



# जलमार्ग • Jal marg

(त्रैमासिक ई-पत्रिका)



भारतीय अन्तर्देशीय जलमार्ग प्राधिकरण • INLAND WATERWAYS AUTHORITY OF INDIA

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### संदेश

भारतीय अंतर्देशीय जलमार्ग प्राधिकरण की विकासात्मक गतिविधियों को प्रदर्शित करने वाली त्रैमासिक ई-पत्रिका "जलमार्ग" के चतुर्थ अंक हेतु संदेश के रूप में अपने विचार व्यक्त करते हुए मुझे अत्यंत प्रसन्नता हो रही है। ऐसा अनुभव किया गया है कि संगठन के विकास को हितधारकों के साथ साझा करने के लिए ई-पत्रिका संसूचना का एक अच्छा माध्यम है। मैं सचिव, भाजप्रा के नेतृत्व में संपादकीय टीम के दृढ़ संकल्प की सराहना करता हूँ।

साथ ही पत्रिका के जरिये भारतीय अंतर्देशीय जलमार्ग प्राधिकरण द्वारा किए गए विकास कार्य और आशा करता हूँ कि तिमाही के दौरान अंतर्देशीय जल परिवहन की उपलब्धियां तीव्रता से अनुगामियों तक पहुंचती हैं।

भारतीय अंतर्देशीय जलमार्ग प्राधिकरण द्वारा निर्धारित लक्ष्य की प्रगति के दृष्टिगत सभी हितधारकों के सामूहिक प्रयासों से भा.अ.ज.प्रा. ने न केवल 75 एमएमटी के लक्ष्य की प्राप्ति की है बल्कि वित्त वर्ष 2020-21 में यह निर्धारित लक्ष्य से अधिक 83.64 एमएमटी हो गया और इस प्रकार वित्त वर्ष 2019-20 में हुई 1.8% की वृद्धि की तुलना में इसमें 13.54 की तेज वृद्धि दर्ज की गई।

इस पुनीत कार्य को जारी रखने के लिए मैं सभी सहयोगियों को हार्दिक शुभकामनाएं देता हूँ और ई-पत्रिका को निरंतर व समय पर सफलतापूर्वक प्रकाशित करने के लिए तथा इस हेतु भावी प्रयासों के लिए शुभकामनाएं देता हूँ।

### MESSAGE

It gives me immense pleasure to pen down the message for the Fourth Quarterly e-Magazine "JALMARG" showcasing the developmental activities of IWAI. It has been experienced that sharing of development in the organization through e-magazine is the best way to communicate with the stakeholders. I appreciate the editorial team lead by Secretary, IWAI, for their focused determination.

The development work carried out by the Inland Waterways Authority of India and the achievements in Inland Water Transport during the quarter reach to the followers in a quickly manner.

IWAI has taken measures to increase movement of cargo through National Waterways. With close monitoring of the progress of target set by IWAI along with concerted efforts of all stakeholders, 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.

I extend my warm wishes to all concerned to continue the good work and make the e-Magazine continuation a timely and successful one and wish the very best in future endeavours.

जयंत सिंह, आई आर टी एस,  
अध्यक्ष

## : EDITORIAL TEAM :

- Col. Manish Pathak,  
Secretary
- Sh. U. K. Sahai,  
Dy. Secretary
- Sh. A. K. Bansal,  
Director
- Sh. Arvind Kumar,  
Hindi Officer

## परिचय:

(i) रेलवे, सड़क परिवहन, तटीय नौवहन, अन्तर्देशीय जल परिवहन, पाइपलाइन और वायु परिवहन युक्त परिवहन क्षेत्र किसी भी देश के आर्थिक विकास हेतु अहम अवसंरचना है। एक विकसित परिवहन प्रणाली मल्टीमॉडल नेटवर्क में परिवहन की ईष्टतम लागत को मामला दर मामला आधार पर सभी मॉडलों की शक्तियों का प्रयोग करते हुए संभव बनाती है। ऐसे गलियारों में जहां अन्तर्देशीय जल परिवहन को तुलनात्मक रूप से बड़े आकार के नौचालन चैनल के साथ विकसित कर इन्हें तकनीकी- वाणिज्यिक व्यवहार्य बनाया जा सकता है, वहां ये लागत प्रभावी, पर्यावरण सुलभ और ईंधन दक्ष परिवहन साधन प्रदान कर सकते हैं, विशेषकर इसका प्रयोग भारी मात्रा में सामानों, संकटपूर्ण कार्गो और अति बड़े आकार के कार्गो के लिए किया जा सकता है। कुछ विकसित देशों (जैसे अमेरिका, चीन और अनेक यूरोपीय देशों में) जहां अन्तर्देशीय जल परिवहन (आई डब्लू टी) क्षेत्र के विकास पर विशेष ध्यान दिया जाता है, वे अपनी अर्थव्यवस्थाओं के विकास में इसका काफी उपयोग कर रहे हैं।

(ii) भारत में अनेक नदियां, नहरें, संकरी खाड़ी और बैकवाटर है, जिन्हें लागत प्रभावी और पर्यावरण अनुकूल परिवहन साधन के रूप में उपयोग में लाने की काफी संभावनाएं हैं। 20वीं शताब्दी के प्रारंभ तक आईडब्लूटी को देश के विभिन्न भागों में परिवहन के महत्वपूर्ण साधन के रूप में प्रयोग किया गया था। तथापि, सड़कों और रेलवे के तीव्र विकास, देश में थोड़े औद्योगिक विकास, सहित अनेक कारणों से अन्तर्देशीय जल परिवहन इत्यादि के अनुरक्षण और विकास पर काफी कम ध्यान दिया गया, अनेक जलमार्ग, रेल और सड़क साधनों की तुलना में प्रतिस्पर्धात्मक रूप से पीछे रह गए।

(iii) अपर्याप्त अवसंरचनात्मक सुविधाएं जैसे वर्ष भर प्रचालन हेतु आईडब्लूटी जलयानों की आवाजाही हेतु आवश्यक गहराई और चौड़ाई, कार्गो के लदान और दुलाई के लिए टर्मिनल और सड़क/रेल के साथ संपर्क, दिन और रात के दौरान सुरक्षित और अबाधित नौवहन हेतु नौवहन सहायता और आईडब्लूटी जलयानों की कमी कुछ ऐसी मुख्य बाधाएं हैं, जिनका सामना अन्तर्देशीय जल परिवहन क्षेत्र द्वारा किया जा रहा है। पर्याप्त आईडब्लूटी आवाजाही के लिए इस बात पर बल दिया जा रहा है कि आवश्यक अवसंरचना (मुख्यतः सरकारी वित्तपोषण) का निर्माण हो और इसके साथ-साथ मुख्यतः निजी क्षेत्र द्वारा आईडब्लूटी बेड़े में वृद्धि की जाए।

(iv) भारतीय अंतर्देशीय जलमार्ग प्राधिकरण को वर्ष 1986 में संसद के अधिनियम द्वारा स्थापित किया गया है। प्राधिकरण के गठन का उद्देश्य नौवहन और नौचालन के लिए और उनसे जुड़े या प्रासंगिक मामलों के लिए अंतर्देशीय जलमार्गों का विनियमन और विकास करना है।

(v) भारतीय अन्तर्देशीय जलमार्ग प्राधिकरण (भा.अ.ज.प्रा.) अधिनियम, 1985 की धारा 14 के तहत भा.अ.ज.प्रा. ऐसे जलमार्गों के विकास और विनियमन के लिए अधिदिष्ट है जो राष्ट्रीय जलमार्ग के रूप में घोषित हैं। वर्ष 2014 तक निम्नलिखित जलमार्गों को राष्ट्रीय जलमार्ग (रा.ज.) घोषित किया गया था:-

i. **राष्ट्रीय जलमार्ग -1:** उत्तर प्रदेश, बिहार, झारखण्ड और पश्चिम बंगाल राज्यों में गंगा-भागीरथी-हुगली नदी प्रणाली (हल्दिया से इलाहाबाद तक-1620 किमी.) - वर्ष 1986 में घोषित किया गया।

ii. **राष्ट्रीय जलमार्ग -2:** असम राज्य में ब्रह्मपुत्र नदी (धुब्री से सदिया तक - 891 किमी.) - वर्ष 1988 में घोषित किया गया।

iii. **राष्ट्रीय जलमार्ग -3:** केरल राज्य में उद्योगमण्डल और चम्पाकारा कैनाल सहित पश्चिम तट कैनाल (कोट्टापुरम से कोल्लम तक) (205 किमी.) - वर्ष 1993 में घोषित किया।

iv. **राष्ट्रीय जलमार्ग -4:** आंध्रप्रदेश, तमिल नाडु और संघशासित प्रदेश पुडुचेरी राज्यों में गोदावरी और कृष्णा नदियों सहित काकीनाडा से पुडुचेरी कैनाल तक (1078 किमी.) - वर्ष 2008 में घोषित किया गया।

v. **राष्ट्रीय जलमार्ग -5:** पश्चिम बंगाल और उडिसा राज्यों में ब्राह्मणी नदी और महानदी डेल्टा सहित पूर्व तट कैनाल (588 किमी.) - वर्ष 2008 में घोषित किया गया।

वर्ष 2016 में संसद द्वारा राष्ट्रीय जलमार्ग अधिनियम, 2016 पारित किया गया, जिसके तहत देश के 106 नए जलमार्गों को राष्ट्रीय जलमार्ग के रूप में घोषित किया गया। इस प्रकार, देश में पूर्व के 5 राष्ट्रीय जलमार्गों को मिलाकर अब कुल राष्ट्रीय जलमार्गों की संख्या 111 हो गई है। इन जलमार्गों में व्यवहार्य जलमार्गों के विकास हेतु भा.अ.ज.प्रा. द्वारा कई विकासात्मक कार्य किए जा रहे हैं।

इसके अलावा, भा.अ.ज.प्रा. व्यापार और पारगमन हेतु भारत-बांग्लादेश प्रोटोकॉल मार्ग के तहत कई कार्य कर रहा है, जिससे एक देश का अन्तर्देशीय जलयान दूसरे देश के विनिर्दिष्ट मार्गों से होकर चल सकता है।

**STRATEGICAL IMPORTANCE OF PIWT&T FOR INLAND NAVIGATION & IWT FOR NORTH-EAST REGION AND NEIGHBORING COUNTRIES**

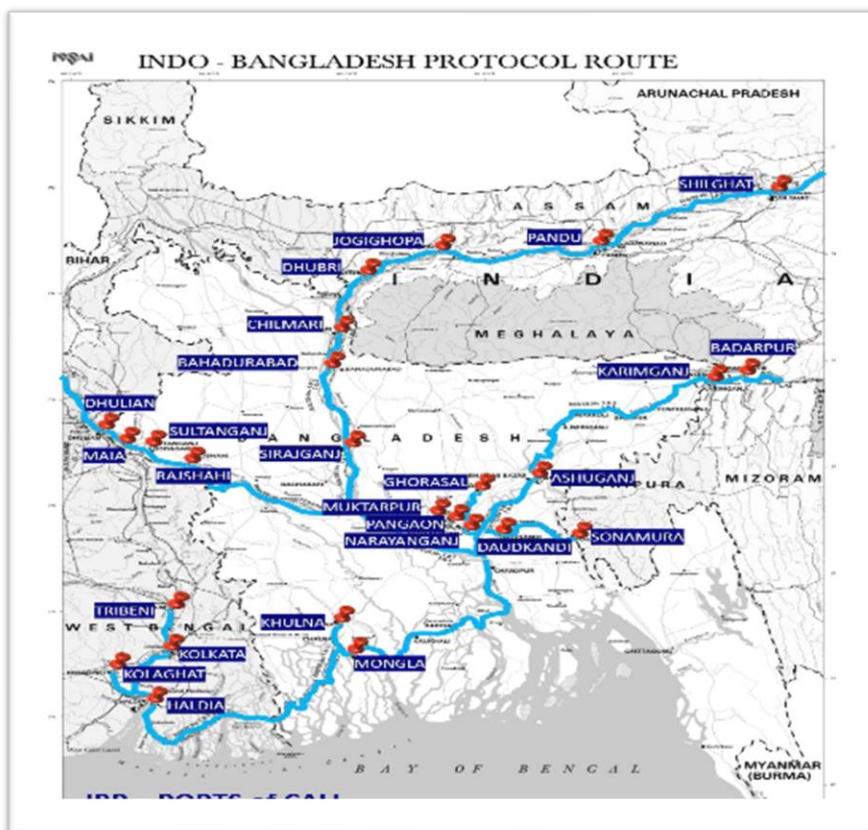
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**1. Introduction:**

The trade and commerce of NER (North-East Region) to the rest of India as we know existed through the territories of East Bengal since British era and beyond. On independence of India, it continued through East Pakistan till 1965 and discontinued in 1971 consequence of the Indo-Pak war during 1965 & subsequent liberation war for Bangladesh. To facilitate the inland navigation and Inland water Transport using the inland waterways system of Bangladesh on its independence, the Protocol on Inland Water Trade & Transit (PIWT&T) came in to existence since 1<sup>st</sup> November 1972 in pursuance of Article VIII of the Trade Agreement between Government of India and Bangladesh. Initially, four prominent routes & ports named as the protocol routes and ports of call respectively were declared facilitating the connectivity of Kolkata with Narayanganj & Ashuganj in Bangladesh for bilateral trade, whereas the connectivity of Kolkata with Dhubri and Karimganj in Assam facilitated in the movement of the transit cargo to NER.

The renewal of the protocol continued irregularly in every one or two years and since June 2015, the validity of the protocol was increased to five years having auto renewal facility. With renewal and 2nd addendum to the existing protocol on



**Fig-1: Map of Protocol routes and Ports of call**

20<sup>th</sup> May 2020 by declaring two new Protocol Route 9 & 10, (Daudkandi- Sonamura- Daudkandi for 93 km) on the river Gumti and extension of existing Protocol Route 5 & 6 from

Rajshahi to Aricha on the river Padma (the river Ganga in Bangladesh) up to its joining with the Yamuna (the river Brahmaputra in Bangladesh), the strength of protocol routes has now increased to 10(ten) having total length of 2654 km. Out of which 1785 km protocol route is in Bangladesh and 869 km in India. There are also 10 ports of calls & two extended ports of call in each country as in **Fig-1**.

## 2. Strategic Importance of PIWT&T:

### 2.1 Chicken Neck Corridor:



**Fig- 2: Chicken Neck Corridor at Siliguri**

The Siliguri Corridor known as “**Chicken neck corridor**” being the only bridge between the eight North-Eastern States of India and the rest of the country having rail and road mode of transportation system, this narrow passage assumes strategically important and highly sensitive territory making defence as well a serious challenge. Hence, the protocol routes of Bangladesh have assumed the strategically importance for India in facilitating an alternative mode of passage to NER.

### 2.2 Act East Policy, and BBIN (Bangladesh Bhutan India & Nepal) economic initiative:

India’s “**Look East Policy**” started in the year 2004 and subsequently renamed as “ **Act East Policy**” (2014) paved the way for looking NER as a new way of development and economic integration with the rest of Asia mainly North East and South East Asia, in particular. Hence it increased the focus of Government of India in developing the North-Eastern Region for looking towards a partnership with the Association of Southeast Asia Nations (**ASEAN**) countries, both within **BIMSTEC** (Bay of Bengal Initiative for Multi-Sectoral Technical and Economic Cooperation) and the India-ASEAN Summit dialogue as integrally linked to economic and security interests. Accordingly, Tripura may emerge in future as the new gateway to the north-east & beyond. Further, this has facilitated in the emergence of economic initiative between the immediate neighbours such as BBIN (Bangladesh-Bhutan-India-Nepal) during early twenty-first century. The signing of the BBIN MV (Motor vehicle) agreement in June 2015 allowing the movement of the vehicles within the territory of each country with the purpose of overall economic development of the region has revived the interest in inland water transport as an alternative mode of transportation and thus, there has been increased importance on PIWT&T and the need for its strengthening.



As the follow up of the above and signing of the Trade & Commerce and Transit agreement between the Government of India & Royal Government of Bhutan in July 2017, the terminals at Jogighopa & Dhubri on NW-2 have been declared as the entry & exit points with transit facilities for movement of bilateral and transit cargo to & from Bhutan to Bangladesh & India and vice versa through protocol routes. Further, the allotment of Kolkata and Haldia port as the main maritime gate for Bhutan and Chittagong port as the alternative maritime gate for the third-party EXIM cargo movement may facilitate the extensive use of inland navigation and IWT on the protocol routes besides the rail & road mode. The signing of the SOP for the MOU on the use of Inland waterways for transport of bilateral and transit cargoes between Bangladesh and Bhutan in April 2019 have facilitated in the movement of boulders from Phuentsholing, Bhutan to Chilmari & Narayangunj in Bangladesh since July 2019 through protocol routes and using the Jogighopa and Dhubri terminals as exit & entry point. And, this is termed as a landmark development on promotion of IWT.

### 2.3 Various Agreements and MOUs:

To bring about significant reduction in logistic cost and faster delivery of the EXIM cargo to Bangladesh & other land-locked countries under BBIN MV (Motor Vehicle) agreement, the concept of the '**Third country**' EXIM Trade under Coastal Shipping and PIWTT by allowing transshipment through Indian Ports on the East Coast was conceived and subsequently Coastal Shipping Agreement between India and Bangladesh was signed during 2015. The creation of these economic corridors has been important for further initiatives of India with a host of policies, projects and MOUs for developing and strengthening of marine trade and connectivity. Some of these are: -

- Declaration of SOP (Safe Operating Procedures) under Coastal Shipping Agreement for facilitating the RSV (River Sea Vessels) Type-III & IV from eight (8) designated Indian Ports in East Coast to equal numbers of sea and riverine ports of Bangladesh for Bilateral and Transit Cargo movement.
- MOU for development of fairway on protocol routes through dredging operation on the river system Meghna, Padma and Yamuna with financial assistance of India.
- MOU for the Use of Chittagong and Mongla Ports for the movement of Goods to and from India and further movement to NER by using the protocol routes, rail and road infrastructure of Bangladesh with the objective of reducing the logistic cost of the export cargo.



**Fig- 2: Agreements for Coastal Shipping**

- MOU for the movement of the passenger ferry and vessels between India and Bangladesh.
- Agreement for development of transit port at Ashuganj for container handling and.
- Agreement for developing Sherpur as a MMT (Multimodal terminal) for transit cargo movement to lower Assam.

### **3. Strategic Interest of both the Countries:**

In the last five years, total trade between two countries is reported to be grown by over 40% showing the upward trend. Total Indian investments (Foreign Direct Investment) in Bangladesh as registered with Bangladesh Investment Development Authority are US\$3.11 billion with an upward trajectory which in future as estimated may be US\$9 billion. In the last 15 years Bangladesh's exports to India have grown 10-fold. During the same period, India's exports to Bangladesh have grown 6 times. Bangladesh is now India's biggest trade partner in South Asia.

Bangladesh's economy has flourished with GDP at 6.01 in the financial year 2013-14, pushing its GDP to 8.2 percent during 2019-20 and slight low during corona pandemic year of 2020-21. The rapid industrialization with the establishment of over 100 Economic Zones and 15 SEZs with the focus of exporting to overseas including NER & mainland India, has also been the causes for steady growth in the bilateral trade having the strategically importance of PIWT&T.

The inter-country (bilateral) freight movement from 1.06 lakh MT during 2001-02 has increased to 35.97 lakh MT during 2020-21 with over 97.5% as export cargo only. However, recently the movement of the import cargo from Bangladesh has been commenced showcasing its potential & increasing interest in the protocol routes. Although there has been decline in the transit freight movement during the same period, there is potential for its bouncing back.

### **4. Eastern Waterways Grid:**

The proposal of the World Bank for developing the Eastern Waterways Grid through integration of the major NWS, Protocol routes and Kaladan Multi-Modal Transport & Transit project may enhance the regional connectivity in south Asia. This in turn will definitely increase the strategic importance of PIWT&T.

#### **4. Development strategy:**

The various studies conducted by Inland Waterways Authority of India recently through the renowned consultants have projected the huge potential of divertible cargo projection from rail and road mode to IWT. Therefore, to facilitating the sustainable and vibrant inland navigation system through the protocol routes and its ports, it has been essential for looking in to the existing operational and legal issues and constraints for finding the suitable measures with an urgent re-orientation of the policies including the required coordination and cooperation from both the countries. The increased financial assistance of India to Bangladesh is considered for developing the fairway with RIS (River Information System) & modern aids to navigation facilities similar to NW-1 particularly for the routes important for transit trade and completion of all the projects for the development of transit terminal infrastructures without further delay. The proposal of The strengthening and capacity building of both Indian and Bangladesh Institutions for effective planning, development, operation, maintenance and management of Inland Navigation and IWT along with regulatory frame work for simplification, harmonization of the protocol, the custom procedures and Increased effective trade cooperation & bilateral economic relations, suitable promotional measures with induction of advanced technology in design, construction & operation of the economical fleet are thus need of the hour similar to European Union.

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River Brahmaputra from Sadiya to Bangladesh Border near Dhubri (891km) is the most important inland waterway in North Eastern Region (NER) forming NW-2, which was declared as National Waterway in 1988. Many rivers join this mighty river to form a fish bone structure. About 1687 km stretches of tributaries of Brahmaputra and Barak Rivers have been identified in NER having potential for development as feeder routes. NW-2 provides alternate connectivity to NER through 1700 km Indo-Bangladesh Protocol routes.

In accordance with the approval by SFC of NW-2, NW-16 & IBP routes at a cost of ₹461 crore and ₹145 crore respectively for a period of 5 years (2020-2025), the following activities are being carried out in NER for development of IWT:

- **Fairway development works/ River conservancy works:**

A navigable fairway of 45-meter width and 2.5 meter least available depth (LAD) from Dhubri to Dibrugarh (768km) and 1.5-meter LAD from Dibrugarh to Sadiya (123 km)/Oriumghat (92km) has been provided. Annual river conservancy works like Bandalling and maintenance dredging are carried out regularly to maintain the navigable fairway.

- **Terminals:**

Two permanent terminals, one at Pandu and another at Dhubri are set up to facilitate vessels movement. An IWT terminal at Jogighopa is also planned.

**a) Pandu:** Pandu (Guwahati) is the most important location on NW-2 for development of a multimodal river port. A master plan was therefore prepared for phased development of terminal at Pandu and development was carried out accordingly. A low-level jetty at a cost of ₹40.02crores was made operational in 2009. A high-level jetty at a cost of ₹43.89 crores was also made operational during 2014-15 for round the year operation with mechanical handling facility including containers.





**b) Dhubri:** A Ro-Ro terminal has been developed with a sloping jetty (which can be used for Ro-Ro operations as well as normal cargo loading and unloading by cranes) along with other facilities like administrative block; transit shed, open storage yard and customs office etc have been developed. Both these terminals are operational. This has provided direct IWT connectivity to Meghalaya through Hatsingimari from Dhubri (29km by river route) avoiding a circuitous road route 220 km long through Jogighopa bridge.



**C) Jogighopa:** An IWT terminal is planned by IWAI at Jogighopa to synchronise with MMLP at Jogighopa by MoRTH. DPR has been prepared by NHIDCL. Work was awarded to NHIDCL on deposit work basis in March 2021 with expected date of completion by Dec 2023.

- **Floating Terminals:**

Due to large variation (both horizontal and vertical) of water level in River Brahmaputra, construction of permanent terminals becomes very capital intensive. Hence, floating terminals have been provided at eleven identified locations viz. Hatsingimari, Dhubri, Jogighopa, Tezpur, Silghat, Biswanathghat, Neamati, Sengajan, Bogibil, Dibrugarh/Oakland and Oriumghat. These terminals are maintained and are operational.

- **Aids to Navigation:**

The entire channel has been marked with day navigation marks along with night navigation facilities comprising of solar operated lights on beacon [Dhubri and Silghat (440km)]. Differential Global Positioning System (DGPS) stations are provided at four locations viz. Dhubri, Jogighopa, Biswanthghat and Dibrugarh for safe and smooth navigation of vessels.



- **Ship Repair Facilities:**

To facilitate dry docking repair in NER, a project for construction of slipway at Pandu has been sanctioned under the scheme. IWAI has approached Cochin Shipyard Ltd for construction of ship repair facility (slipway) at Pandu, Guwahati on deposit work basis which will be carried out by Hooghly Cochin Shipyard Ltd (HCSL) a subsidiary of CSL. For this CSL will further engage National Technology Centre for Ports, Waterways and Coasts (NTCPWC) as PMC and CPWD as construction agency. For execution of above work, an Agreement between CSL and IWAI is being finalised.

- **River Tourism:**



The presence of wild life sanctuaries at Kaziranga and Orang and other places of tourism interest viz. Sualkuchi, Sibasagar and Kamalabari on the banks of Brahmaputra (NW-2) has helped in bringing up the river tourism in this mighty river on the international platform. Three tourist vessels viz, MV Chairaidew and MV Chairaidew-I of Assam Bengal Navigation Pvt Ltd, MV Mahabaahu of Adventure Resorts & Cruises Pvt Ltd and MV Manasputra of Brahmaputra Cruises are regularly making voyages between Dhubri/Pandu and Neamati with increasing number of foreign tourists every year.

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River Barak was declared as National Waterway-16 (NW-16) in the year 2016. The length of waterway from Bhanga to Lakhipur is 121 km. It connects Silchar, Karimganj and Badarpur in Cachar valley of Assam with Haldia and Kolkata ports through Indo-Bangladesh Protocol (IBP) Route.

The facilities created and planned for as per SFC approval of NW-16 & IBP at a cost of ₹145 crore (₹54.43 crore for NW-16; and ₹90.33 crore for IBP route) for duration of 5 years (2020-2025) are as under:

- **Fairway Development:**

Dredging, for fairway maintenance with Least Available Depth (LAD) along with navigation aids between Ujjainigram to Bhanga was commenced in Nov 2017. A fairway of 45m x 2m is envisaged between Sridharpur to Bhanga (26 km).

- **Terminals:**

**Badarpur & Karimganj terminals:** Renovation and upgradation of existing terminals at Karimganj and Badarpur was planned through open tender by IWAI. Due to inadequate response through tendering, the work has been entrusted to CPWD on 25.03.2021 to execute the work on deposit work basis at Rs 5.52 crore for initial upgradation.

**Maia:** The proposed new Terminal at Maia on river Ganga (NW-1) is located in village Maia. As per approved SFC, an amount of ₹54.10 crore has been provisioned for construction of permanent terminal at Maia inclusive of land acquisition cost. Competent authority has accorded approval for taking over 247.50 decimals land on annual rental basis through an agreement at an annual rent of ₹1,29,938/- plus GST. Also pre-investment activities, inclusive of temporary infrastructure for facilitating loading of stone chips, from above land approved at a cost of ₹1.5 cr.

- **Navigational Aids:**

At present, day navigational aids have been provided and being maintained in the Bhanga to Ujjainigram stretch of River Barak.

- **Ports of Call:**

Karimganj is notified as Ports of Call on IBP route and Badarpur as extended Port of Call of Karimganj on NW-16 & IBP route. Dedicated custom and immigration centres along with allied services are planned for smooth passenger movement and cargo operations.

A Protocol on Inland Water Transit and Trade (PIWTT) exists between India and Bangladesh 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 valid upto June 2026.

Under this Protocol, Inland vessels of both the countries can ply on the designated protocol route and dock at Ports of Call in each country, notified for loading / unloading of cargo. There has been significant improvement in the movement of cargo vessels in an organized manner on the Protocol route carrying both the transit cargo to NE region of India and vice-versa and export-cargo to Bangladesh. The Indian transit cargo is mainly coal, fly-ash, POL and ODC for power projects in NE region. The other potential cargo for movement is fertilizers, cement, food grains, agricultural products, containerized cargo etc. The export cargo from India to Bangladesh is mainly fly-ash which is to the tune of 30 lakhs MT per annum. Around 638 inland vessels (including 600 Bangladeshi flag vessels) completed approximately 4000 loaded voyages annually on IBP routes.

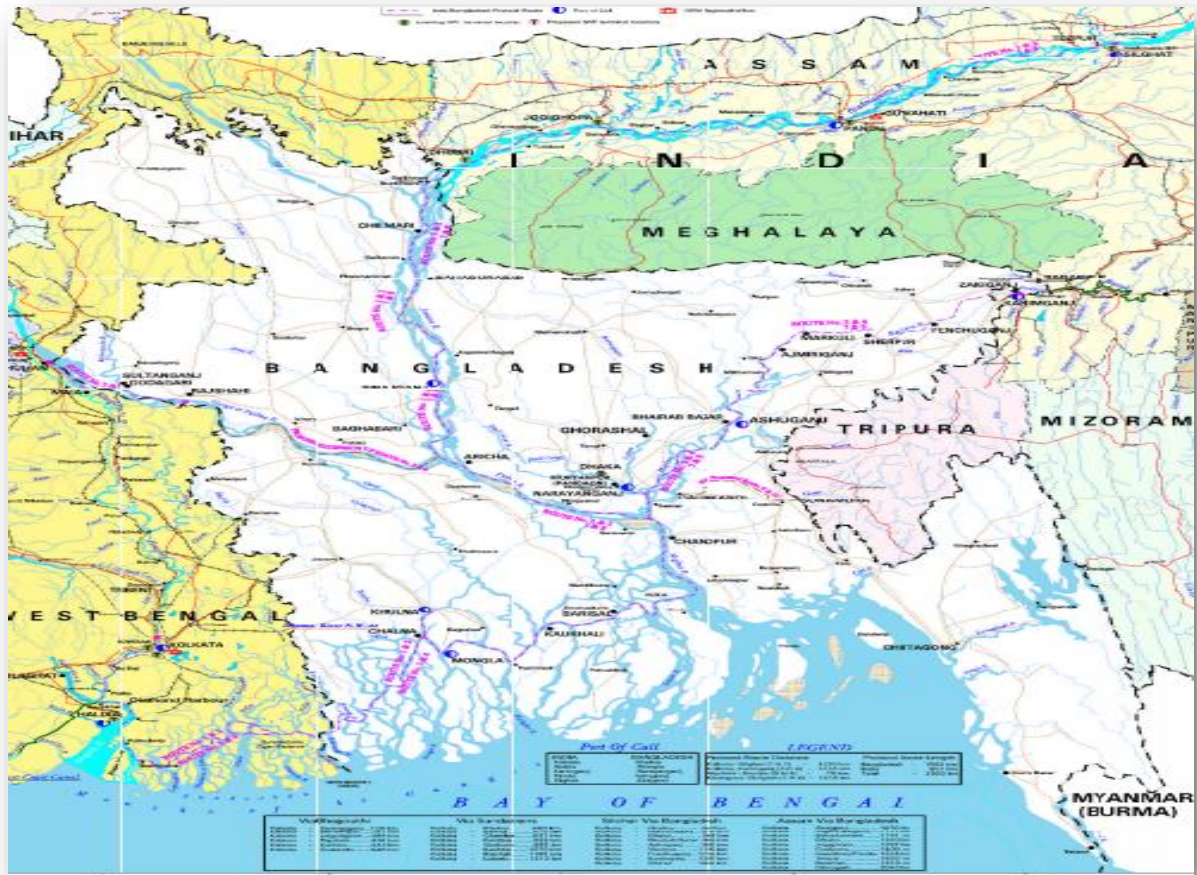
For making the Protocol more effective, many landmark decisions were taken in the last two Secretary Shipping Level Talks held in October, 2018 in New Delhi and in December, 2019 in Dhaka. Some of the decisions taken during these talks included extension of protocol routes, inclusion of new routes, declaration of new Ports of Call to facilitate trade between the two countries. These decisions are given effect with the signing of 2nd addendum under PIWT&T on 20th May, 2020 at Dhaka, Bangladesh.

- A. **ROUTES:** The number of Indo Bangladesh Protocol (IBP) routes are being increased from 8 to 10 and new locations are also added to the existing routes: -

**Inclusion of Sonamura- Daudkhandi stretch of Gumti river (93 km) as IBP route no. 9 & 10** in the Protocol will improve the connectivity of Tripura and adjoining States with Indian and Bangladeshi economic centres and will help the neighbouring regions of both the countries. This route shall be connecting all existing IBP routes from 1 to 8.

- The operationalization of Rajshahi-Dhulian-Rajshahi Routes and their extension up to Aricha (270 km) will help the growing of infrastructure in Bangladesh as it would reduce the transportation cost of stone chips/aggregate to northern part of Bangladesh through this route. It will also decongest Land Custom Stations in both sides. The cargo of 2.63 million tons can be diverted at the proposed IWT terminal at Dhulian (Maia) with stone chips as the major commodity.
- In Routes (1) & (2) [Kolkata-Shilghat-Kolkata] as well as in Routes (3) & (4) [Kolkata-Karimganj-Kolkata], Kolaghat in India has been added.





- Routes (3) & (4) [Kolkata-Karimganj-Kolkata] and Routes (7) & (8) [Karimganj-Silghat-Karimganj] have been extended up to Badarpur in India. In these routes, Ghorasal in Bangladesh has also been added. The designated Inland Water Routes under this protocol are: -
  - i. 1 & 2- Kolkata-Silghat and vice-versa
  - ii. 3 & 4- Kolkata-Karimganj and vice-versa
  - iii. 5 & 6-Rajshahi-Dhulian-Aricha and vice-versa
  - iv. 7 & 8- Silghat-Karimganj and vice-versa
  - v. 9 & 10- Sonamura -Daudkhandi and vice-versa
- River Notices of IBP routes in Bangladesh waterway (English version) are being uploaded in BIWTA website ([www.biwta.bd.gov.in](http://www.biwta.bd.gov.in)) and Iwai website ([www.iwai.nic.in](http://www.iwai.nic.in)) for real time dissemination to IWT users.

B. **Ports of Call:** Presently, there are six Ports of Call each in India and Bangladesh under the Protocol. Five more Ports of Call and two more extended Ports of Call have been added increasing the number to eleven Ports of Call and two extended Ports of Call in each country as listed below through 2nd Addendum to PIWT&T:

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	--	Shilghat	--
Pangaon	Muktarpur	Dhubri	--
<b>Rajshahi</b>	--	<b>Dhulian</b>	--
<b>Sultanganj</b>	--	<b>Maia</b>	--
<b>Chilmari</b>	--	<b>Kolaghat</b>	--
<b>Daudkandi</b>	--	<b>Sonamura</b>	--
<b>Bahadurabad</b>	--	<b>Jogigopha</b>	--

C. **Director, IWAI, Kolkata (for Kolkata region) /Director, IWAI, Guwahati (for Assam region) and Director, Bangladesh inland Water Transport Authority (BIWTA) are the competent authority of Govt. of India and Govt. of Bangladesh respectively for issuing inward and outward permissions to IWT vessels on day today basis**

- **Passenger and Cruise Services on**

- **IBP routes:**

An MoU and SoP have also been signed between India and Bangladesh for movement of Cruise and Passenger vessel on Indo-Bangladesh Protocol Route (IBP) on 8<sup>th</sup> April, 2017 and 25<sup>th</sup> October, 2018 respectively. Four river cruises have completed their voyage from Kolkata – Dhaka - Guwahati stretch and vice-versa since then successfully.



- **Development of fairway in Sirajganj to Daikhowa stretch (175 km) of Jamuna river & Ashuganj to Zakiganj stretch (295 km) of Kushiya river on the Indo-Bangladesh Protocol Route**

i) A Memorandum of Understanding (MoU) has been signed on 08th April 2017 between Govt. of India and Govt. of Bangladesh for dredging and to develop and maintain fairway of 2.5 m depth and 30 m width for 07 years in Sirajganj-Daikhowa stretch (175 km) of river Jamuna and Ashuganj-Zakiganj stretch (295 km) of river Kushiya.

ii) These stretches are part of Protocol on Inland Water Transit and Trade between India and Bangladesh providing connectivity to North-Eastern states through National Waterway-2 (River Brahmaputra) and National Waterway No-16 (River Barak).

iii) Cost of project is ₹ 305.84 crores (India-INR 244.67 Cr. and Bangladesh-INR- 61.17 Cr.) and shall be shared on 80:20 basis by Government of India and Government of the People's Republic of Bangladesh. This project is funded by Ministry of External Affairs, Government of India.

iv) Bangladesh Inland Waterways Transport Authority (BIWTA) has awarded the work to M/s Dharti-Banga JV at the total cost of BDT 95.49 Cr on 04.10.2018 for Ashuganj-Zakiganj and BDT 227.46 Cr on 11.11.2018 for Sirajganj-Daikhowa through open tendering for 07 years. The dredging has commenced from March'2019 in Ashuganj-Zakiganj and April'2019 in Sirajganj-Daikhowa stretches of IBP route.

v) A Joint Monitoring Committee comprising 04 members each of India and Bangladesh are supervising and monitoring the progress of the work.

vi) To give more emphasis on inspection and monitoring of ongoing dredging activities BIWTA appointed M/s WAPCOS Limited as Project Management Consultant (PMC) .A contract has also been signed between BIWTA and M/s WAPCOS Limited on 21.01.2021.

vii) 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) and NW-16 (River Barak) through Bangladesh waterways as well as seamless navigation to and from North East India and reduction in congestion through the Siliguri Corridor (Chicken's neck).

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- Notification of "Customs Area" at Tribeni (Bandel) Jetty: Vide Public Notice: 01/2021, dated 16/03/2021, Indian as well as Bangladesh Flag vessels/barges can be loaded at Tribeni (Bandel).
- RoPax vessel MV Bhupen Hazarika handed over to Govt. of Odisha on 28/04/2021.
- IWAI have published the Annual Traffic Report 2020-21. This is the second such report being published by IWAI, which gives information on traffic potential, achievements and other relevant matters.  
<http://iwai.nic.in/sites/default/files/Annual%20Cargo%20Report%20May%202015.pdf>
- Bangladeshi vessels loaded with 1190 MT stone chips sailed from Dhubri to Bangladesh
- 11,181 MT of relief materials/goods (rice and other food materials) was handled at Dhubri terminal during the Qtr. April to June 2021.
- 9,18,732 MT Cargo moved through Protocol on Inland Water Transit & Trade Route during the Qtr. April to June 2021.
- Following ODC movements took place
  - (i) One ODC (350 MT) of BHEL from Budge Budge Ro Ro Jetty-5, Kolkata to Mongla for Bangladesh – India Friendship Power Company (Private) Limited
  - (ii) Another ODC voyage of 396.80 MT from Kolkata to Kahelgaon through National Waterway No.-1.
- IWAI Control room was Operational at R.O., Kolkata from 25/05/2021, 06:00 hours to 27/05/2021, 17:00 hours for close monitoring the Vessels, Installation, assets, etc. during the Cyclonic Storm " YAAS". Monitored Wind speed, Temperature, Humidity, Wind Direction, Wind Pressure through IWAI RIS Stations and was in contact with IWAI H.O and Ministry of PS & W by 6 hours interval basis. No major damages were reported due to cyclone " YAAS " from IWAI vessels, Bangladesh Flag vessels (pre cyclone period in Indian waters), IWAI Terminals and IWAI Assets in the stretch under IWAI Kolkata RO.
- Three floating pontoons namely F.P. Krishna-I, F.P. Krishna-II and F.P. Krishna-III, to be handed over to the Government of Andhra Pradesh for deployment in NW-4 have been handed over after satisfactory tests and trials to IWAI by the Builders M/S Waterways Shipyard Pvt. Ltd., Goa.



- Hon'ble Chairperson has visited the site where three no's floating pontoons berthed at Bhavani Island in the river Krishna in NW-4 on 25/06/2021. **Shri. S. Satyanarayana, I.A.S, Managing Director** and other officials of Andhra Pradesh Tourism Development Corporation (APTDC), Govt. of A.P. have attended and discussed for further course of action on operation and maintenance of floating pontoons.
  - F.P. Krishna – I
  - F.P. Krishna – II
  - F.P. Krishna – III



Visit of floating pontoons at Bhavani Island, Vijayawada on NW-4

- Hon'ble Chairperson also had Interaction with local cargo operators for initiation of Ro-Ro service in NW-4.



Interaction with local cargo operators for initiation of Ro-Ro service in NW-4



- IWAI have participated in a 2 hour regional consultation on **“Indo-Bhutan-Bangladesh Consultation on Trade and Inland Waterways Navigation in the Brahmaputra Basin”** organized by Oxfam India in collaboration with Oxfam Bangladesh and CUTS International on 12th April 2021.
- IWAI have participated in India Russia Strategic Dialogue (IRSED) Meeting on 15.04.2021.

Supported by Sweden Sverige, TROSA TRADE STRATEGY RIVERS OF SOUTH ASIA, CUTS International, OXFAM

Oxfam India, Oxfam Bangladesh & CUTS International invite you to a webinar on  
**INDO-BHUTAN-BANGLADESH ON TRADE & INLAND WATERWAYS NAVIGATION IN THE BRAHMAPUTRA BASIN**

**SPEAKERS**

**OPENING REMARKS**  
 Mr. Pankaj Anand, Director, Programmes and Advocacy, Oxfam India

**EFFECT OF COVID-19 ON TRADE BETWEEN INDO-BHUTAN AND ANGLADESH AND ENGAGING WOMEN IN TRANSBOUNDARY TRADE**  
 Dr. Shah Mohammad Tarvir Monsur, Assistant High Commissioner - Bangladesh, Guwahati, Assam

**PRIVATE SECTOR ENGAGEMENT IN TRADE & NAVIGATION AT TRANSBOUNDARY LEVEL BETWEEN INDO-BHUTAN-BANGLADESH**  
 Mr. Dorji Norbu, Tashi Wangmo Consultancy, Serpang, Bhutan

**NAVIGATION PROTOCOL ROLL-OUT ON-GROUND AFTER COVID-19 AND ITS ROLE IN SUPPORTING TRADE AT MICRO & MACRO LEVEL**  
 Mr. A. K. Bansal, Director (Traffic & Logistical), Inland Waterways Authority of India

**CHALLENGES IN TRADE AFTER COVID-19: PERSPECTIVE FROM TRADERS OF BANGLADESH & INDIA**  
 Mr. Chan Mia, Member of Import & Export Business Association, Rowman, Bangladesh

**MODERATOR**  
 Shri Bipul Chatterjee, Executive Director, CUTS International & Head, CUTS - DIT

**Ms. Sharmila Khanam**, Deputy Director, Bangladesh Inland Waterways Authority

**Ms. Ashraf Ali**, Import & Export Trade Business, South Salmara Markarchar District, Assam, India

**MONDAY, APRIL 12, 2021**  
**10:30AM - 12:30PM (IST)**

**FOR MORE INFORMATION CONTACT**  
 Ms. Vinutha Patibandla  
 Email: [vinutha@oxfamindia.org](mailto:vinutha@oxfamindia.org)  
 Phone +91 99031-77355

**LINK TO JOIN:** <https://global.gotomeeting.com/join/370671981>

PHD CHAMBER OF COMMERCE AND INDUSTRY

**VIRTUAL NATIONAL MARITIME & INLAND WATERWAYS CONCLAVE-2021**

18th. May 2021 | 11:00 a.m.

**Chief Guest**  
 Shri Mansukh Mandaviya\*, Hon'ble Minister of State (I/C) of the Ministry of Ports, Shipping & Waterways and Minister of State in the Ministry of Chemicals and Fertilizers, Government of India

**Keynote Speakers**  
 Mr. Amitabh Kumar, Director General of Shipping, Directorate of Shipping, Govt. of India  
 Dr. Amita Prasad, IAS, Chairperson, IWAI  
 Ms H K Joshi, CMD, Shipping Corporation of India (SCI)

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**RSVP**  
 Mr. Shiving Sood, Email: [shiving.sood@phdcci.in](mailto:shiving.sood@phdcci.in) Mob: 988922568  
 Mr. Ramesh Acharya, Deputy Secretary, Email: [ramesh.acharya@phdcci.in](mailto:ramesh.acharya@phdcci.in) Mob: 9816209302

- An SFC Meeting under the chairmanship of Secretary(PSW) for the proposal to Equip, Operate, Maintain and Transfer (EOMT) of Dhubri and Pandu Inland Waterway Terminal(IWT) on NW-2 in Assam on 13<sup>th</sup> April, 2021
- A Webinar was successfully conducted by IWAI in association with Assocham on opportunities for construction of jetties in IWAI projects on 06.04.2021
- IWAI have participated in **Virtual National Maritime and Inland Waterways Conclave 2021** organized by PHDCCI on 18-05-2021.
- IWAI have also participated in the 1st meeting of the WA#3 "Strengthening connectivity (ferry, cruise and cargo) with neighboring countries such as Bangladesh, Sri Lanka, Maldives, and Thailand. Developing cruise tourism domestically and circuits across neighboring countries held on 26.05.2021.

- Sh. Jayant Singh (IRTS-93) assumed the charge of Vice Chairman, IWAI on 29-April-2021.
- Sh. Anil Kumar, AHS transferred from IWAI, Noida to Kolkata on 11-May-2021.
- Sh. Anas Ali Khan, JHS transferred from IWAI, Bhubaneswar to Noida on 11-May-2021.
- Sh. Pankaj Kumar, Technical Assistant (Mech.), transferred from IWAI, Patna to Noida on 11-May-2021.
- Sh. Anand Kumar, Technical Assistant transferred from IWAI, Noida to Patna on 11-May-2021.
- Sh. Manoj Kumar Vats, Store Keeper transferred from IWAI, Patna to Noida on 11-May-2021
- Sh. Dev Kumar, UDC, transferred from IWAI, Noida to Patna on 11-May-2021.
- Sh. Amarnath Chowdhary, Laskar, IWAI, Patna retired on 30-April-2021.
- Smt. Usha Venugopal, Assistant, IWAI, Kochi retired on 30-April-2021.
- Sh. Sukhbir Singh, Assistant, IWAI, Noida retired on 30-May-2021.
- Sh. Neeraj, Junior Accounts Officer, IWAI, Sahibganj passed away on 18-April-2021.
- Sh. Ikbal Mahto, Marking Dandi, IWAI, Patna took voluntary retirement from IWAI and relived on 2-May-2021.
- Sh. Jawahar Chowdhary, Cook, IWAI, Patna passed away on 20-May-2021.
- Sh. Shyamnath Chowdhary, Laskar, IWAI, Patna retired on 30-June-2021.

### **For F.Y. 2021-22 following subjects be taken up:**

- July to September - NW-3 & NW-4.
- October to December - Vessels and activities of Mech. Marine / I.V. Act.
- January to March - Project Management and NW.