

NW 2



The river Brahmaputra having a length of 891 Km between Bangladesh Border and Sadiya was declared as National Waterway no. 2 (NW-2) on 1st September, 1988. IWAI is carrying out various developmental works on the waterway for improving its navigability as laid down in the IWAI act, 1985 (82 of 1985).

As per IWAI, Act 1985, IWAI is responsible to develop the waterway for navigation. IWAI is maintaining a navigable depth of 2.5m in B'Border- Neamati (629 Km), 2.0 m in Neamati – Dibrugarh (139 Km) and 1.5m in Dibrugarh – Sadiya (Oriumghat) stretch. At present the waterway is being used by vessels of Govt. of Assam, CIWTC, Border Security Forces, Tourism organization and other private operators. Long cruise tourist vessels are making voyages between Sivsagar near Dibrugarh and Manas wild life sanctuary near Joghghopa regularly. Over dimensional cargo (ODC) is also transported through the waterway from time to time. Transportation of POL (petroleum, oil and lubricants) was also experienced through this waterway from Silghat to Budg-Budg (West Bengal) and Baghmari (Bangladesh).

Fairway Development

The depth maintained in NW- 2 till March 2014 and that to be maintained by IWAI during 2014-15 is given below in a a tabular form:

Sl. No	Stretch	2013-2014		2014-2015	
		Depth Maintained(m)	No. of shoals attended	Depth aimed for 2012-2013	No. of shoals anticipated
1	Bangladesh Border - Pandu (255 km)	2.5	10	2.5	20
2	Pandu- Neamati (374 Km)	2.5	14	2.5	30
3	Neamati-Dibrugarh(139 km)	2.0	5	2.0	8
4	Dibrugarh- Oriumghat (92 Km)	1.5	7	1.5	11

The shoals (shallow areas) are being attended by bandalling (a conventional method farmed with bamboos and bamboo- mats) to divert the flow to the main channel. One departmental Cutter Suction Dredger (CSD) is proposed to be deployed in B'Border-Pandu stretch and 3 CSDs are proposed to be deployed in Pandu-Neamati stretch for maintain the waterway depth alongwith river conservancy works.

Low level jetty at Pandu



Navigation Facilities

In order to provide the safe navigation for various cargo vessels, tourist vessels with foreign tourists, local regular service by private operators and mechanized country boats , day navigation marks with bamboos and navigational lights fixed on country boats / beacons have been provided from B'Border to Dibrugarh as detailed below:

Sl.No.	Stretch & Distance in Km	Number of day marks		Solar operated Navigational lights fixed on country boats/ Beacons
		Lean Season	Flood Season	
1	Bangladesh Border - Pandu (255 km)	293	147	255
2	Pandu- Neamati (374 Km)	430	215	200(up to Silghat)
3	Neamati-Dibrugarh(139 km)	139	135	
4	Dibrugarh- Sadiya (123 Km)	140	105	

Cutter Suction Dredger in action in NW-2



Terminals

Terminals at 11 locations are being maintained on NW-2 for handling cargo vessels and passenger ferries as per the details given below:

Sl No	Location	Type of terminal (Fixed/Floating)	Purpose	Status
1	Dhubri	Floating terminal with a steel pontoon is provided.	For completion of customs and immigration both for incoming and outgoing vessels on Protocol route in addition to handling of cargo vessels and passenger ferries.	(i) Land acquisition for construction of terminal has been completed. (ii) A DPR has been prepared through M/s L&T Ltd. for construction of a Ro-Ro terminal (iii) Based on DPR project has been prepared and sanctioned by IWAJ Board. (iv) Work entrusted to CPWD in Jan 15. They finalized executing agency and preliminary work started. (v) A DGPS station is also established at this location.
2	Jogighopa	Floating terminal with a steel crane pontoon.	For transportation of Meghalaya coal import of coal for NTPC power plant at Bongaigaon.	The terminal is proposed to be developed as permanent terminal with mechanical handling facilities. Sufficient land is already available with IWAJ at Jogighopa Terminal which is enclosed with boundary wall. A DGPS station has been established at this terminal.
3	Pandu	Fixed permanent terminal with two godowns and RCC jetties	Pandu is the major location on NW-2 as an entry point to NE States.	A low level jetty is operational for berthing of vessels. A high level jetty is also completed in March 14. 2 shore cranes of 20 ton capacity, one container crane of 75 ton capacity and one floating crane are placed at terminal for handling of cargo. One B.G siding is also constructed and notified for operation Sep 13. A crane pontoon is placed at this terminal.
4	Tejpur	Floating terminal with a steel crane pontoon.	For handling of cargo vessels, local ferry service. ODC cargo is also expected at this terminal in view of upcoming hydro power projects.	Land acquisition completed
5	Biswath Ghat	Floating Terminal	Projected for handling of FDI cargo by FCI and ODC movement.	(i) Land acquisition completed. Development activities are under progress. (ii) A DGPS station is also established at this location. (iii) It is a port of call in Indo-Bangladesh Protocol Route.
6	Silghat	Floating terminal with a steel pontoon.	For movement of POL of Numaligarh Refinery.	Land acquisition, shore development facilities are being developed.
7	Neamati	Floating terminal with a crane pontoon	For handling of cargo vessels, local ferry service. ODC cargo is also expected at this terminal in view of upcoming hydro power project.	Food grain has already been transported and experienced.
8	Bogibil	Floating terminal with steel pontoon.	For handling of FCI cargo.	(i) Land acquisition for terminal completed. (ii) A DGPS station is established.
9	Dibrugarh	Floating terminal with a steel pontoon	For handling of cargo vessels, local ferry service. ODC cargo is also expected at this terminal in view of upcoming hydro power project.	
11	Sengajan/ Panbari	Floating terminal with a crane pontoon	Considered in view of regular movement of Indian army IWT fleet.	At this location floating terminal is being maintained in view of movement of Indian Army vessels between Arunachal and Assam.
12	Oriumghat	Floating steel pontoon	To facilitate passengers connected to Arunachal Assam, BSF Army and link to southern bank like Dibrugarh, ODC and project cargo.	(i) Land acquisition completed. (ii) Other developmental activities are planned.

ODC Movement in NW-2 Transformers of Power Grid Corporation



High Tension Wire Clearance

Minimum vertical clearance above HFL under high voltage transmission cables of 110 k.v

19 m + 1 cm. for each additional 1 k.v. above 110 k.v.

Sufficient vertical clearance above HFL under high voltage transmission cables of 110 k.v is available in NW-2.

Old Ro-Ro Vessel rolling off vehicle at Hatsingimari



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