

Leveraging IWT connectivity for enhancing competitiveness in Indian Maritime Industry

**e-Conference – Atmanirbhar in Indian Maritime Industry:
Fuelling the Growth of Indian Economy**

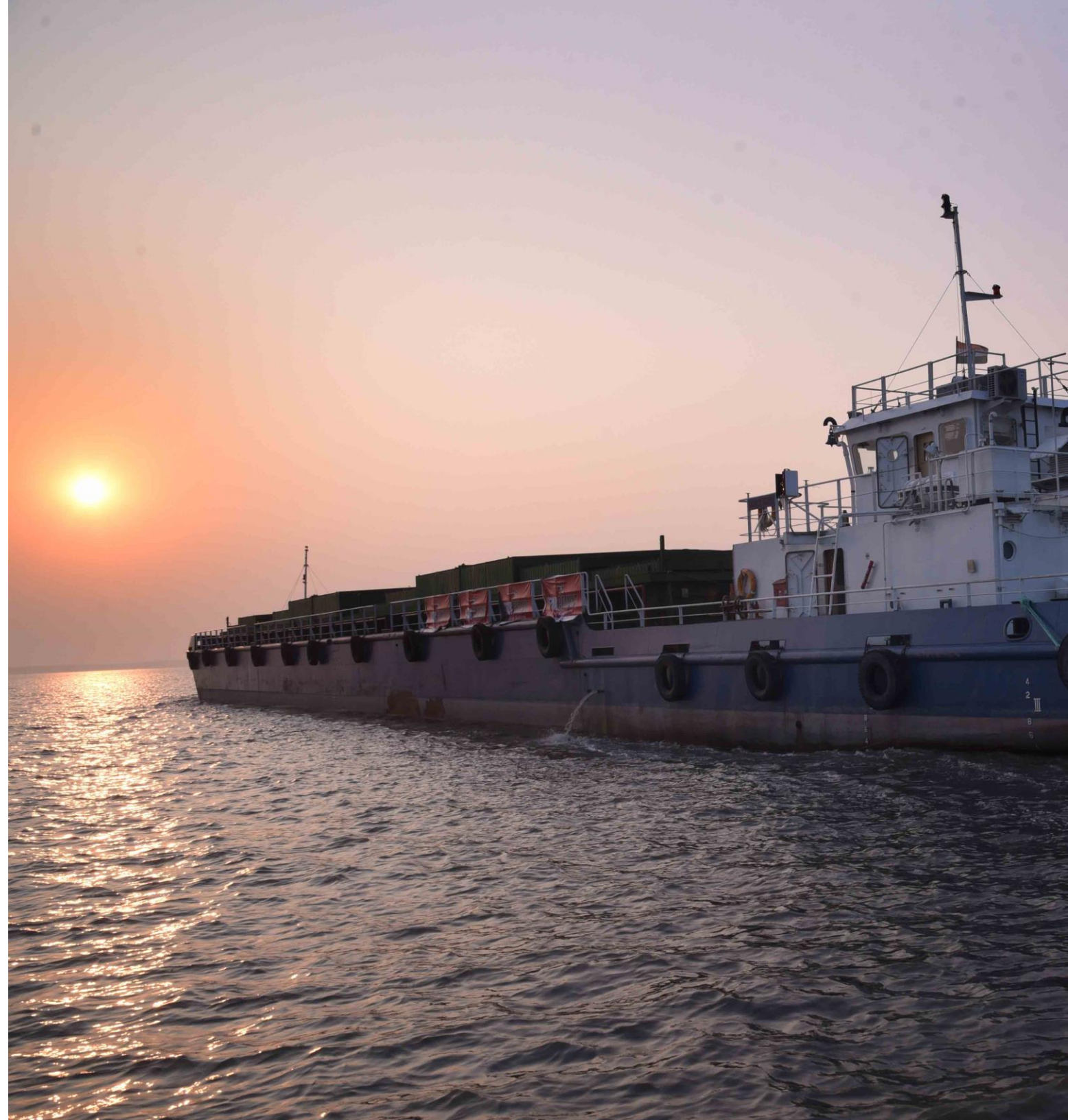
21st August 2020

DR. AMITA PRASAD I.A.S.

Chairperson,

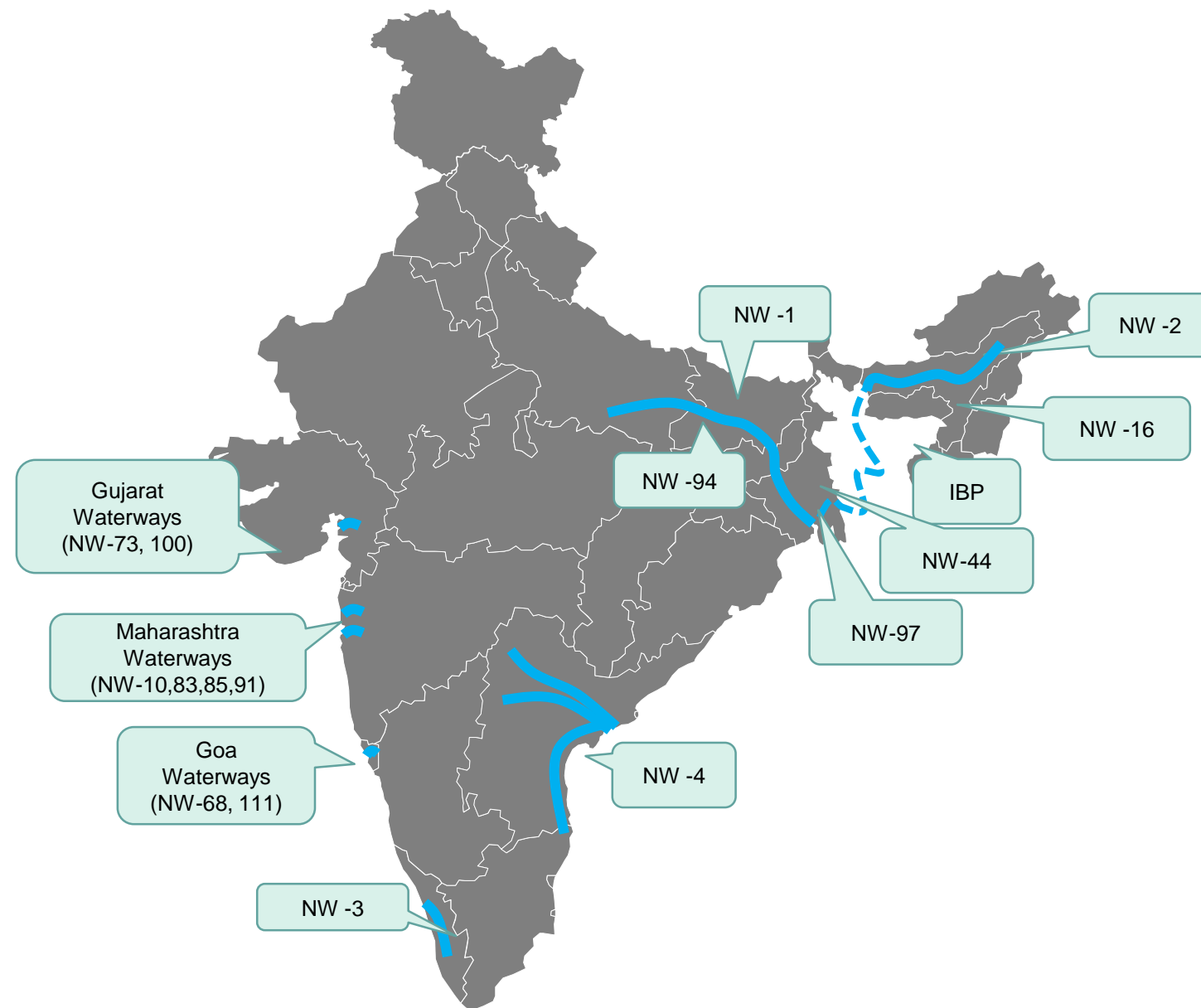
Inland Waterways Authority of India

(Ministry of Shipping), Government of India



Inland Water Transport (IWT) sector overview

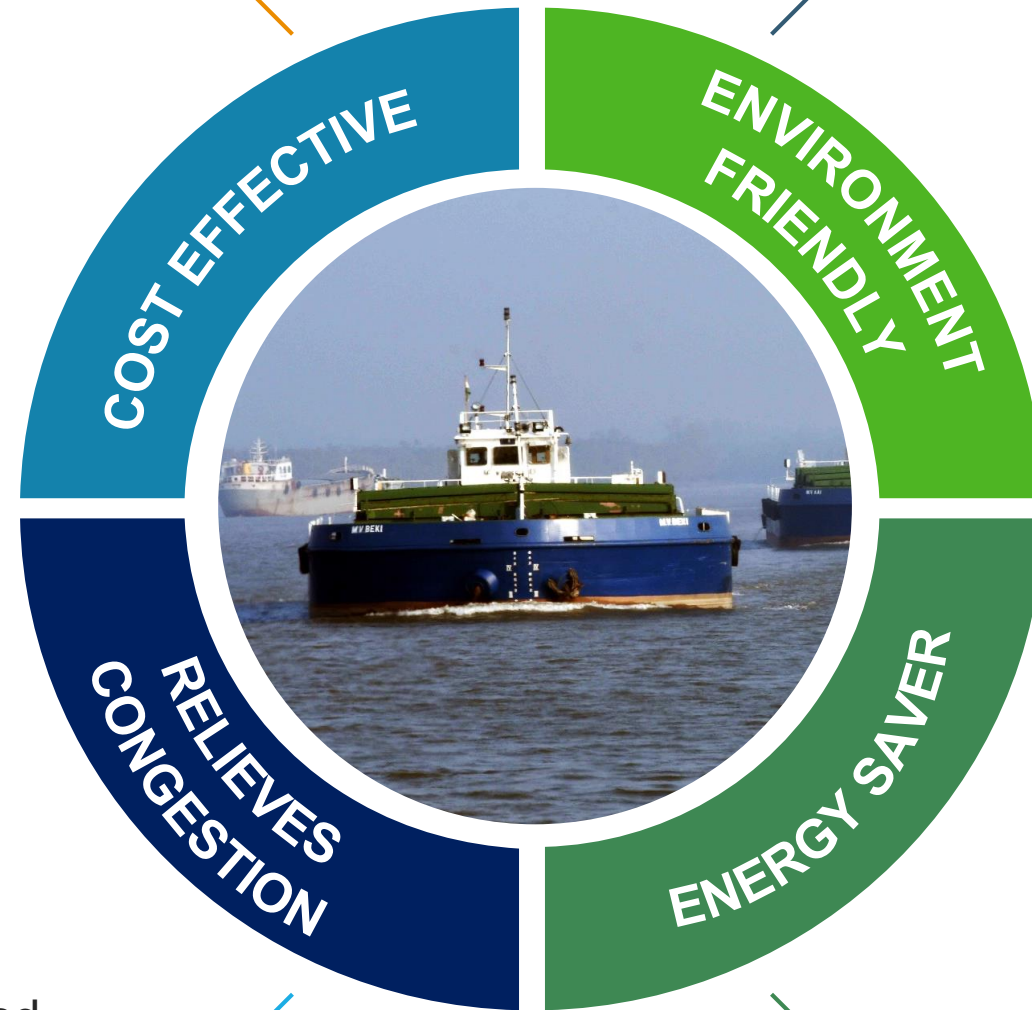
- ❑ **111** National Waterways, **23** (5200 km) have been identified with potential for mechanized crafts, **16** are currently operational
- ❑ **73.6** MMT traffic in FY 2019-20, **2.4** times increase since 2015
- ❑ Currently **2%** Modal share of IWT in comparison with other modes of transport in India
- ❑ Expected growth by 2030: **120** MMTPA - New NWs to play a significant role in overall growth



IWT is the key to boosting economic growth and promoting sustainable development.

Operational cost per ton per km through **Inland Waterways is INR 1.06** as compared to **INR 1.41 by rail** and **INR 2.28 by road**.

A 2,000 DWT (deadweight tonnage) barge can keep **125 trucks off** the road and **40 wagons off** the railroads thereby **relieving congestion** off road and railroad.



As per 2014 US Waterway Report, moving an identical volume of cargo by **rail generates 30% more CO₂ emissions**, and **1000% more CO₂ emissions** when done by trucks.

One horse power of energy on Inland Waterways can carry **25 times the load carried by roads** and **8 times of that carried by rail** making it the **most energy efficient mode** of transportation.

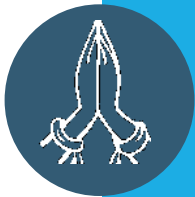
In addition to economic benefits, IWT is also a medium for cultural enhancement as well as regional integration...

Other Benefits of Inland Water Transport



Economic enhancement

- Making Indian industry competitive thereby boosting market opportunities and trade
- Improved economic integration with economically weaker states
- Ease of trade thereby decongesting highly dominant road and rail networks (providing supplementary mode)
- Negligible land requirement



Cultural enhancement

- Enhancement of cultural heritage along the River belts
- Increase in tourism and related business opportunities



Regional Connectivity

- Reinforcing regional integration with Bangladesh, Bhutan, Myanmar and Nepal
- Connectivity with Indian Coastline enhancing domestic & EXIM trade

Five year vision

Vision: Develop a self-sustainable, economical, safe & environment friendly supplementary mode of transport for the overall economic growth of the country

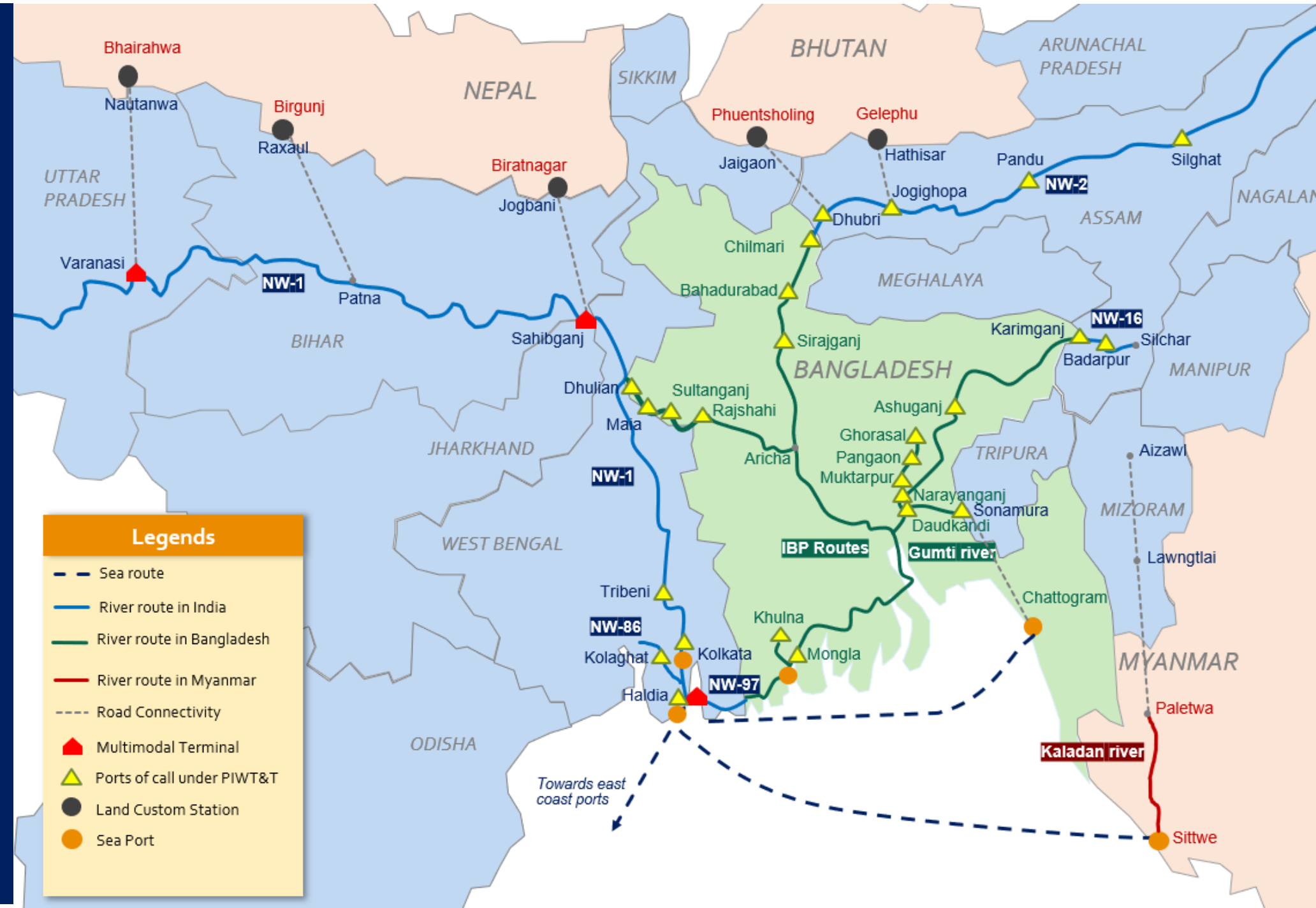
Initiatives taken to achieve vision

- ❑ Increase modal share of IWT from current 2% to 2.5% by including bulk and containerised cargo
- ❑ Develop 5,000 kms of IWT routes across states (India@75 as per NITI Aayog)
- ❑ Enhance regional connectivity with North East India & neighbouring countries (Bangladesh, Nepal, Bhutan & Myanmar) through Eastern Waterway Connectivity – Transport Grid
- ❑ Integrate IWT with Coastal Shipping and other modes
- ❑ Target passenger / Cruise Tourism on waterways by encouraging private sector
- ❑ Focusing on infrastructure and service gaps
- ❑ Introduction of e-initiatives in line with Ease of Doing Business

Development of Eastern Grid: Connectivity with Bangladesh, Nepal, Bhutan and North Eastern States

Indo Bangladesh Protocol Routes (IBP):

- 10 Protocol routes covering 2650 kms
- 13 Ports of Call (PoC) each in both countries
- 3.5 MMT traffic in FY 19-20, CAGR~11% over last 5 years
- 600 vessels, 3,600 voyages currently in a year
- Major commodities include fly ash, coal, stone chips, project cargo, steel products, containers etc.



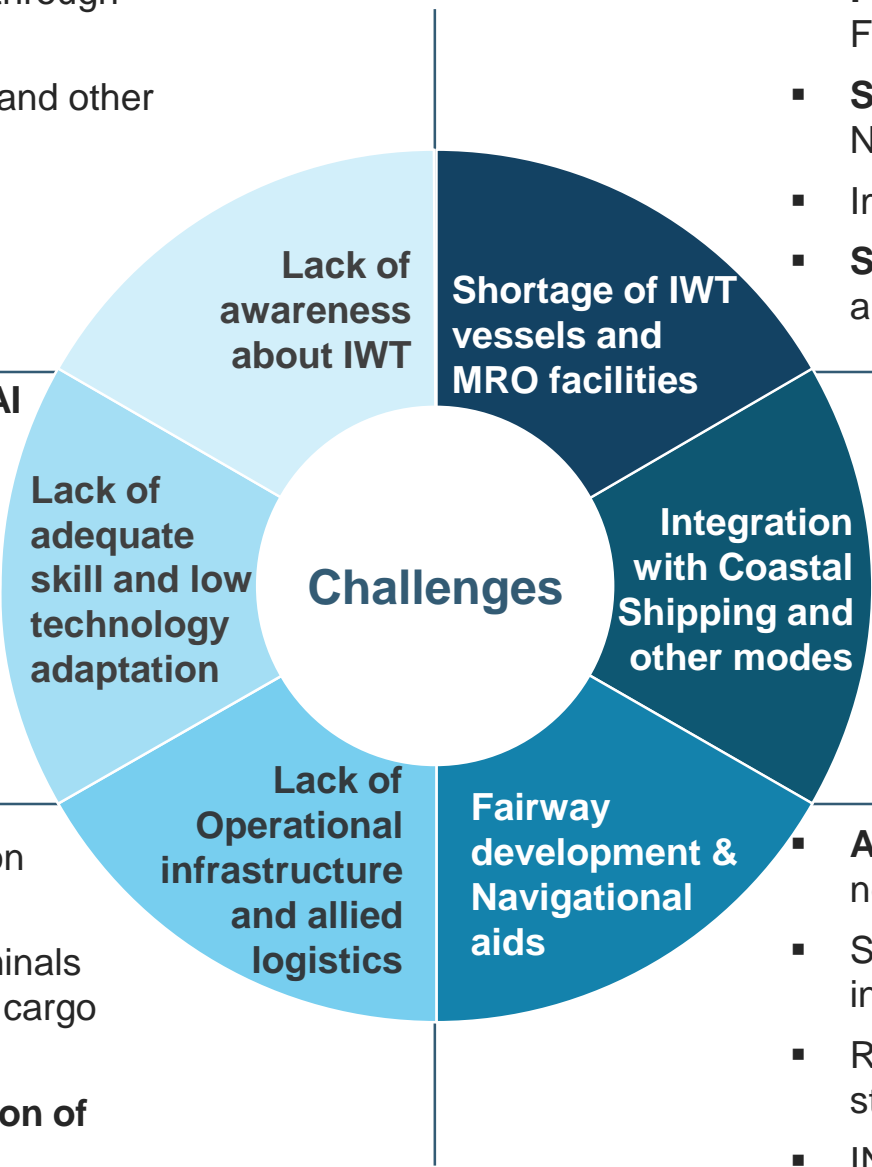
Challenges in waterways and strategies adopted by IWAI

- Possibilities and potential benefits being disseminated through **stakeholder interactions**
- **Targeted outreach programs** for Coal, Steel, Textiles and other potential industries
- **Promotion of River Cruise Tourism** on River Ganga, Brahmaputra, Goa & Kerala waterways

National Inland Navigation Institute (NINI) set up by IWAI

- Attracting younger talents through online courses for Serang, Master Class, Engine Class and Inland Engineer
- Regular conducts of COC (Certificate of Competency) exams in association with State Governments
- Conducts placement of trainees arranged with private barge operators.

- **Development of multimodal / intermodal terminals** on NW-1, NW-2 & NW-16
- **Appointment of Private O&M operators** for IWAI terminals with operational and marketing experience for ensuring cargo commitment
- Addressing technological bottlenecks through **digitization of IWAI services** (PANI, CarD, FOCAL, LADIS etc)



- **Financial assistance** provided under Shipbuilding Financial Assistance Policy (2016-2026)
- **Ship repair facilities** proposed at Sahibganj & Kolkata on NW-1 and Jogighopa & Pandu on NW-2
- Improving safety through change in **Inland Vessels Act**
- **Single vessel (RSV – River Sea Vessel)** for both inland and coastal waters

- **Commencement of river sea movement:** Inland vessels (RSV) can now ply within 5 nautical miles of inshore traffic corridor during fair weather period (Bay of Bengal (1st December to 30th April), Arabian sea (1st September to 31st May))
- **IBP routes connectivity with sea ports** like Kolkata, Haldia and other east coast sea ports of India

- **Assess environmental and social impact** regularly to negate potential damage
- SOP on website for vessels plying on NWs including information on critical stretches and hot spots
- Regular **assured depth based dredging** on required stretches of NW-1 under JMVP
- INR 605 Cr committed for further development of NW – 2, IBP routes and NW-16

IWAI Expects

- Industry to take advantage of the Waterways
- Shift Cargo to Water
- Identify problems and resolve them
- Evolve “ Future Proof” strategy with support of all stakeholders, users and operators

THANK YOU

