coastal container movement through NW-3 & 9, in the presence of officials from Cochin Port, DP World, Kerala Maritime Board, Shipping Lines and IWAI. Representative from the trade were also present there.

A brief discussion held between all the stakeholders during the meeting aiming to divert movement of cargo, moving from Kochi to Kottayam and from Kottayam to Kochi, by road to IWT. Shri Gautam Gupta from Cochin port, initiated the discussion and requested Shipping Lines and DP world to work closely with Kottayam port and shippers to support with cargo to make this project successful. IWAI also assured maximum support and cooperation to make the Barge movement successful.

### ***9.1 List of Speakers***

1.	<b>Shri Mathew George</b> Director, IWAI	5.	<b>Shri Abraham Varghese</b> Managing Director, Kottayam Port
2.	<b>Shri R. Venkatesan</b> Asstt. Hydrographic Surveyor, IWAI	6.	<b>Shri Roopesh Babu K.N.</b> General Manager, Kottayam Port
3.	<b>Shri Ashish Kumar Bhatnagar</b> Consultant Marketing & Logistics	7.	<b>Shri Krishan Kumar</b> Manager, Shreyas Shipping
4.	<b>Shri Gautam Gupta</b> Traffic (Manager), Cochin Port	8.	<b>Shri Sushant Awasthi</b> Manager-Commercials, DP World, TCL
5.	<b>Vipin R. Menoth</b> (Traffic Manager), Cochin Port		

### ***9.2 Key highlights***

- Movement will start with existing Barge with BX20' containers, considering heavy load in coastal containers.
- Dry-Docking of existing barge and minor repairs will be completed soon.
- Target date to commence movement with existing barge is set by 1-6th February 2021.
- Keel to be laid very soon of new Barge of capacity of 24 TEU's and expecting within six months to be operational with existing barge.
- Around 1000 TEU's moves per month to and from Kochi and Kottayam'
- Existing road freight is INR 10,000, which, Kottayam port assured, will be reduced by using IWT.



- It was discussed that the increase in freight because of the acute shortage of containers in India is also one of the problems faced by shippers. Expecting movement of containers will be normalized after Chinese New Year and freight will come down with enough inventory's availability in India.
- It was discussed and advised to make ICTT as transshipment point for Kottayam so as to increase the free detention period to 21 days compared to 10 days when shipper takes their containers from ICTT directly.
- Shippers and Kottayam Port also discussed about the incentives(subsidy) by Kerala Govt. for using IWT is not available now and this will play a key role to support IWT movement.
- Shippers of Tiles and Wheat assured Kottayam Port to give support for the movement by diverting their present movement by road to IWT if provided by competitive rates compared to road.
- As a reply of question asked by CoPT whether night navigation is possible, Sh. Mathew George, IWAI, informed that the channel is well prepared for night navigation and buoys are placed in position.
- Shippers advised Kottayam port to commence the movement with two barges' on which Copt replied to start movement with existing barge to clear all bottleneck and hitches before get the full-fledged operations with two barges.

### Webinars/ Conferences / Seminars attended by IWAI

In addition to the above webinars organized by IWAI, IWAI has also participated in various other webinars/ conferences / seminars organized by Indian and International private and government bodies. These webinars/ conferences / seminars were basically to promote inland water transport all over the world. The details of webinars attended by senior officials of IWAI are as follows:

<b>SUMMARY OF WEBINARS/ STAKEHOLDERS' CONFERENCES ORGANIZED/ ATTENDED BY IWAI DURING FY 2020-21</b>				
<b>S.N.</b>	<b>DATE</b>	<b>TOPIC</b>	<b>OBJECTIVE</b>	<b>No. of Participants</b>
1.	17.07.2020	Webinar by Institute of Marine Engineers (India) on "Initiatives to boost Inland Waterways transportation"	Chairperson, IWAI, apprised about initiatives undertaken to boost use of IWT mode: Implementation of the Jal Marg Vikas Project (JMVP) for capacity augmentation of navigation on National Waterway-1; Regional Connectivity; Fairway Development; Appointment of O&M operators at IWAI's terminals; promotion of Ro-Ro traffic; Portal for Assets and Navigational Information (PANI); Digital portal for traffic recording and dissemination and the current status of traffic.	490
2.	22.07.2020	Inland Waterway Transport (IWT) Corridor for Textile Exports to Bangladesh by TEXPROCIL (The Cotton Textiles Export Promotion Council)	TEXPROCIL in association with IWAI and the guidance of Ministry of Textiles organized a Webinar with the objective to evaluate the possibility of using the IWT as a supplementary mode of transport to export textiles from India to Bangladesh in addition to roadways and railways. Chairmen of various Textile Export Promotion Councils, President FIEO along with Representatives of a large number of Export & Trading Houses and MSME's attended the Webinar. It was decided that all efforts should be made to project shipments through IWT as an alternative to the Roadways	100
3.	22.07.2020	Webinar by World Bank on Market Development for Inland Water Transport	Member (T&L), IWAI participated in the webinar and highlighted the use of National Waterways for the purpose of cruise tourism. Already cruise services are operational on NW-1, NW-2, NW-3 and more than 250 cruise trips (more than 3,000 passengers) were conducted by private operators on these NWs. There is potential to further develop this sector and IWAI is working with Ministry of Tourism to provide necessary support in this area.	100

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4.	24.07.2020	Webinar on Automotive Logistics by Society of Indian Automobile Manufacturers (SIAM)	Member (T & L), IWAI spoke on Supplementary mode of transportation for exports of Automobile to Bangladesh. The participants comprised of the Logistics heads of major vehicle manufacturing OEMs like Mahindra, Maruti, Tata Motors, Honda, Bajaj Auto etc., and 3 PLs servicing Auto Industry.	50
5.	30.07.2020	Webinar by National Bamboo Mission on "Construction using Bamboo Building Material".	Member (T & L), IWAI participated in the webinar on Scaling up of Use of Bamboo in Construction including logistics. Other topics discussed were Bamboo based Construction Material & Technology and Standards of Bamboo based Construction Material	90
6.	25.07.2020	CII Eastern Region Engage Session on "Interlinkages Beyond Barriers: Port Connectivity, Inland Waterways and Coastal Shipping" A Unique Forum to Engage B 2 B and B 2 G Stakeholders	Chairperson, IWAI, addressed the session and apprised about leveraging IWT connectivity for enhancing EXIM trade. Sessions on Port Connectivity and Coastal Shipping: Global Perspective of EXIM Trade, Maritime Business: Strengthening Port Infrastructure: Enhancing Multimodal Connectivity & SCM Interlinkages: Role of Customs, CFS, ICD & Warehousing were held. Hon'ble MoPSW, Senior Government Officers, Industry organisations and stakeholders from the Industry participated.	350
7.	18.08.2020	VC by Shri M. Nagaraju, Joint Secretary, Ministry of Coal, regarding Use of Waterways Connectivity for Coal Industries.	A VC meeting was held between ministry of Coal, IWAI, Coal India Ltd, ECL and MCL on Use of Waterways Connectivity for Coal Industries. The purpose of the meeting is to get apprised about the infrastructure developed and planned by Inland waterways authority to move cargo through rivers and to work on strategies to move forward in this direction. It was decided that CIL should convey and discuss about the development of Inland waterways with potential consumers. CIL is also to organise meeting with representatives of Power companies, Large Coal mining companies, Operators, Vendors, and Non-regulated sector consumers to discuss the issues in adopting the internal waterways mode for coal transportation.	9 participants
8.	20.08.2020	Webinar on Bolstering Ship Building and Repairing in India for Russian companies.	To identify key focus areas and chart the path forward towards strengthening and giving a boost to the shipbuilding and ship repairing in India, Invest India organized a webinar chaired by Shri Mansukh Mandaviya, Hon'ble Minister of State for Shipping (IC), Chemicals & Fertilizers, Government of India. The webinar was organized with the Trade commission,	15

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			Russia. Chairperson, IWAI shared a brief background along with the investment opportunities which can showcase to the Russian Investment community. Hon'ble MoPSW, Deputy Minister of Industry and Trade, Russia; Secretary, JS, MoPSW; Trade Commissioner of Russia in India, Joint Secretary, DPIIT, Russia; Chairman, Chennai Port Trust, Cochin Shipyard Limited, Chowgule & Co., L&T Shipbuilding, Titagarh Wagons, and Representatives from Russian Business participated.	
9.	21.08.2020	CII e-Conference on India Maritime Technology 2020–Atmanirbhar in Indian Maritime Industry: Fuelling the Growth of Indian Economy.	Chairperson, IWAI, spoke about leveraging IWT connectivity for enhancing competitiveness in Indian Maritime Industry. Hon'ble MoPSW, Senior Officials from the Government and eminent Industry Stakeholders participated.	100
10.	11.09.2020	Philip Capital India (Pvt.) Ltd a wholly owned subsidiary of Philip Capital headquartered in Singapore organised a webinar on “India Logistics Virtual Conference – Connecting the dots”.	Chief Engineer (Tech), IWAI spoke about opportunities in modal shift, express and e-commerce logistics, 3PL and supply chain logistics as well as on emerging trends and disruptions in the sector. This webinar aims to bring together India's leading logistics players, government organisations, experts and industrial investor community on a common platform to discuss the opportunities ahead. The focus area of the discussions was on: - Understanding developments in supply chain and 3PL outsourcing in India and how we are compared to developed markets overseas, Regulatory changes and its impact, Opportunities in modal shift, express and e-commerce logistics, 3PL and supply chain logistics & Emerging trends and disruptions in the sector. Logistics operators, government organisations, experts and industrial investor community participated.	125
11.	19.09.2020	Webinar organized by Supply Chain & Logistics Agglomerate (SCLA) and ICC on “North Eastern Connectivity through Inland Waterways” "North East - New Business	Member (T&L), IWAI, apprised about Benefits of Inland Waterways Transport (IWT), Inland Water Transport Sector, Global Success, Key Interventions Undertaken, Traffic Movement in IWT, Initiatives Undertaken for Regional Waterway Integration, River Cruise Tourism, recent achievements and sector development in the NER.	150

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		Opportunities and Logistics Achievability"		
12.	13.10.2020	VC meeting with US Embassy officials by IWAI	Chairperson, IWAI made a presentation on Opportunities in Inland Waterways for US companies, i.e., Construction of Shallow draft cargo and passenger vessels, Side floaters for reduction of Vessel draft, Ship repair facilities, Terminal management, River Cruise tourism and Technology adoption & skill development.	
13.	20.10.2020	Virtual Meeting of Coordination Committee on Transport Infrastructure & Technologies under India-Russia Strategic Economic Dialogue (IRSED)	IWAI participated in the Virtual Meeting. Chairperson IWAI apprised the participants about current status of development of IWT sector in India and elaborated on IWAI's initiatives to develop a self-sustainable, economical, safe & environment friendly supplementary mode of transport for the overall economic growth of the country. She also apprised the participants with the areas which can be explored by Russian Firms for investments and collaboration. Shri Pawan Kumar Agarwal, Special Secretary, Logistics Division, Ministry of Commerce & Industry. From the Indian Side, the meeting was attended by Govt. officials from NITI Aayog, Shipping, Civil Aviation, Indian Railways, IWAI, CONCOR and others.	25
14.	05.11.2020	Video Conference on 2 <sup>nd</sup> JWG Maritime between India and Myanmar	The 2nd meeting of the Joint Working Group between India and Myanmar was held on 05.11.2020 through video conference. The agenda for the meeting included Agreement on Coastal shipping with Myanmar, Extension of LRIT services to Myanmar, Direct Shipping service between India and Myanmar through Andaman route, Kaladan Multimodal Transit Project (IWAI is the Project Development consultant), Maritime education & training (facilities available in India like IMU, IRClass Academy, SCI, CSL, etc.) Senior Government officials attended.	25
15	04.12.2020	Indian Embassy, Moscow, organized an India- Russia B2B webinar on "Inland Waterways Projects"	A webinar was organized by Indian Embassy, Moscow, between Indian and Russian Business representatives on Inland Waterways Projects. Indian Ambassador to Russia, Chairperson, IWAI, Director, Department of Shipbuilding Industry and Marine Facilities, Ministry of Industry and Trade of the Russian Federation, Representatives of Indian and Russian Business have participated. Presentation on	50

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			specific Indian Waterways projects by Russian and Indian companies were made and decided to make B to B contact under Government assistance for further cooperation.	
16	24.12.2020	Follow up VC Meeting on decisions taken on Meeting on 18.8.2020 regarding "Use of Waterways Connectivity for Coal Industries".	A follow up VC meeting was held by AS MoC to review the status of the decision taken on 18.08.2020 regarding "Use of Waterways Connectivity for Coal Industries". Officials from MoC, IWAI, CIL, CMPDI, ECL & MCL participated. It was decided CIL to organise meeting with representatives of Power companies, Large Coal mining companies, Operators, Vendors, and Non-regulated sector consumers to discuss the issues in adopting the internal waterways mode for coal transportation, Potential of using IWT for exporting coal to Nepal, Bhutan and Bangladesh and supply to consumers situated in NE region states via Bangladesh from Haldia be assessed. To identify infrastructure requirements so that multiple loading/unloading can be avoided, Efficient water routes be further explored and sufficient barges may be made available for transportation of coal & A discussion may be held with NTPC on revival of using Inland waterways for their Farakka power plant.	25
17.	06.01.2021	VC to discuss the potential of coal movement through Inland Waterways with various ECL coal consumers who are located along NW1 and NW2	A VC meeting was held to discuss the potential of coal movement through Inland Waterways with various ECL coal consumers who are located along NW1 and NW2. Discussed the need for infrastructure for movement of coal in Brahmani River. Officials from MoC, IWAI, CIL, ECL and various coal consumers have participated.	25
18.	08.01.2021	BCC&I Infrastructure e-Conclave Re-Strategize Indian Infrastructure Growth & Preparedness for Global Play	The Bengal Chamber of Commerce & Industry organized the 'BCC&I Infrastructure e-Conclave: Re-Strategize Indian Infrastructure Growth & Preparedness for Global Play' on virtual platform. Chairperson, IWAI stated that IWAI expects industry to take advantage of the Waterways, shift a share of cargo to IWT mode, identify problems and communicate them for resolution, Evolve "Future Proof" strategy with support of all stakeholders, users and operators. IWAI is open to creating private jetties on PPP mode. Other point of discussion was The Eastern Dedicated Freight Corridor and an intermodal system that connects the	203

<b>SUMMARY OF WEBINARS/ STAKEHOLDERS' CONFERENCES ORGANIZED/ ATTENDED BY IWAI DURING FY 2020-21</b>				
<b>S.N.</b>	<b>DATE</b>	<b>TOPIC</b>	<b>OBJECTIVE</b>	<b>No. of Participants</b>
			corridor with rail, road and waterways which can transform the city. Eminent participants from the Government and stakeholders from the Industry participated.	
19.	13.01.2021	4 <sup>th</sup> DVC with Bhutan	Member (T&L), IWAI, attended the 4 <sup>th</sup> DVC with Bhutan to discuss action points emerging out of the visit of Hon Commerce and Industry Minister in Feb 2020. During this visit, it was agreed by both India and Bhutan to hold Video Conference, once a month, between officials of both sides led by the respective Departments of Trade / Commerce for the resolution of trade issues.	30
20.	2-3.02.2021	Fifteenth Annual Conference (Virtual) on "Container Infrastructure in India" organized by Indian Infrastructure Magazine	Member (T&L) participated in the Annual Conference. Discussed about the experience with regard to movement of container cargo through inland waterways, the progress under the Jal Marg Vikas Project, measures taken to promote container movement through coastal shipping and the future potential. The topics included trends, developments and outlooks, Ministry of Shipping's perspective: prospects under Sagarmala, container movement through inland waterways and coastal shipping, dedicated freight corridors: impact, challenges and future potential, container train operator's perspective, container terminal operator's perspective, enhancing trade and logistics competitiveness, reefer container movement, direct port delivery: impact and potential, focus on container handling infrastructure, innovations in technology, automation and container handling equipment. Participants from Ports and terminals (public/private), container train operators, multimodal transport operators, container cargo operators, rail/road logistics solutions providers, equipment manufacturers, ICDs, CFS, warehousing companies, logistics parks, etc. End users, consultants, shipping lines, technology providers, financial institutions/investors, logistics firms, crane operators / manufactures, insurance providers, etc.	150
21.	06.02.2021	BCC&I Annual Shipping and Logistics Conclave 2020-21 through VC on 6th February, 2021	Chairperson along with Officials from IWAI participated. A presentation was made on the use of IWT, as an alternative mode of transport, which has shown rapid growth unlocking numerous possibilities, Key interventions undertaken for development of inland waterways, Five year vision & Opportunities in IWT.	550



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			Discussions on Logistics in the East, North East and neighbouring countries with Kolkata as the HUB. The subjects covered are Coastal Shipping, Ports, Inland Waterways, Roadways, Railways, ICDs, CFS, Cold Storage etc.	

**LIST OF 23 NATIONAL WATERWAYS FOUND FEASIBLE FOR CARGO  
MOVEMENT**

S. N.	National Waterway (NW) No.	Details of Waterways	States	Status
1	NW-1	Ganga-Bhagirathi-Hooghly River System (Haldia - Allahabad)	Uttar Pradesh, Bihar, Jharkhand & West Bengal	Development taken up with Assistance from World Bank <b>Jal Marg Vikas Project</b>
2	NW-2	Brahmaputra River (Dhubri - Sadiya)	Assam	Development taken up as per approved SFC for FY 2020-21 to 2024-25
3	NW-16	Barak River	Assam	
4	NW-3	West Coast Canal (Kottapuram - Kollam), Champakara and Udyogmandal Canals	Kerala	Mostly Operational Waterways and development and maintenance work taken up.
5	NW-4	Krishna River (Vijayawada – Muktyala)	Andhra Pradesh	
6	NW-5	Dhamra-Paradio via Mangalagadi to Pankopal	Odisha	
7	NW-8	Alappuzha- Changanassery Canal	Kerala	
8	NW-9	Alappuzha-Kottayam – Athirampuzha Canal	Kerala Alternate route: 11.5km	
9	NW-27	Cumberjua River	Goa	
10	NW-68	Mandovi River	Goa	
11	NW-86	Rupnarayan River	West Bengal	
12	NW-97	Sunderbans Waterway	West Bengal	
13	NW-111	Zuari River	Goa	
14	NW-10	Amba River	Maharashtra	Work to be taken subsequent to SFC/ EFC approval.
15	NW-44	Ichamati River	West Bengal	
16	NW-52	Kali River	Karnataka	
17	NW-57	Kopili River	Assam	
18	NW-73	Narmada River	Maharashtra & Gujarat	Substantial cargo moves in tidal waters/ river mouth under respective State Maritime Board. No interventions are contemplated by IWAI as of now.
19	NW-83	Rajpuri Creek	Maharashtra	
20	NW-85	Revadanda Creek - Kundalika River System	Maharashtra	
21	NW-91	Shastri River - Jaigad Creek System	Maharashtra	
22	NW-94	Sone River	Bihar	
23	NW-100	Tapi River	Maharashtra & Gujarat	