



जलमार्ग • Jalmarg

(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 तृतीय 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] आज प्रा के नेतृत्व में संपादकीय टीम के दृढ़ संकल्प की सराहना करती हूँ।

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

तिमाही के दौरान माननीय प्रधान मंत्री द्वारा व्यापार को सुगम बनाने के दृष्टिगत कार-डी और पानी जैसी ई-पहल की शुरुआत करना एक मील का पत्थर है। हितधारक फेयरवे, नौचालन और कार्गो आवाजाही संबंधी जानकारी लगभग वास्तविक समय के आधार पर प्राप्त कर सकते हैं। भारत और बांग्लादेश के बीच अंतर-देशीय व्यापार में लगे जहाजों द्वारा और बांग्लादेश से पेय पदार्थों के रूप में वापसी वाणिज्यिक कार्गो संचालन शुरू करने की और पांडु टर्मिनल में ब्रॉड-गेज साइडिंग की शुरुआत को मैं इस त्रैमासिक की विशेष उपलब्धि का उल्लेख करना चाहूंगी।

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

MESSAGE

It gives me immense pleasure to pen down the message for the Third 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.

The launching of e-initiative for ease-of-doing-business, viz., CAR-D and PANI by the Hon'ble Prime Minister is a milestone achieved during the quarter. The stakeholders can access the information on fairway, navigation and cargo movement on near real time basis. Another few achievements which I would like to mention, is the commencement of commercial operation of Broad-Gauge Siding at Pandu Thermal and commencement of return cargo in the form of beverage items from Bangladesh for the barges engaged in inter-country trade between India and Bangladesh.

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.

डॉ. अमिता प्रसाद, भा.प्र.से.

अध्यक्ष

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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।

Importance on the seamless integration of the Coastal Shipping with Inland Shipping on National Waterway (NW)-1

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1. The seamless transportation of goods/passengers from inland waterways (river) to coastal water and vice versa termed as the coastal cum inland shipping (CIS) or river sea shipping (RSS) is basically to integrate the sea segment of supply chain for providing an additional means of hinterland connectivity in to the country where such opportunity exists for harnessing the inherent advantages of the water transport. The services of CIS on formal manner & regular basis in India was commenced in November 2013 on NW-1 from the transhipper stationed at Sand head in Bay of Bengal up to Farakka for transporting imported coal to the Super Thermal Power Station of NTPC at Farakka. The operation was commenced based on the recommendation of the committee constituted during 2007-08 by the Ministry of Shipping comprising DG shipping, IWAI and erstwhile CIWTC (Central Inland Water Transport Corporation) and the subsequent notifications of the rules and regulations on the special category of vessels namely RSV (River Sea vessel) being eligible for operation from the coastal water to inland water and vice versa with regard to their different types & class, design & construction standards, operational & manning requirements, survey & certification, operational zones and period of operation (Ref: Vide DG Shipping Order No: 18 of 2013 dated 31.07.2013).



Fig-1: Transhipper at Sand-head & IWT terminal with RSV at Farakka

2. The service was conducted under the tripartite agreement amongst National Thermal Power Corporation (NTPC) Ltd, IWAI and M/s Jindal ITF Pvt. Ltd (JITF) where NTPC assured for supplying 3MMTPA for 7 years, JITF was to install the suitable capacity of transhipper at Sand head for transferring & storage of the coal from the mother ship and subsequently transporting the coal by deploying RSV-I & II (**Fig**). IWAI ensured the requisite fairway for 625km stretch of NW-1 from Sagar Island to Farakka. Although the operation faced initially some hurdles, subsequently it was smooth heading for successful & economical operational only to be abruptly discontinued in 2nd half of 2017-18 after 4.5 years reported to be because of the change in the policy of importing coal. No effort thereafter has been made yet for its revival.

3. The water-borne mode of transport has an edge over other surface modes of transports on the operating cost, fuel consumption and various external cost (such as air & noise pollution, accident, congestion, climate change/emission of GHG, habitat change etc). Therefore, the operation of the CIS has been introduced worldwide wherever the opportunities exist, harnessing the potential in the reduction of the logistic cost. The operation is accepted to be highly economical for bulk cargo of high volume and low cost up to 1.4 times the distance of rail, road mode or mixture of both.
4. On analysis of the traffic projection made under "*National Perspective plan for 2016 & the revision made in 2020*" by the Ministry of Ports, Shipping, and Waterways through M/s KPMG & BCG (Boston Consultancy Group) for the Sagar mala Project, and also under the report on "*IWT Sector Development Strategy and Business Development Study for Capacity Augmentation of National Waterways No- 1 from Haldia to Allahabad*" by M/s Hamburg Port Consultancy with Uni-Consult for implementation of JMVP on NW-1, it is observed that there is huge traffic potential for the proposed coastal cum inland shipping. The commodities for bulk movement may be the food grains, cement, fertilizers, thermal coal & coke, iron ore & steel. The transportation of containers, LNG & LPG could also be the future commodities.
5. On the implementation of the JMVP on NW-1 for augmenting its capacity with the state-of-the art of the inland navigation system particularly the development & maintenance of the LAD of 3.0mt from Haldia to Patna (Barh), there is potential for the revival of the CIS on NW-1. The operation of RSV from Patna/Sahibgunj/Farakka/Kolkata may be feasible during fair season & weather by RSV-I, II, III to different ports on east coast within the permissible voyage duration for each type. The operation of RSV-IV for round the year up to Tuticorin port through Palk Strait and Gulf of Mannar may also be feasible up to Farakka and Sahibgunj. The different RSVs with capacity of 2000 to 4500 Tonnes with loaded draft from 2.2 to 3.5 m in the different operational stretches/zones could be deployed successfully provided the requisite fairway is ensured removing the critical bend radius and solving the issues on Farakka Barrage Feeder Canal at Baghmari siphon during the low water discharge period because of Indo-Bangladesh Water Sharing treaty.
6. The operation of RSV Type-II & III from the transhippers located either at Sand head and/or Kanika sand for bulk cargo may provide the better economy to the CIS. MMT at Haldia which is scheduled for dedication to the nation shortly, if developed further for declaring as transit port to carry out the similar function of the transhipper for berthing and cargo operation of RSV-IV and coastal vessels of higher capacity may facilitate round the year operation of CIS on NW-1 with better operational efficiency. Alternatively, the development of Triveni approximately 60km upstream of KOPT (Kolkata Port Trust) on NW-1 as an independent transshipment terminal for handling both coastal vessels and all type of RSV with required infrastructures may provide the round the year operation of CIS on NW-1.

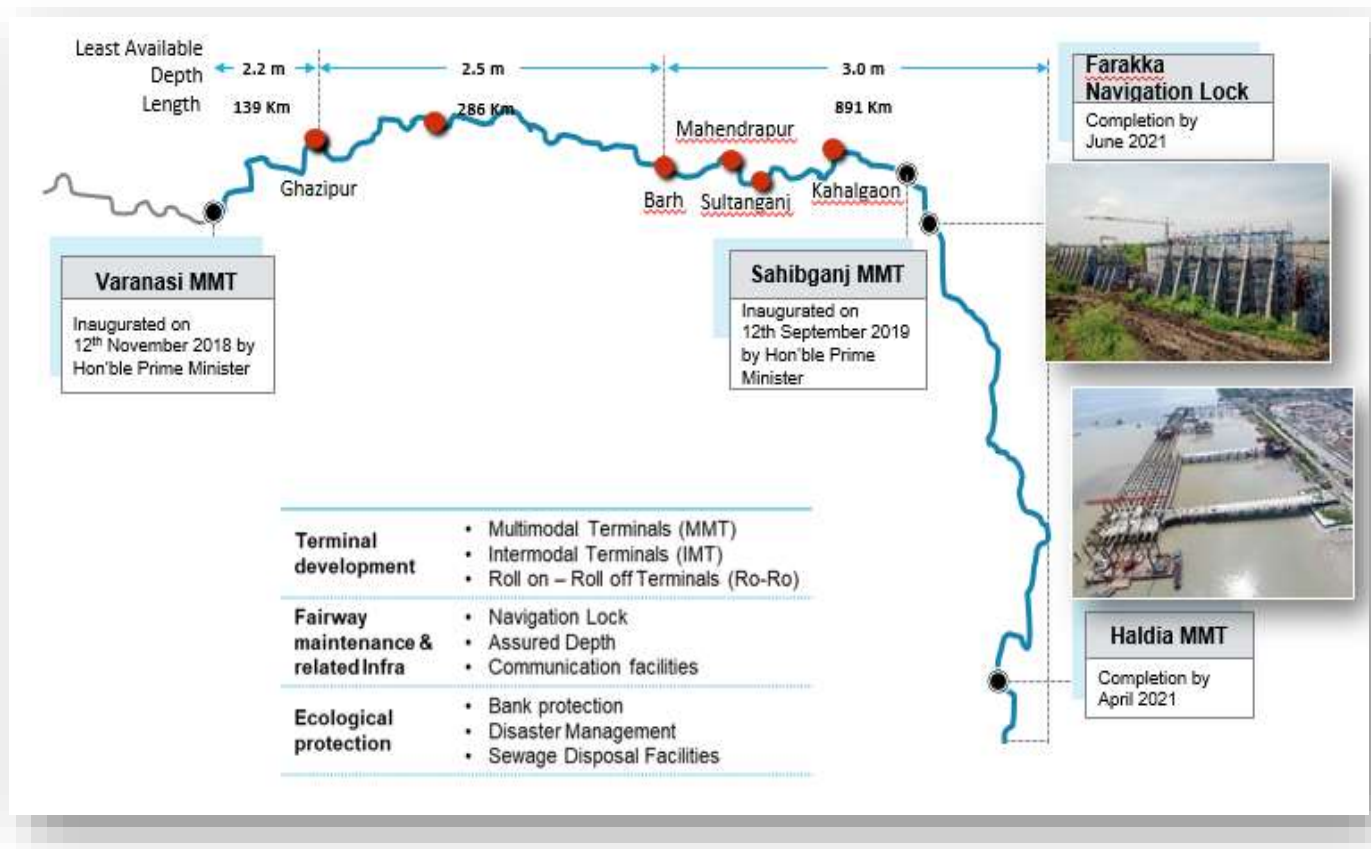
7. Further, to increase coastal trade through the operation of Inland vessels under the provision of Inland vessels Act of 1917 and Inland Vessels Bills-2020 on its ratification, DG Shipping on the recommendation of 16th Maritime State Development Council (MSDC) meeting held at Goa during August 2015 has notified the limit of Inland vessels within coastal water for operation during fair season and fair weather condition up to 5NM (Nautical Miles) from the baseline creating an “*Inshore Maritime Traffic Corridor/Zone*” during November 2015 vide Circular No: 1 of 2015, dated 05.11.2015 along with the guidelines for issuance of *Statement of Compliance (SOC)* to inland vessels intending to this operation. This corridor may also facilitate the increased services of CIS through inland vessels designed, built, and classes under the guidelines as notified.
8. The ambitious Sagar Mala project is aimed for increasing the share of coastal shipping from the share of 6% (2015-16) up to 12% by 2025-26 and with IWT, from the share of 0.36% to 3% of the total transportation. The draft coastal shipping Bill-2000 and Inland Vessels Bill-2000 on their enactment with the envisaged promotional policies and measures under the Sagar mala project may be the catalyst in achieving the above increased share by both the sectors through an optimum inter-modal mix of various modes having lowest cost of logistic. Therefore, IWAI with Inland & Coastal Shipping Ltd {a subsidiary of SCI (Shipping Corporation of India)} who have recently entered in to an MOU for the operation of cargo vessels must exploit the opportunity in the revival of CIS on NW-1 with the deployment of suitable types & capacity of RSVs and cargo promotional measures and policies.

JAL MARG VIKAS PROJECT (JMVP):

Inland Waterways Authority of India is implementing agency for Jal Marg Vikas Project for augmenting National Waterway - 1 the stretch of about 1380 Kilometres from Haldia to Varanasi with the technical assistance and financial support of the World Bank at an estimated cost of Rs. 5,369.18 crore (Revised project cost Rs. 4633.81 Cr.), The project implementation is planned to be completed by December, 2023, as per the loan agreement signed by DEA with World Bank.

The project aims for development three multimodal terminals i.e Varanasi, Sahibganj and Haldia, one New Navigational lock at Farakka, two Intermodal Terminals, Five Ro-Ro pairs, Maintenance of least assured depth (LAD), and Development of navigational support infrastructure like DGPS & RIS stations along NW-1 etc.

Overview of Jal Marg Vikas Project:



Varanasi Multimodal Terminal:

The multimodal terminal, with a capacity of 1.26 MTPA was inaugurated by the Hon'ble Prime Minister on 12.11.2018. The construction of a 650 mtr long two-lane road connecting the Multi-Modal Terminal with NH-7 and a 35 mtr long and 5.8 mtr wide Truss Bridge) was completed and operationalized on 11.01.19. Rail connectivity from the IWT Terminal to Jeonathpur railway station on the Eastern Dedicated Freight Corridor (EDFC) is planned. The rail alignment is under finalisation in consultation with the Dedicated Freight Corridor Corporation of India and North Central Railway.

The operation and management of the terminal is proposed on EOT model under PPP Mode.

Multimodal Terminal at Sahibganj:

The multimodal terminal, with a terminal capacity of 3.03 MTPA, is constructed in two phases in Samdanala Village of Sahibganj. Hon'ble Prime Minister inaugurated the terminal on 12.09.2019.

Rail connectivity is proposed from the terminal to Sakrigali railway station. The rail alignment is under finalization.

The operation and management of the terminal is proposed on OMDA model under PPP Mode.

Multimodal Terminal at Haldia:

The multimodal terminal at Haldia, with a terminal capacity of 3.07 MTPA, is being constructed on a 61 acres land in the Haldia Dock Complex leased from the Kolkata Port Trust (KoPT) on 30 year tenure. The work has been awarded to M/s ITD Cementation at a cost of Rs. 517.36 crore on 30.06.2017. The physical progress is 96.85% and financial progress is Rs. 457.48 crores as on Feb 2020. Rail connectivity to the terminal is under finalisation in consultation with the Haldia Dock Complex.

The operation and management of the terminal is proposed on EOT model under PPP Mode.

Multimodal Terminal at Haldia:

The multimodal terminal at Haldia, with a terminal capacity of 3.07 MTPA, is being constructed on a 61 acres land in the Haldia Dock Complex leased from the Kolkata Port Trust (KoPT) on 30 year tenure. The work has been awarded to M/s ITD Cementation at a cost of Rs. 517.36 crore on 30.06.2017. The physical progress is 96.85% and financial progress is Rs. 457.48 crores as on Feb 2020. Rail connectivity to the terminal is under finalisation in consultation with the Haldia Dock Complex.

The operation and management of the terminal is proposed on EOT model under PPP Mode.

Fairway Development:

The contracts for maintaining assured LAD of 3m with bottom width of 35m/ 45m have been awarded for the following stretches:

1. Farakka – Kahalgaon (147 km)
2. Sultanganj – Mahendrapur (74 km)
3. Mahendrapur – Barh (71 km)

The tendering process for remaining stretches is in progress.

Ro-Ro Terminals:

The locations for five pairs of Ro-Ro terminals have been identified at Rajmahal and Manikchak; Samdaghat and Manihari; Kahalgaon and Tintanga; Hasnapur and Bakhtiyarpur and Buxar and Saraikota.

Output /Outcomes under JMVP:

The following outcomes/outputs have already been achieved under the project:

- Vessels of capacity of in between 1000-1500 DWT started navigating along on NW-1, against the vessel capacity of 750 DWT in 2015-16.
- Phase-1 of the multimodal terminals at Varanasi and Sahibganj, with modern cargo handling facilities, have been completed and commissioned. Construction work of the new navigational lock at Farakka and the Haldia MMT is at advanced stages.
- Aids to Navigation & River Information System were made fully operational.
- Traffic volume on NW-1 increased from 5.06 MMT in 2014-15 to 6.79 MMT in 2018-19 to 9.11 MMT in 2019-2020.
- IWAI has developed 'Dredging Management Plan' for NW-1, which is not only very effective considering the hydraulic and morphological characteristics of Ganga, but also substantially cost-effective.
- Thirteen new vessel designs suited for navigation on NW-1 have been developed which are already available on public domain for use by prospective vessel manufacturers / operators.
- Project has implemented best environmental practices by development of zero waste discharge terminals, several environmental protective initiatives were taken preventing marine and aquatic ecology along NW-1
- The Mid Term Review meeting was conducted during 8th – 21st December 2020 by The World Bank, where the project has been rated satisfactory by the World Bank.

IWT Traffic (Events & other highlights):

- Hon'ble Prime Minister digitally launched Mahabaahu Brahmaputra initiative in Assam on 18.02.2021 and inaugurated following Ro-Ro services by flagging-off four indigenously designed 'State of the Art' Ro-Pax vessels which can carry 2 Trucks, 4 Cars and 200 Passengers:
 - (i) MV Rani Gaidinliu and MV Sachin Dev Barman for service between Neamati and Majuli
 - (ii) MV JFR Jacob for service between South Guwahati and North Guwahati
 - (iii) MV Bob Khathing for services between Dhubri & Hatsingimari



MV RANI GAIDINLIU



MV SACHIN DEV BARMAN



MV JFR JACOB



MV BOB KHATHING



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



FOUNDATION STONE FOR CONSTRUCTION OF IWT TERMINAL AT JOGIGHOPA

- IWAI Digital portals Car-D and PANI dedicated to the Nation.



DIGITAL PORTALS CAR-D AND PANI DEDICATED TO THE NATION

- 2 Nos Ro-Ro Vessels M.V. Adi Shankara and M.V. CV Raman dedicated to the nation by Hon'ble Prime Minister at Kochi on 14.02.2021 for Ro-Ro service between Bolghatty and Willingdon Island.



MV CV RAMAN

- 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

- 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.
- MoU for handing over three IWAI vessels 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 22nd Jan. 2021 and one vessel namely M.V. RN Tagore handed over to ICSL on the same day.
- M.V. Lal Bahadur Shastri handed over to ICSL (Inland & Coastal Shipping Limited) on 26.02.2021 at Gaightat, Patna.



M.V. LALBAHADUR SHASTRI HANDED OVER TO ICSL (INLAND & COASTAL SHIPPING LTD.)

- 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".
- Flagging-off ceremony of first cruise vessel Ganga Voyager-II of M/s Heritage River Journeys from IWAI Princep Ghat tourist jetty, Kolkata to Sundarban was held on 26.02.2021 in the presence of SMP Chairman, Director, IWAI , senior officials of IRS, IWT and other stakeholders.
- 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.



FLAGGING OFF CEREMONY OF FIRST CRUISE VESSEL GANGA VOYAGER-II OF M/S HERITAGE RIVER JOURNEYS FROM IWAI PRINCEP GHAT TOURIST JETTY

- 7354 MT of relief materials/goods (rice and other food materials) was handled at Dhubri terminal during the quarter ended on March 2021.
- 3 Over Dimensional Cargo movements of 859 MT (458+348+53MT) of BHEL were carried out from Kolkata to Rampal, Mongla /Narayanganj for Bangladesh – India Friendship Power Company (Private) Limited through NW-1 and PIWT&T route.
- 11,33,045MT cargo moved during the quarter ending March'2021 in Protocol on Inland Water Transit & Trade Route (PIWT&T).
- Cargo movement on NW-16 continued with Bangladeshi vessel, MV Maa Babur Dua sailed from Karimganj (NW-16) to Narayanganj (Bangladesh) on 23.02.2021 loaded with 75 MT and 66 MT limestone in MV Muslim Nou Paribhan and MB Sllahar Rahmat Exp-3 respectively; and MB Saha Madina-I loaded with 364 MT stone chips from Dhubri to Chilmari.
- Feedback for the 3rd IRSED Joint Statement updated pursuant to the meeting held on 9th March 2021 for immediate finalization of same.
- 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) to Bangladesh on 16th March 2021 and reached at GR Jetty Kolkata on 28.03.2021.

- Maritime India Summit 2021 was held from 2nd March to 4th March 2021. 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.



SIGNING OF MOU BETWEEN IWAI AND KOCHI METRO RAIL LTD

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

- Another MoU was signed between IWAI and Government of Odisha on 15th March, 2021 in the august presence of Hon'ble Minister of Commerce & Transport, Government of Odisha, for operation & management of Ro-Ro vessel, MV Bhupen Hazarika.
- Webinars / virtual conferences/ Stakeholder interactions held during the month:
 - (i) A Webinar for development of Eco-tourism in the 20 km area of Chambal River upstream of Kota Barrage was conducted on 06.01.2021.
 - (ii) Participated in BCC&I Infrastructure e-Conclave on 08.01.2021. Interaction with stakeholders at Goa on 14.01.2021 to promote Inland Water Transport & Coastal Shipping
 - (iii) Virtual meetings among Ministry of Coal, various coal consumers and barge operators to discuss the potential of coal movement through IWT on 06.01.2021, 11.01.2021 and 22.01.2021.
 - (iv) A physical as well as virtual stakeholders conference on "Investment Opportunities in Inland Waterways" in association with CII at Kolkata on 22.01.2021.
 - (v) Participated in Brahmaputra Amantran Abhiyan at Pasighat, Arunachal Pradesh.
 - (vi) Fifteenth Annual Conference (Virtual) on "Container Infrastructure in India" organized by Indian Infrastructure Magazine
 - (vii) BCC&I Annual Shipping and Logistics Conclave 2020-21 through VC on 6th February, 2021
 - (viii) Webinar organized by IWAI in association with ASSOCHAM on Eastern Waterway Grid for Regional Connectivity.
 - (ix) Stakeholders' Meet on IWT Users at IWAI Regional Office, Guwahati
 - (x) Stakeholders' Conference organized by IWAI on "Inland Waterways - Prospects and Opportunities" at Varanasi
 - (xi) Interaction Meet with Prospective Shippers/Cargo owners/ Exporters to promote Inland Waterways was organized at RO Patna



- (xii) A Stakeholders' meeting was successfully conducted by IWAI Kochi office on 19.03.2021 to promote Inland Water Transport in Kerala, Ro-Ro movement between Bolghatty and Willingdon Island for feeding containers to International Transshipment Terminal (ICTT) at Vallarpadam and Kottayam Port to Kochi.

- 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. An MoU has also been signed between IWAI and North Frontier Railways on 31.03.2021, for jointly utilization of IWAI and Railway infrastructure at Pandu and other locations.



COMMENCEMENT OF COMMERCIAL OPERATION OF BROAD-GAUGE RAILWAY SIDING AT PANDU

Employee corner's:

- Sh. Pravir Pandey, Vice-Chairman repatriated to his parent Department on 10.03.2021.
- Sh. Sanjay Kumar Gangwar, Member (Technical) repatriated to his parent Department on 30/01/2021.
- Sh. Shashi Bhushan Shukla, Member (Traffic & Logistics) repatriated to his parent Department on 28.02.2021.
- Sh. Ashutosh Gautam assumed the charge of Member (Technical), IWAI on 18/02/2021.
- Cdr. Mahendra Kumar assumed the charge of Hydrographic Chief, IWAI on 01.03.2021.

Major IWT activities at a glance

Inspection and discussion by Hon'ble Chairperson, IWAI with State Authorities at Inter Modal Terminal site, Kalughat, Bihar



Inspection of Inter Modal Terminal site by Member (Finance) and Hydrography Chief, IWAI at Kalughat, Bihar



Inspection of RIS Station, Patna by Hon'ble Chairperson, IWAI



Trial movement of RO PAX vessel MV Sam Manekshaw at Digha, Patna



River Trip of Technical Committee from People's Republic of Bangladesh at Varanasi



Stake Holders conference by R.O IWAI, Patna to motivate stake holders to utilize Inland Waterways as prime mode for transportation of goods



Flagging off of Cargo Vessel MV Lal Bahadur Shastri



Visit of Technical committee of People's Republic of Bangladesh at MMT Varanasi in respect to the Indian Proposal for extension of IBP route up to Varanasi



Heartiest Welcome to Delegates of Technical Committee of Bangladesh at Multi Modal Terminal, Varanasi



Maritime India Summit-2021



Sign of MoU between National Institute of Financial Management and Inland Waterways Authority of



Sign of MoU between M/s KITCO Limited and Inland Waterways Authority of India



Sign of MoU between Heritage Journeys Pvt. Ltd. and Inland Waterways Authority of India



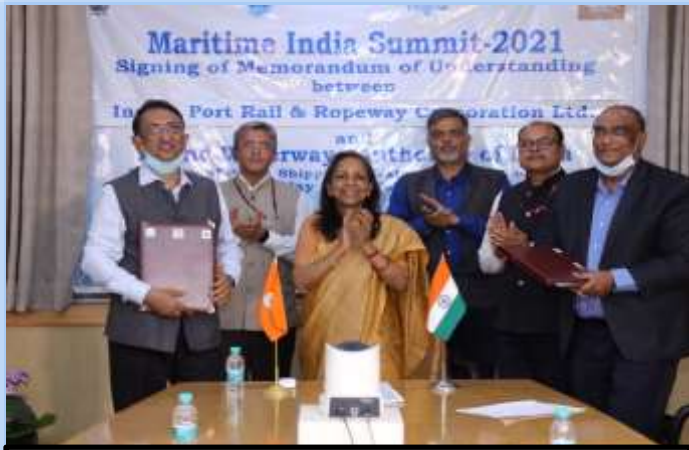
Sign of MoU between Bhaskaracharya National Institute of Space Applications and Geo-Informatics and Inland Waterways Authority of India



Sign of MoU between Inland & Coastal Shipping Limited and Inland Waterways Authority of India



Sign of MoU between Cochin Shipyard Ltd. and Inland Waterways Authority of India



Sign of MoU between Indian Port Rail & Ropeway Corporation Ltd. and Inland Waterways Authority of India



Sign of MoU between National Institute of Smart Government and Inland Waterways Authority of India



Sign of MoU between M/s Shipping (India) Pvt. Ltd. and Inland Waterways Authority of India

Joint Technical Committee (JTC) Team Hydrography Survey on Gomati River



JTC Members at Indo – Bangladesh Border



Meeting within JTC Members of Bangladesh



BIWTA Survey Boats used by JTC Team



Ferry Services



Inspection / Hydrographic Survey by JTC Members

Contact Details:

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

- **April to June** - **NW-2 & IBP**
- **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**