

Achievements of Inland Waterways Authority of India

➤ **Record Enhancement of Cargo Traffic on National Waterways**

The Cargo movement on National Waterways achieved all time high of 108.79 Million Ton from April 2021- March 2022 against 83.61 Million-ton last year for the same period recording 30.12 % growth.

Following new initiatives are taken-

- ✓ **Signing of MoUs-** In presence of Hon'ble Union Minister for Ports, Shipping and Waterways, IWAI signed MoUs on 26.08.2021 with: -
 - Numaligarh Refinery Limited (NRL) for development of Dhansiri River (NW-31) for movement of Over Dimensional Cargo (ODC) and Project Cargo of Numaligarh Refinery using Inland Water Transport.
 - Hooghly Cochin Shipyard Limited (HSCL), a subsidiary of Cochin Shipyard Limited for construction of Ship Repair Facility Project at Pandu, Guwahati, Assam.
- ✓ **New Movements** -Barge movement from Travancore Cochin Chemicals Limited (TCC) Kochi to Kerala Minerals & Metals Ltd (KMML), Chavara by KSINC owned barge "Amla" loaded with 130 MT Hydrochloric Acid between 07.10.2021 and 10.10.2021 covering a distance of 150 KMs successfully commenced in NW-3.
- ✓ For the first time, 1437.54 MT of Cotton Bales were transported to Bangladesh through Indo Bangladesh Protocol Route from Kolkata to Narayanganj. 1354 MT Sugar in 50 twenty-foot Containers was also shipped from Kolkata to Pangaon through the same route during December 2021.
- ✓ **Flagging off of vessel**
 - MV Lal Bahadur Shastri carrying food grains of FCI was flagged off from Patna to Pandu by Hon'ble Minister of MoPSW & Minister of Consumer Affairs, Food and Public Distribution on 5th February 2022. The vessel covered a distance of 2350 KM through NW-1, Indo Bangladesh Protocol route and NW-2.
 - In order to promote the use of IWT, Hon'ble Minister of PS&W also flagged off MV Ram Prasad Bismil with Dumb Barge APJ Abdul Kalam & Kalpana Chawla loaded with 1798.27 MT of rime TMT Bars of M/s. Tata Steel Limited on 16th February 2022 at Haldia Dock Complex.
- ✓ For the first time, a trial run was conducted successfully with 990 MT of Gypsum from IFFCO Jetty to Paradip Port through NW-64 and NW-5. Nearly 50,000 MT have been shipped till 15th June 2022. This will clear the huge accumulation of approx. 52 million MT of gypsum at the plant.
- ✓ **MoU between IWAI and Ultratech Cement-** Memorandum of Understanding (MoU) was signed between IWAI & Ultratech Cement on 06.06.2022 for Movement of Cargo (Gypsum) from Paradip Fertilizer unit of IFFCO, on National Waterway-5, National Waterway-64 to Cement Plants situated along the banks of National Waterway-1, in Bihar and West Bengal.

✓ **Ro-Ro/ Ro-Pax Vessels for State Governments to operate ferry services**

- ✓ Three RO-RO services demonstrated on NW-2 by deployment of IWAI vessels between Dhubri & Hatsingmari (July 2017); Neamati & Kamalabari (Majuli Island) (October 2018) and Guwahati & North Guwahati (March 2019).
- ✓ Hon'ble Prime Minister digitally launched following projects of IWAI in Feb. 2021-
 - 2 Ro-Ro Vessels M. V. Adi Shankara and M.V. C V Raman were dedicated to the nation by Hon'ble Prime Minister at Kochi
 - Flagging off of 4 Ro-Pax vessels to be operated by Govt. of Assam-
 - MV JFR Jacob – for service between Guwahati and North Guwahati
 - MV Bob Khathing – for service between Dhubri and Hatsingimari
 - MV Rani Gaidinllu and MV Sachin Dev Burman – for service between Neamati and Kamalabari (Majuli)
- ✓ 1 no. Ro-Pax vessel M.V. Bhupen Hazaraika handed over by IWAI to Govt. of Odisha for operation in NW-5 on 28.04.2021.
- ✓ Operation of Ro-Pax vessels inaugurated by Hon'ble Prime Minister for the Govt. of U.P. in Varanasi on 15.07.2021: 2 nos Ro-Pax vessels, viz., M.V. Swami Vivekanand and M.V. Sam Manekshaw were dedicated to the Nation on 15.07.2021 which were handed over by IWAI to Govt. of Uttar Pradesh for operation in Varanasi on NW-1.

✓ **Status of major schemes of IWAI during 2021-22:**

NW	Scheme	Cost	Completion
NW-1	JMVP	Sanctioned (Rs. 3887.81 cr)	Dec' 2023
	JMVP-II (Arth Ganga)	Sanctioned (Rs. 746.00 cr)	
	Non-JMVP	Proposed (Rs. 495 cr)	Mar' 2026
NW-2	SFC approved	Sanctioned – Rs. 461 cr	Mar' 2025
NW-16	SFC approved	Sanctioned – Rs. 145 cr	Mar' 2025
Other NWS	DIB Memo under modification for approval of MoPSW	Rs. 497 cr	Mar' 2026

✓ **Infrastructure Development on National Waterways (NWs)**

NW/Stretch	Fairway with LAD in m	Permanent Terminals	Floating Jetties	Nav. Aids
NW 1/Haldia-Prayagaraj (1620 km) in W.B., Jharkhand, Bihar & U.P.	Haldia to Tribeni- > 3m, Tribeni to Barh- 2 to 3m, Barh to Prayagraj- 1.5 to 2m	07 Nos. at MMT Haldia, GR Jetty Kolkata, Pakur Jetty, Farakka Jetty, MMT Sahibganj, Patna Terminal, MMT Varanasi	20 Nos. at Haldia, Kolkata, Tribeni, Shantipur, Katwa, Hazarduari, Farakka, Rajmahal, Bateswarsthan, Bhagalpur, Munger, Semaria,	Night Nav. marks from Tribeni to Ballia (1147 km), Day Nav. Marks in entire stretch from Tribeni to Prayagraj
NW 2/Dhubri-Sadiya (891 km) in Assam	Dhubri-Dibrugarh- 2.5 to 2m, Dibrugarh-Sadiya- 2.0 to 1.5 m	02 Nos. at Dhubri Terminal, MMT Pandu	11 Nos. at Dhubri, Jogighopa, Pandu, Uzan Bazar, Biswanathghat, Silghat, Kamlabari, Neamati, Aphlamukh, Bogibil & Giujan	Night Nav. from Dhubri to Silghat (440 km), Day Nav. Marks in entire stretch
NW 3/ West Coast Canal System in Kerala from Kottapuram to Kollam 168 km, Champakara (14 km) & Udyogmandal (23 km) Canals	Champakara (Kochi-Ambalamugal) & Udyogmandal (Kochi-Aluwa) Canal- 2m, Kottapuram- Kochi-Kollam stretch- 1.5 to 2 m	09 No. Terminals and 02 Ro-Ro Terminals – Aluwa, Maradu, Vaikum, Thaneermukkam, Alapuzha, Thrikkunnappuzha, Kayamkulam, Chavara, Kollam Ro-Ro Terminals- Bolghatty and Willindon Island	NIL	Floating Buoys fitted with Nav. Lights in entire 205 km stretch

Part of NW-4/ Krishna river from Muktyala to Vijayawada in A.P.	Muktyala to Vijayawada 1.5 to 2 m	03 Ro-Ro Terminals for which Land is being acquired	04 Nos. Floating terminals delivered	-
Part of NW-5/ Pankapal - Dhamra Port - Mangalgadi-Paradip Port (212 km) in Odisha	DHAMRA PORT TO BADAMAN TIA (81 km)- > 2.4 m with tide, MANGLAGADI TO MAHANADI RIVER MOUTH (52.8 km)- 2.4 to 2.9 m with tide	-	-	-
NW-16- Lakhipur - Toker Gram (121 km) in Assam	Badarpur to Bhanga (10.5 km)- 1.5 to 2 m, Bhanga to B'desh Border (35 km)- 2.2 to 2.9 m	02 terminals at Badarpur and Karimganj	-	-

➤ **Development of following New NWs have been taken up –**

- ✓ NW-8 (Alappuzha- Changanassery Canal in Kerala),
- ✓ NW-9 (Alappuzha - Kottayam – Athirampuzha Canal in Kerala),
- ✓ NW-27(Cumberjua River (Cortalim-Ferry to Sao Martias Vidhan Parisad) in Goa,
- ✓ NW-40 (River Ghagra from Ayodhya to its confluence with the Ganga at Manjhi Ghat) in Uttar Pradesh,
- ✓ NW-68 (Mandovi River (Usgoan bridge to Arabian Sea) in Goa,
- ✓ NW-111 (Zuari River (Sanvorden bridge to Marmugao Port) in Goa,
- ✓ NW-86 (Rupnarayan River (Pratap Pur to Geonkhali) in West Bengal,
- ✓ NW-97 (Sunderbans Waterway (Namkhana to Athara Banki Khal) in West Bengal
- ✓ Action Plan formulated for development of total 26 NWs as per Maritime India Vision 2030

➤ **Major Policy Reforms for promotion of Inland Water Transport are-**

✓ **Inland Vessels Act, 2021** was passed by both houses of the Parliament and the assent of the Hon'ble President was received on 11 August 2021. The Act has been published in the gazette on 12th August 2021, which aims to replace over 100 years old Inland Vessels Act, 1917 (1 of 1917) and usher a new era in the inland water transport sector to make the Legislative framework user friendly and promote ease of doing business.

Objectives of IV Act, 2021	Benefits of IV Act,2021
<p>To promote / ensure / provide / regulate:-</p> <ul style="list-style-type: none"> ○ Economical and safe transportation and trade through inland waters. ○ Uniformity in Law. ○ Safety of navigation. ○ Protection of life and cargo. ○ Prevention of pollution. ○ Transparency and accountability of administration. ○ Strengthening procedures governing the inland vessels, their construction, survey, registration, manning, navigation and such other matters. ○ Regulate & govern the unregulated sector of non-mechanically propelled inland vessels. 	<ul style="list-style-type: none"> ❖ Integrated vessel movement throughout waterways (Inland and coastal) ❖ Uniformity in law and standardized provisions. ❖ Towards digital and ease of compliance through e-registry. ❖ Concerns towards safety and pollution control norms addressed adequately ❖ Retrieval of wreck and salvage norms specified. ❖ Provisions made for use of new and Special category vessels. ❖ Standardized training and Capacity building for the Inland waterways sector introduced.

✓ The Inland Vessels Act, 2021 (24 of 2021) notified on 12th August, 2021 has come into force w.e.f. 16th February, 2022 (Section 1 and Section 106) and w.e.f. 7th June, 2022 (Section 2 to Section 105 and Section 107 to Section 114).

✓ Nine Rules under the Inland Vessels Act, 2021 (24 of 2021) have been Gazetted pertaining to The Inland Vessels Survey and Certification Rules 2022; Registration and other technical issues Rules 2022; Manning Rules 2022; Crew and Passenger Accommodation Rules 2022; Safe Navigation, Communication and Signals Rules 2022; Life Saving Appliances Rules 2022; Fire Fighting Appliances Rules 2022; Prevention and Containment of Pollution Rules 2022 (Eight Rules Gazetted and w.e.f. 7th June, 2022) and Insurance, Limitation of liability, Inquiry and investigations Obligations of service providers and service users Rules 2022 (Gazetted and w.e.f. 14th June, 2022).

✓ **Enactment of National Waterways Act, 2016:** National Waterways Bill, 2015 for declaration of 111 (5 existing and 106 additional) waterways was introduced and passed by the Lok Sabha on 21st December 2015 and by the Rajya Sabha on 9th March 2016. The National Waterways Act, 2016 came into force w.e.f. 12th April, 2016. 111 (106 new + 5 Existing) National Waterways (NWs) declared increasing the total length of NWs from 4,382 km to 20,162 km.

✓ **Waiver of waterway user charges :** To promote inland waterways as a supplementary, eco-friendly and cheaper mode of transport, waterway usage charges levied by the IWAI on vessels moving on National Waterways have been waived in July 2020 , initially for a period of three years.

✓ **Private sector participation in IWT:** IWAI was itself undertaking the operations and maintenance (O&M) of its IWT Terminals till 2018. To introduce private sector participation and investment in the IWT sector, in 2018, it engaged on a revenue sharing basis under the PPP model, M/s Summit Alliance, a private operator for the O&M of its G.R Jetty , Kolkata for a period of 30 years.

IWAI is in the process of selecting on the basis of PPP model, private operators for the O&M of the MMT at Varanasi and for MMT Sahibganj, a private operator on the Operation, Maintenance and Development model. Concessionaire for MMT Haldia built under JMVP for PPP Mode operation is finalised in December 2021.

A new waterway transport initiative on the Farakka- Rajshahi stretch of river Ganga-Padma between India and Bangladesh undertaken through 100% private investment in terminals and dredging. Two private investors for terminals and vessels were brought in for this purpose. This will promote development of the shortest route from Varanasi to Guwahati through Bangladesh.

➤ **River Cruise Tourism**

- ✓ River Cruise Tourism is already active on NW-1, NW-2 and NW-3
- ✓ 10 cruise vessels on NW-1 cruise circuit and 4 on NW-2 are already operating
- ✓ Following circuits have been identified on IBP Route
- ✓ Mongla circuit
- ✓ Barisal circuit
- ✓ Narayanganj circuit
- ✓ SOP and MoU on Passenger and Cruise service on the Coastal and Protocol routes between India and Bangladesh already exists since 2018
- ✓ 4 movement of Cruise vessels between Pandu and Kolkata through IBP already conducted

- ✓ The 1st Incredible India International Cruise Conference 2022 was organized by at Mumbai on 14-15 May, 2022. The Sessions relating to Potential of River Cruising was organised by IWAI wherein leading cruise operators had participated. They have shown keen interest in harnessing the potential of river cruise tourism in India, which is in nascent stage. MoUs were also signed with M/s. Heritage River Journeys Pvt. Ltd., M/s. Antara River Cruise and M/s. J.M. Baxi & Co.
- ✓ This led to start of first longest river cruise from Varanasi to Dibrugarh Assam via Indo-Bangladesh Protocol Route from Nov 2022. Several river cruises on Ganga, Brahmaputra, Kerala Backwaters, Odisha etc have shown increased booking.

➤ **Statement of initiatives since 2014 to 2022**

IWT Comparative Statement / Statistics											
Sl. No.	Initiative	Unit	As of 31 st March								
			2014	2015	2016	2017	2018	2019	2020	2021	2022
52	Number of National Waterways	Nos.	05	05	111	111	111	111	111	111	111
53	Expenses on Waterways Development	Rs. Crs.	152.04	324.13	595.19	767.19	950.57	853.15	732.93	367.30	416.87
54	Multi-Modal Terminals on National Waterways	Nos.	01	01	01	01	02	03	04)	04	04
55	River Information System on National Waterways	Control Stations	-	-	02	02	03	03	04	04	04
56	Total Terminal on National Waterways	Nos.	15	15	17	18	19	20	21	21	21
57	Total Community Floating Jetties on National Waterways	Nos.	30	30	29	31	31	34	37	37	37
58	Inland Water Cargo	MMT	30.40	41.53	55.47	55.03	72.31	73.64	75.01	83.61	108.79

59	Port of Call under Indo-Bangladesh Protocol Route	Nos.	5	5	5	5	5	6	10	11	11
60	Number of Port in foreign countries	Nos.	-	-	-	-	1	1	1	1	1
61	Neighboring countries' connected by waterways trade	Nos.	01	01	01	01	02	03	03	03	03

➤ Protocol on Inland Water Transport & Transit (PIWT&T) with Bangladesh-

PIWT&T exists between India and Bangladesh since 1972 under which the two Governments have made mutually beneficial arrangements for the use of their waterways for movement of cargo between the two countries for passage of goods between two places in one country through the territory of the other, in accordance with the laws of the country through the territory of which goods are moving. The Protocol is presently valid upto June 2025. This also facilitates waterway connectivity with the Ganga (NW-1) to the Brahmaputra (NW-2) through Bangladesh.

Salient features-

- 10 declared routes for navigation,
- 2,704 km total route length (India-869 km and Bangladesh- 1835 km)
- 11 declared Ports of call* and 02 declared extended Ports of call- on each side (* Including 2 Extended Ports of Call)

Specific 10 nos. inland water routes:

- 1 & 2 Kolkata – Silghat & vice versa : ~1720 km
- 3 & 4 Kolkata – Karimganj/ Badarpur & vice versa: ~1339 km
- 5 & 6 Dhulian – Aricha & vice versa : ~270 km
- 7 & 8 Silghat – Karimganj/Badarpur & vice versa: ~1437 km
- 9 & 10 Sonamura- Daudkandi & vice versa : ~93 km

Ports of Call (PoC) in both the countries-

India	Bangladesh
<ul style="list-style-type: none"> • Kolkata, • Haldia, • Dhubri, • Pandu, 	<ul style="list-style-type: none"> • Narayanganj, • Khulna, • Mongla, • Sirajganj,

<ul style="list-style-type: none"> • Silghat, • Karimganj, • Dhulian, • Maia, • Kolaghat, • Sonamura, • Jogigopha • Tribeni • Badarpur 	<ul style="list-style-type: none"> • Ashuganj, • Pangaon, • Rajshahi, • Sultanganj, • Chilmari, • Daudkandi, • Bahadurabad • Ghorasal • Muktarpur
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➤ **MoU and SOP on Passenger and Cruise Services on the Coastal and Protocol Route.**

An MoU on Passenger and Cruise Services on the Coastal and Protocol Route was signed on 8.4.2017 and SOP on Passenger and Cruise services on the Coastal and Protocol routes between India and Bangladesh was signed by both the countries on 25th October 2018. Four river cruises have completed their voyage from Kolkata – Dhaka - Guwahati stretch or vice-versa since then successfully.

➤ **Cargo movement on IBP Route-**

- ✓ 5.43 million tonnes of cargo moved during FY21-22 on Indo Bangladesh Protocol route which was all time high.
- ✓ Regularised movement of stone aggregates from Bhutan through Dhubri (Assam) IWT terminal. 319 vessels loaded with stone aggregates / Coal of total weight 51,210 MT sailed from Dhubri (India) to Chilmari (Bangladesh) during FY 2021-22. Infra and business improvement carried out.
- ✓ A pilot movement of 200 ton food grains belonging to Food Corporation of India (FCI) was undertaken from Patna (Bihar) to Pandu (Guwahati), Assam via Indo-Bangladesh Protocol route covering a distance of 2,350 km.
- ✓ Another pilot movement of 1798.27 ton Prime Thermo-Mechanically Treated Bars of M/s. Tata Steel Limited was also performed successfully on a 90 mtr long and 24 mtr wide vessel from Haldia Dock complex to Pandu (Guwahati) Through NW-1, IBP route and NW-2.
- ✓ Regular Cargo Services from Haldia to Patna and Dubri (Assam) to Bangladesh Started in Feb 22.
- ✓ Several Oil and Petro-Chemical Companies have pledged long term cargo movement for the first time from Assam to Bangladesh and Haldia.
