

Development of Inland Waterway Transport (IWT) for Indo Bangladesh Textile Trade


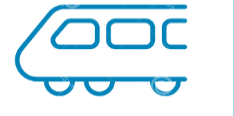

Texprocil Webinar, 22nd July 2020

Inland Waterways Authority of India
Ministry of Shipping, Government of India



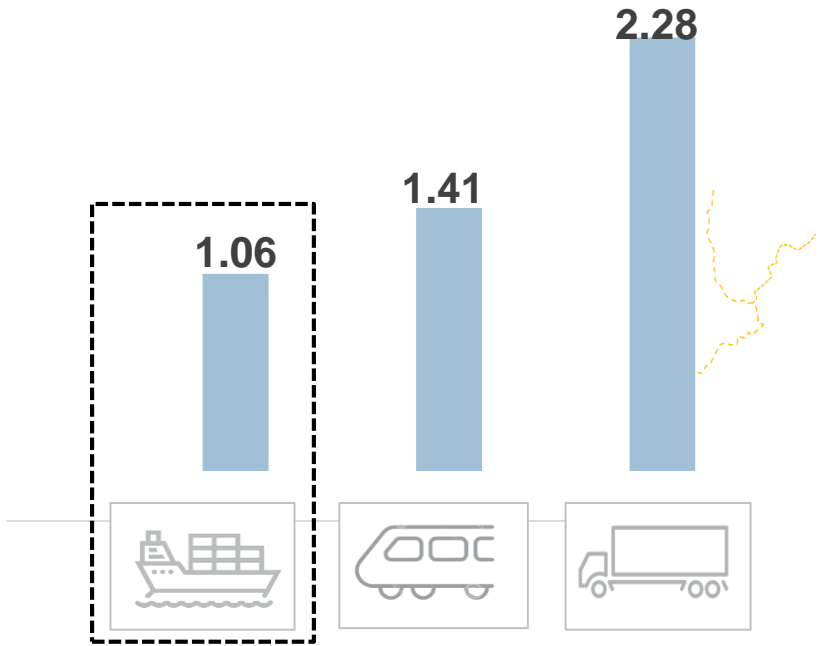
Inland Water Transport (IWT) is the key to boosting economic growth and promoting sustainable development.

Benefits of IWT mode

Mode	Carrier type	Capacity
	Truck (Normal 10 wheeler)	16 tons
	Rail (Rake of 40 wagons)	2200 tons
	Vessel (Inland Water Transport)	2000 tons

IWT vessel's capacity equivalent to one rail rake (40 wagons) & 125 trucks on road

Operating cost (INR/ ton – km)



IWT is the most economical mode of transportation

Source: World Bank

Environmental & social benefits

Factor(s) Considered	Waterways	Roadways	Railways	Source
Air Pollution	0.03	0.202	0.0366	Planning Commission (Govt. of India): Total Transport Study
Noise Pollution	Negligible	0.0032	0.0012	Permanent International Association of Navigation Congresses (PIANC)
Soil & Water Pollution	Negligible	0.005	NIL	PIANC
Emission of GHGs	0.0006	0.0031	0.0006	12 th Five Year Plan of Planning Commission (Govt. of India)
Surface Occupation	Negligible	0.0002	0.0001	PIANC
Accidents	Negligible	0.0620	0.0010	Planning Commission (Govt. of India): Total Transport Study



Key interventions undertaken for development of inland waterways...

Fairway Development:

Dredging, River training and conservancy works, bandalling, river marking, bank protection works

Navigational Aids:

Installation of navigational aids like buoys, River Information System (RIS), Digital Global Positioning Systems (DGPS), Beacon Lights etc.

Terminal Development:


Development of Multi-modal terminals (MMTs), Inter Modal Terminals (IMTs) and Ro-Ro Terminals

Other Riverine Structures:

Construction of navigational locks, ship repair facilities, bunkering stations etc.




Vessel operations:

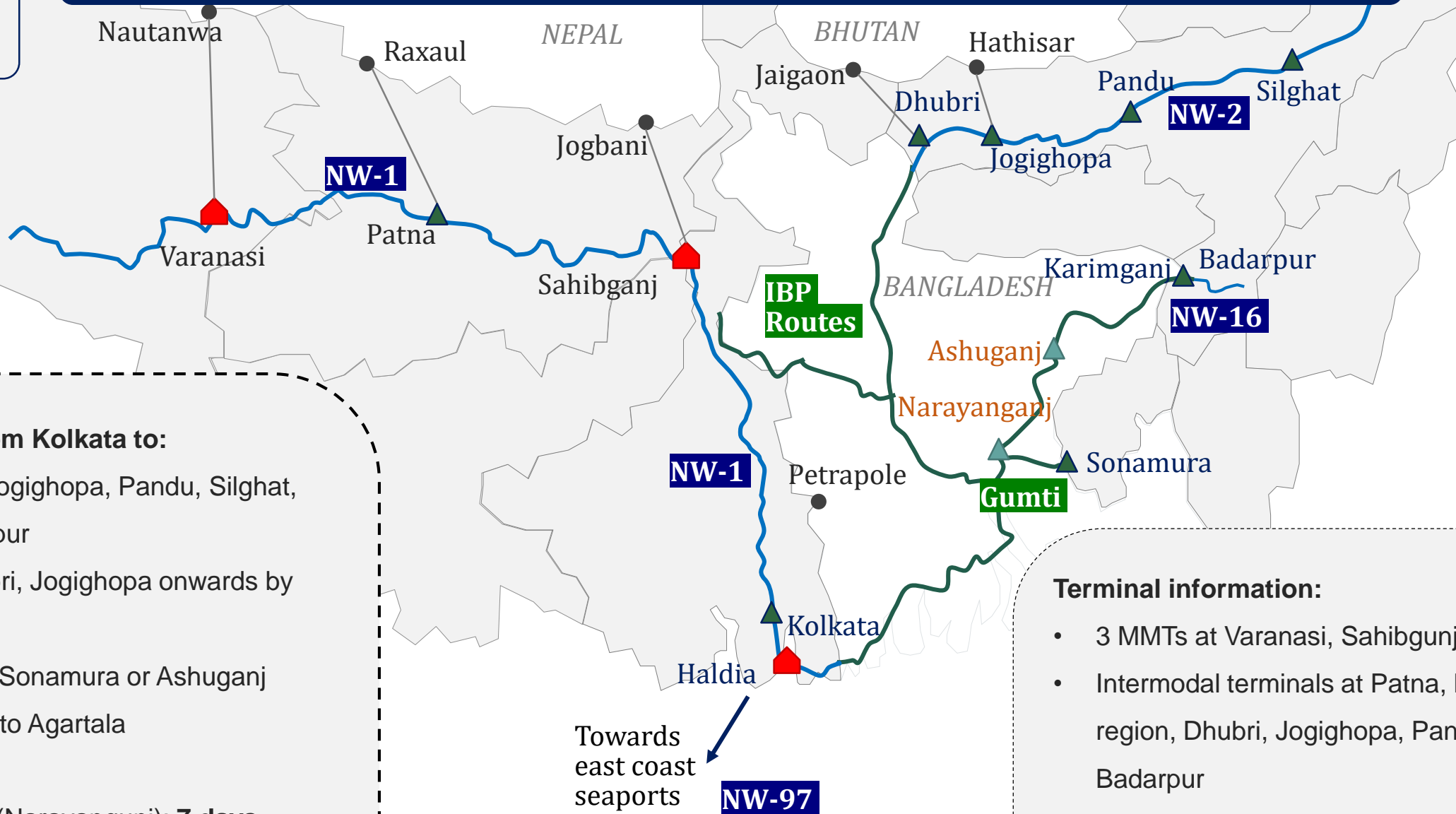
Vessel designs and pilot runs



In Picture: (Top to bottom) Sahibganj MMT, Cargo Vessel plying through Farakka Lock Gate

IWT enabled connectivity with Bangladesh and North Eastern States

-  Multi-modal terminal
-  River terminals
-  Land Custom Station LCS



IWT Connectivity from Kolkata to:

- Assam:** Dhubri, Jogighopa, Pandu, Silghat, Karimganj, Badarpur
- Meghalaya:** Dhubri, Jogighopa onwards by road
- Tripura:** Direct to Sonamura or Ashuganj onwards by Road to Agartala

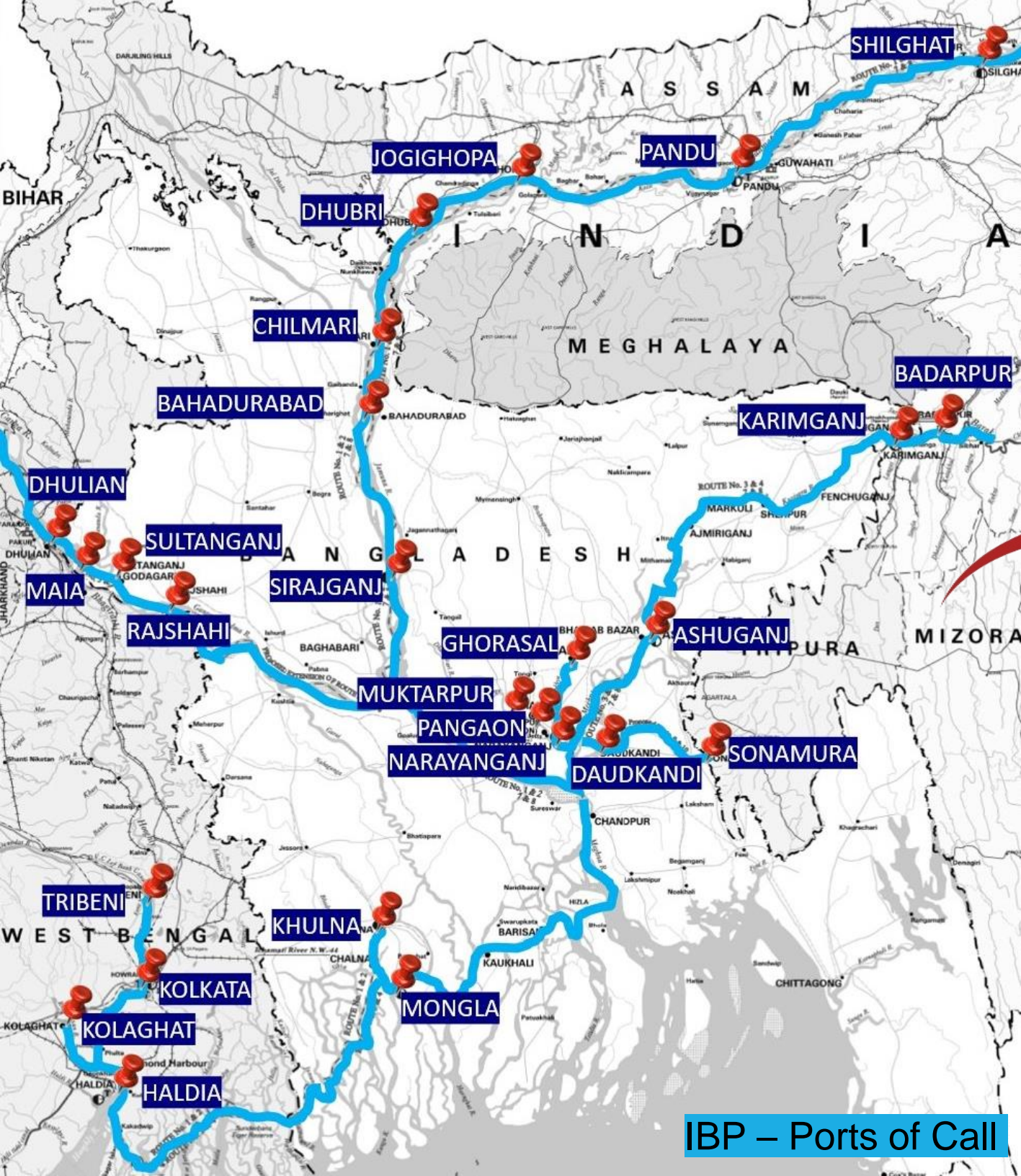
Transit Time:

- Kolkata to Dhaka (Narayanganj): **7 days**
- Kolkata to Ashuganj: **9 days**
- Kolkata to Pandu (Guwahati): **12 days**
- Patna to Kolkata: **8 days**

Terminal information:

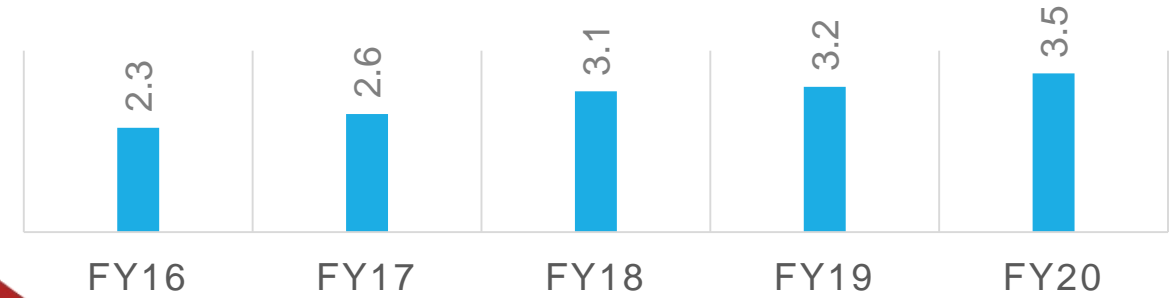
- 3 MMTs at Varanasi, Sahibgunj and Haldia
- Intermodal terminals at Patna, Kolkata / Haldia region, Dhubri, Jogighopa, Pandu, Karimganj, Badarpur
- 13 Ports of Call each (PoC) in both countries under PIWT&T, all PoCs in India are now custom notified ports
- Jetty/pontoons, storage facilities, material handling equipment, bunkering facilities available

*Map not to scale

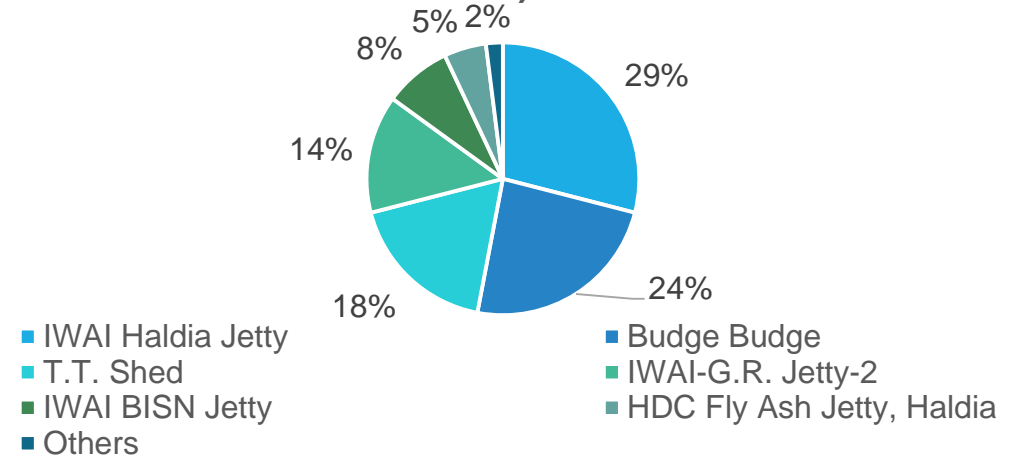


Transportation using the IBP route has been increasing every year demonstrating enhanced trade between India and Bangladesh

TRAFFIC ON IBP ROUTE IN LAST 5 YEARS (IN MN TONNES)
CAGR ~11%



IBP Route: Jetty-wise share of traffic at origin (FY-20)



~ 600 vessels, 3,600 voyages on the Indo-Bangladesh Protocol (IBP) currently in a year;

~Major commodities include fly ash, stone chips, project cargo, steel products, rice, ODC cargo etc.

First Containerized export shipment from India to Bangladesh via IBP routes

The first containerized export shipment from India to Bangladesh using Indo Bangladesh Protocol (IBP) routes was conducted in June 2020. 45 TEUs (approx. 1,250 tonne) of sponge iron was loaded on MV Pruthvi at Haldia Dock Complex (HDC). The vessel was flagged off on 30th June 2020 to Pangaon International Container Terminal Ltd.



MV Pruthvi used for transporting containers



Containers exported from HDC getting discharged at Pangaon in Bangladesh

Custom Procedure for movement via IBP Routes

For Export:

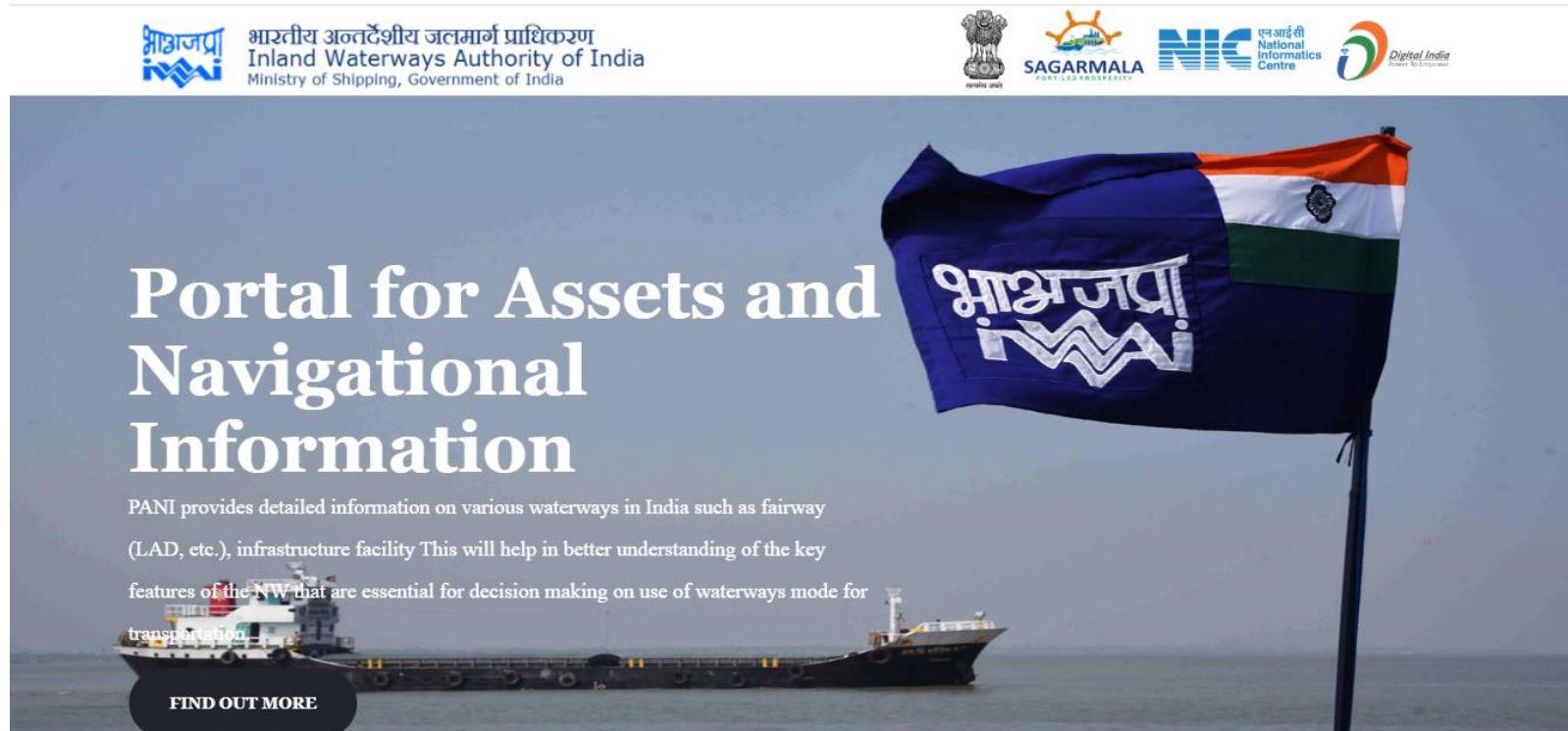
- Application of examination, loading and sealing of goods to be made at Custom notified Ports. On verification, Certificate of Examination is issued.
- Filing and appraisal of Bills of Export along with examination certificate at TT Shed
- Let Export Order (LEO) is issued at TT Shed
- Cross Border Certificate is issued at Hemnagar LCS on verification of intactness of Seals of Barge/vessel

For Import:

- Filing of Import General Manifest (IGM) at Hemnagar LCS
- The cargo is then escorted to TT Shed
- Filing and verification of Bills of Entry at TT Shed
- Upon verification, Out of Charge clearance is issued.

Technology to boost overall sector's performance

Portal for Asset and Navigational Information (PANI) (*River Navigation System*)



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Inland Waterways Authority of India
Ministry of Shipping, Government of India

भारत सरकार
SAGARMALA
PORT, LED & PROSPERITY

NIC
एन आई सी
National
Informatics
Centre

Digital India
Power To Empower

Portal for Assets and Navigational Information

PANI provides detailed information on various waterways in India such as fairway (LAD, etc.), infrastructure facility This will help in better understanding of the key features of the NW that are essential for decision making on use of waterways mode for transportation

[FIND OUT MORE](#)

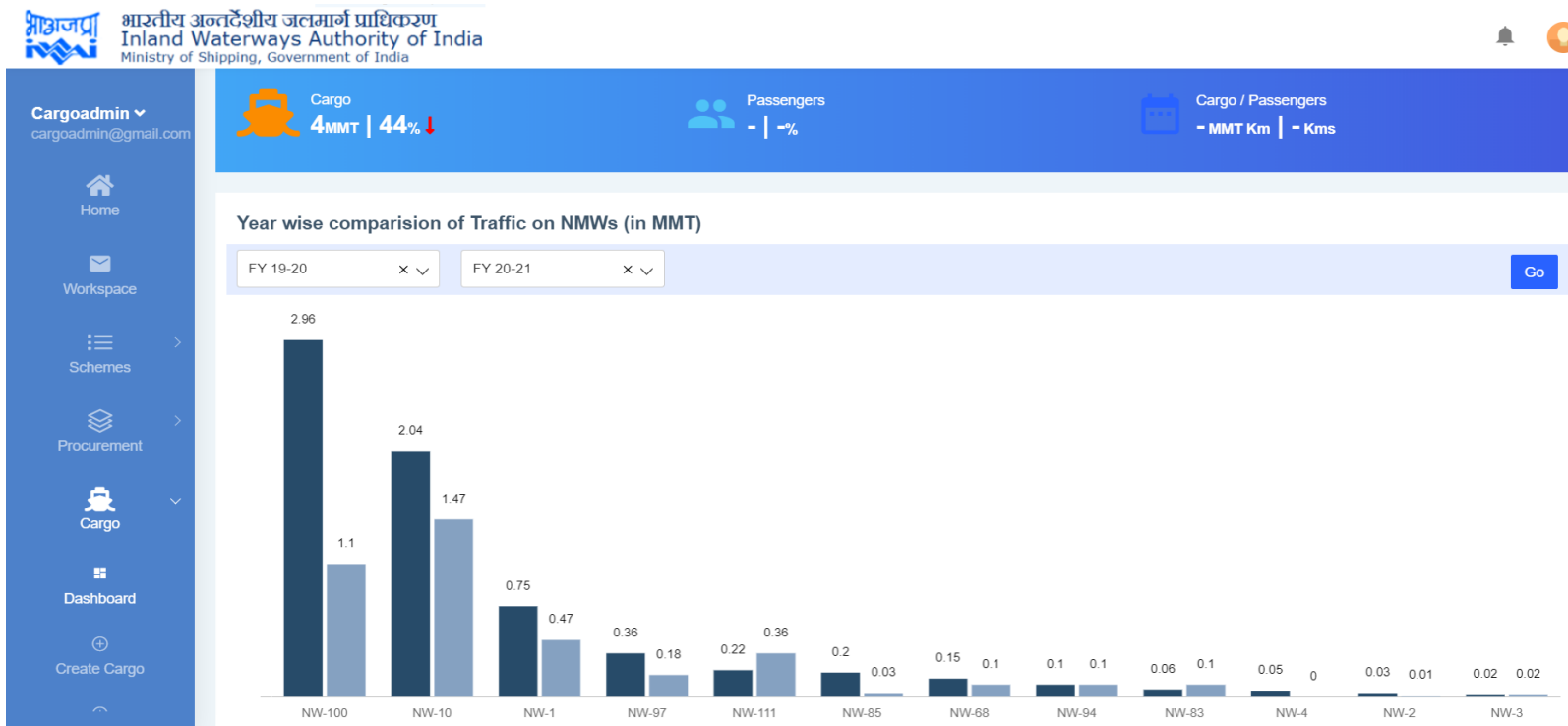
To be implemented by FY21

Salient features:

- Easy mobile & web based access for viewing, uploading and dissemination of information
- The Voyage Planner module will assist stakeholders in identifying the key assets, navigational information and project LAD
- Map based visualisation of information which is easy to access and manage
- Facility of bulk data upload adding convenience to IWAI

Technology to boost overall sector's performance

CarD (Cargo Data)
(portal for Collection & compilation, Analysis and Dissemination of all the Cargo and Cruise movement data)



To be implemented by FY21

Salient features:

- Year wise comparison of traffic of all NWs.
- Month wise comparison of traffic.
- Jetty wise traffic.
- Top OD pairs with maximum traffic.
- Major Commodity Share.
- Month wise cruise Km on NW
- Shipper wise commodity share.
- Operator wise commodity share.
- Year wise comparison of traffic KM.
- Month wise cruise passenger traffic on NW

Other Digital initiatives

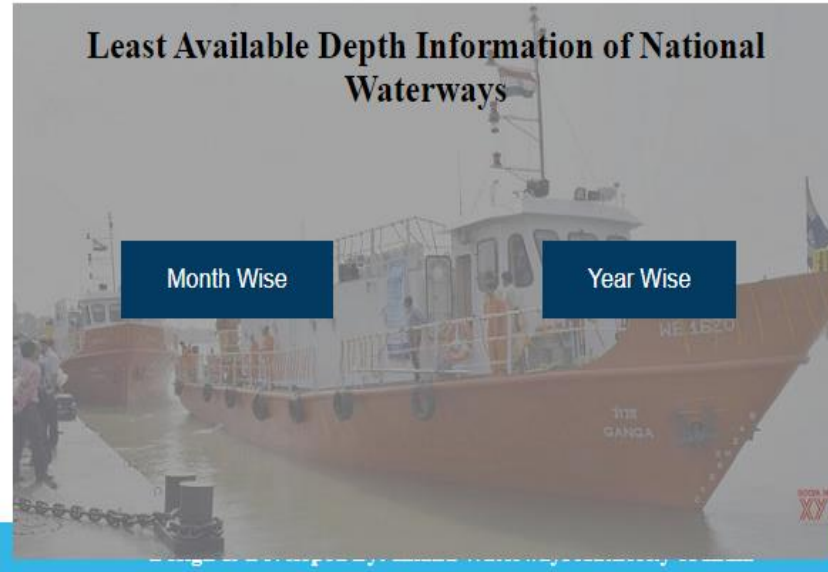
- Phase 1: 6th January 2016
- Phase 2: 15th March 2018
- Phase 3: August 2020 (expected)



River Information System (RIS)

Real time vessel tracking and routing by capturing data points like water depth, bends, river width etc.

Least Available Depth Information of National Waterways



Least Available Depth Information System (LADIS)

Ensure real-time data on LAD is disseminated for shippers and cargo owners

Forum of Cargo-Owners and Logistics-Operators (FOCAL)

Aggregator of vessel operators, logistics intermediaries and cargo owners

Technology to boost overall sector's performance

Sailing Permission portal for IBP route

- Initiative for digitalising the procedure of providing permissions, agent & vessel registration on the IBP route
- The portal to potentially reduce physical interactions with emails & SMS
- Possibility of extending the same for tracking Domestic voyages in the future

Vessel and Crew Registration (JalVahan)

- The system to as a central repository for all vessel and crew details
- Provide details to requestors in real time
- The system is a crew and vessel registration portal which will aggregate registration data from all states and UT

Freight Management System (FMS)

- FMS will enables terminal operators, vessel operators, cargo owners and IWAI in managing the cargo movement on National Waterways
- It will be integrated with PCS and will allow seamless collection of data at source and generating insights from the same

THANK YOU

