

Meeting under the Chairmanship of Secretary, Ministry of Coal convened on 13.11.2009 to discuss prospects for coal movement through Inland Water Transport

The list of participants is enclosed at Annexure.

2. At the very outset, Chairman, Inland Waterways Authority of India (IWAI) apprised the background for holding the meeting. It was, inter alia, explained that the basic objective is to explore the possibilities of using inland water transport for the movement of bulk cargo like coal which could be initially for one or two waterways or sector and depending on economic viability and feasibility more waterways could be conceived and developed for transportation of bulk cargo, coal etc. at later stage. He informed that IWAI has been discussing issues concerning transportation of coal through inland waterways with NTPC for their Farakka and Kahalgaon TPPs. However, before any concrete shape could be given to transportation through inland waterways, it would be necessary to have a firm commitment for movement of specified quantity of coal, on the part of Coal India Ltd. and NTPC. Once, this is firmed up and agreed to by all concerned, they could float a global Expression of Interest (EoI) for attracting operators (transhippers etc.) and undertake development of necessary infrastructures and operations. It was also suggested by IWAI that considering the long term commitment and financial viability, CIL could consider firming up JV with NTPC and successful operator(s) / bidder(s) in due course.

3. Chairman, Coal India Ltd (CIL) informed that while CIL is required to deliver the coal at present at the siding/loading points specified in FSA, it is not averse to looking into the opportunities for such a venture provided it is viable and sustainable. It was informed that considering the long term production and other supply commitments from Rajmahal Coalfield, there may be a shortfall of about 2-3 MT at peak rate of production for Kahalgaon and Farakka and these two TPPs may, therefore, be supplied about 3 MT from MCL field subject to entering into FSA by NTPC with concerned coal company. Broadly, it was felt that there may be requirement of moving about 3 MT coal from MCL (Talchar) to Kahalgaon/Farakka on sustainable basis. The possibilities for transporting this coal from Talchar to Paradeep and further from Paradeep to Transshipping point at Ganga Sagar and further movement to Kahalgaon and Farakka through NW-1 could be explored provided it is viable and cheaper than the present mode of transportation i.e. railways.

4. In the course of discussions, it was also felt that generally the existing power stations are not willing to invest in infrastructure on cost consideration and since movement through inland transport would necessitate laying of infrastructure for evacuation of coal upto TPP from jetty economics of the same would also have to be factored while working out the viability of alternative mode. It was also felt that viability for transporting coal from Rajmahal Coalfield or any other source to Bongigaon TPP using inland waterways should also be explored. Once all the stakeholders agree to proceed with this mode of transportation in respect of identified TPPs and coal company

concern, IWAI may take further action for setting up the necessary infrastructure and operational requirements. As regards proposal for using inland waterways for imported coal, it was felt that concerned utilities would be in a better position to indicate their long term commitments. As far as CIL is concerned, it is in the process of firming up their import plan and they may explore the possibilities to utilize this mode of transportation in case they decide to deliver the coal at the door-step of the consumer. However, a clear picture would emerge only when CIL firm up their import plan for short, medium and long term.

After discussion, following decisions were taken :

- (a) IWAI, NTPC and CIL may hold further discussions for firming up the committed quantity and source(s) for Kahalgaon and Farakka TPPs which will be the basis for deciding the viability of transportation through this mode.
- (b) The Infrastructure Committee headed by Secretary (Coal) for developing and removing bottlenecks in evacuation and transportation of coal would also explore the possibility of using “inland waterways” and other multi-modal modes for movement of coal from Talchar to Paradeep as well as from Rajmahal or any other source to Bongigaon TPP.
- (c) CIL has no plan for setting up stockyard, therefore, the proposal to move coal for such purpose has not been found feasible at this stage.
- (d) In the initial stage, CIL would not be in a position to contribute for carrying out any study or development of project etc. which should be undertaken by the IWAI themselves.
- (e) The possibilities for joint venture could be explored only once the whole concept becomes viable and acceptable to all concerned including power utilities.

- Minutes issued by Ministry of Coal, Govt. of India vide OM No. 23011/123/2009-CPD dated 27.11.2009

Annexure

LIST OF PARTICIPANTS WHO ATTENDED THE MEETING ON 13.11.2009

Participants

Ministry of Coal

1. Shri C. Balakrishnan, Secretary (Coal) – in the Chair
2. Shri A.K Jyotishi, Director (CPD)

Coal India Limited

3. Shri P.S Bhattacharyya, Chairman
4. Dr. A.K Sarkar, Director (Mkg)

Ministry of Shipping/Inland Water Transport Authority

5. Shri S.P Gaur, Chairman, Inland Waterways Authority of India
6. Shri Sunil Kumar, Vice Chairman, IWAI
7. Sh. R.N Tripathy, Director, Ministry of Shipping
8. Shri R.P Khare, Director, IWAI