

## Commercial Services

Inland Water Transport is generally accepted as the most efficient mode of transportation from the point of energy Consumption, Lower cost of transportation and environment friendliness. The North Eastern region through which the Brahmaputra flows, has a considerable demand for essential commodities which have to move into the region from the rest of the Country and similarly local products have to move outside the region. Thus, there is a need for developing supplementary mode of transport besides "Roads and Railways". The capacity for traffic expansion on existing rail links is limited. Movement of road ways is relatively costly and prone to blockades due to natural calamities. Overall road condition in North Eastern region is not all convenient for smooth movement of the essential commodities. As such. Inland Water Transport mode of transport should get special attention for entire North Eastern region.

The stretch on the river Brahmaputra between Sadia and Dhubri(up to Bangladesh border) has been declared as National Water Way No- 2 in the year 1988 and afterwards, the proposals to active the commercial service have been moved for overall economical development of North Eastern Region .

A proposal on Inland Water Transit and trade exists between India and People's Republic of Bangladesh since 1980. It has been renewed even 2(two) years since then (last renewal being made on Oct' 1999).

In pursuance of Article (viii) of the Trade Agreement, both Government agreed to make mutually beneficial arrangements for the use of their water ways to commence

between two passage of goods between two places in one Country through

the territory of the other in accordance with the Laws of the country through the territory of which goods are moving.

Under this protocol, initially 4(four) ports of call in each country have been nominated as follows:-

### INDIA SIDE:

- i) Kolkata
- ii) Haldia
- iii) Karimganj
- iv) Pandu

### BANGLADESH SIDE

- i) Narayanganj
- ii) Khulna
- iii) Monggla
- iv) Sirajganj

In addition, the new\ routes "Ashuganj" and "Silghat" shall be added as new "Ports of call" and be deemed to be incorporated at the end of Article II of the protocol in the following manner.

### **BANGALADESH**

Ashuganj

### **INDIA SIDE**

Silghat

The transit route through Bangladesh and the inter-Country trade routes have greater scope for increasing Inland Water Transport Cargo movement which encourage the economical development of North Pastern Region.

In the year 1974, the Directorate of IWT. Assam introduced the commercial cargo services for carrying goods for Assam to other neighboring states as per agreement.

The Inland Water Transport . Assam has so far transported different type of cargo including ODC machineries by its vessels through water ways and earned good amount of revenue for the state.

#### **REMARKABLE. ACHEIVEMENTS OF IWT ASSAM IN RESPECT TO THE TRANSPORTATION OF CARGO ARE HIGHLIGHTED BELOW:-**

- Transportation of ODC (Over Dimension Cargo) Machineries from Kolkata to Numaligrah for Numaligarh Oil Refinery in the year 1997. This had to be done as the road transport was not in position to transport such huge structure by road.
  
- Transportation of ODC from Kolkata to Tezpur for Manipur State.
- Transportation of ODC Machineries from Kolkata to Kaloa
- Transportation of ODC Machineries from Kolkata to Barauni.
- Transportation of ODC Machineries from Kolkata to Boxer (Patna)
- Transportation of Boulders of Royal Kingdom of, Bhutan f mm Bhutan to Jogighopa (Assam ) and to Bangladesh ( Bhupur )
- Transportation of Boulders from Farakka to Kolkata.

#### **PROJECTED COMMODITIES AVAILABLE FOR TRANSFORMATION BY INLAND WATER TRANSPORT VESSELS THROUGH WATERWAYS ON NW- 2**

- Transportation of POL products of Numalighrah Oil Refinery from I)hansiri(Assam) to Bangladesh / Haldia.
- Transportation of products of ASSAM PERTOCHEMICALS LTD. From Dibrugrah to Kolkata .
- Transportation of Raw Pctro Coke of Bongiaigaon Refinery and Petro. Chemical Lid. I rom Jogighopa to Haldia.
  
- Transportation of Meghalaya Coal from Jogigopa to Bangladesh and Kolkata.
- Transportation of jute of .Jute Corporation of India from Pandu / Dluibri to Kolkata.
- Transportalion of Tea from Dibrugrah / Tezpur to Kolkata.
- Transportation of Tea and mixed fertilizes of Hindustan Lever Ltd. from (Guwahati / Dibrugrah to Kolkata.
- Transportation of salt from Kolkata to Pandu / Dibrugrah.
- Transportalion of Raw petro coke of Assam Oil Ltd. from Dibrugrah to Kolkata.
- Transportation of Paraffin Wax and Bitumen of IOC (AOD) from Dibrugrah to Kolkata.
- Transportation of Bamboo from Jogighopa to Panchgram, Cachar, Assam for Hindustan Paper Corporation.
- Transportation of Cement and food grains from Kolkata to (iuwahati & Dibrugrah
- Transportation of ONCiC pipes and Equipment from Kolkata to Disangnuhk.
- Transportation of Tea garden stores. C ement , food grains from Kolkata to Neamati.
- Transportalion of Cement food grains, timber . packed lube well and Bitumen from Kolkata to Dibrugrah.

- Transportation of food grains . Cement, fertilization, Steel , Bitumen for the state of Tripura from Kolkata to Karimganj .
- Transportation of food grains , Cement, Bitumen .steel for Mizoram, industrial materials for HPC . pipes of ONGC from Kolkata to Badarpur.
- Transportation of HPC products , Coal (Meghalaya) , forest product of Mizoram from Badarpur to Kolkata.
- Transportation of ODC for NHPC from Kolkata to Gerukamukh, Dhemaji .
- Transportation of OIC for Gas Cracker project from Kolkata to Dikhowmukh.
- Transportation of LPG cylinder (Assam).

FCI transports huge amount of food grains to and from various parts of the states by means of road transport basically involving huge expenditures annually. If IWT system is made available with intermodel network, a substantial part of FCI cargo can be transported through water way with very low expenses.

It is estimated that, about 8000 tones of BNTUMLN is being transported per month to North I vast from IOC Haldia Refinery . The Bitumen dump of IOC is located at Pandu . It is very convenient to transport bitumen from Haldia to Pandu through Water Ways with the deployment of TW I Voyages .

It is estimated that, there is scope for transportation of following quantum of annually by IWT Vessels through water ways with low expenses .

Caustic Soda (for HPC)	4,000 Tpa
Lime(for UPC)	1,20,000 Tpa
Alum (for UPC)	3000 Tpa
Common Salt ( for HPC )	16,000 Tpa
Coal (for HPC)	16,000 Tpa
Packed lube Oil	1,000 Tpa
Coal from Maglaya	1,50,000 Tpa
Sawn Timber	4,00,000 Tpa
Paper of HPC	45,000 Tpa
Fertilizers	45,000 Tpa

To achieve a substantial set-up in traffic, thrust should be on the creation of infrastructure in form of

- Fairway with adequate depth and width for maintenance of the proper navigability of the river route on NW- 2 from Sadia to Dhubri (up to Bangladesh border ) by way of channel marking / bandelling and dredging throughout the year.

- Providing suitable “Night Navigation” facilities on NW 2 from Dhubri to Sadia.

- Mechanical cargo handling System
- establishment and maintenance of proper pilotage
- Radio communication system .
- Infrastructure and terminal development at Dhubri, .Jogighopa. Pand. Tezpur, Neamati. Dibrugarh and Sadia .
- Establishment of a container terminal at Amingaon .
- Protocol routes are to be extended to Dibrugarh without being restricted up to Pandu .

**REVENUE EARNING (right from 1974-75)**

	(on available records) YEAR	
	<u>YEAR</u>	<u>AMOUNT</u>
1.	1974-75	Rs. 1. 14,270.50
2.	1975-76	Rs. 7,86,790.00
3.	1976-77	Rs. 9,08,825.00
4.	1977-78	Rs. 10,90,783.54
5.	1978-79	Rs 1 1,23,241.27
6.	1979-80	Rs. 12,36,141.16
7.	1980-81	Rs. 9,59,004.17
8.	1981-82	Rs. 18,24,954.22
9.	1982-83	Rs. 16. 37,780.14
10	1983-84	Rs. 20,27,132.79
11.	1984-85	Rs. 19,96,678.60
12	1985-86	Rs. 18,46,520.00
13	1986-87'	Rs. 18,78,728.00
14	1987-88	Rs 20. 10,992.79
15.	1988-89	Rs. 12, 32,160.43
16	1989-90	'Rs. 20,51,874.00
17	1990-91	Rs.23, 44,289.10
18	1991-92	Rs.30, 44,982.00
19.	1992-93	Rs.24. 76,925.90
20	1993-94	Rs. 18, 83,788.00
21.	1994-95	Rs. 39. 07,043.00
22	1995-96	Rs.42, 82,152.00
23	1996-97	Rs. 24, 27,127.00
24.	1997-98	Rs.55. 58,273.00
25.	1998-99	Rs. 60. 84,491.00
26.	1999-2000	Rs.73, 16,838.00

27.	2000-2001	Rs.61. 32,016.00
28.	2001-2002	Rs. 32.41.349.99
29.	2002-2003	Rs.33. 54.188.00
30.	2003-2004	Rs. 30. 56,463.00
31.	2004-2005	Rs. 82, 12.755.00
ri	2005-2006	Rs. 1,07, 49.547.00
33.	2006-2007	Rs. 1,40, 1 1.165.00
34	2007-2008	Rs.l. 82. 52.746.00
35.	2008-2009	Rs.l, 25, 92.473.00
36	2009-2010	Rs. 1,62,31,268.00
37.	2010-2011	Rs.l, 92, 11,899.00
38.	2011-2012	Rs.2, 22, 1 1.740.00
39.	2012-2013.	Rs. 2, 06. 08,013.00
40.	2013-2014	Rs. 4,87,42,782.00
41	2014-2015	Rs.6,03,06,181.00

The objective of developing IWT as an important mode of transport cannot be achieved only through the provision of budgetary support. The Inland Water Ways Authority of India (IWAI) is the Nodal Agency for the development of the navigational Infrastructure in the National Water ways. Special attention is required to be given by IWAI for ensuring improved communication through Inland Waterways.

Railway network in NT Region is not very developed. Out of the total 2366.35 km of railways lines in NT Region, only about 1127.25 km is of broad gauge, while remaining track are meter gauge. The details of existing railways in NT Region are as follows :-

<i>ST A TE</i>	<i>BROAD</i>	<i>METER</i>	<i>TOTAL</i>
	<i>gauge</i>	<i>gauge</i>	
Arunachal Pradesh		1.26	1.26
Assam	1228	1057	2285
Tripura	-	64.42	64.42
Nagaland	11.13	1.72	12.85
Manipur	-	1.32	1.32
Mizoram	-	1.50	1.50
Meghalaya	. , —	-	—
Sikkim	—	—	—
Total	1239.13	1127.22	2366.35

The areas that fall on NW-2 namely Dhubri, Jogighopa. Pandu. Tezpur and Dibrugarh are connected through railway network. It is estimated that, about 35 percent of the cargo using the railways incurs demurrage for non- availability of rakes Though there is a vast network of State level roads and National Highways in Assam connected with different National Highways, but movement of Cargo through has its own probable like collection of toll taxes, the law and order problem and bad condition of roads in rainy seasons, thereby increasing wear and tear of the vehicle resulting in increasing in cost of transportation .

**DETAILS OF EXISTING CONDITIONS OF WATERWAYS TOTAL NAVIGABLE**

Total length of the river Brahmaputra		2800 km	
Declaration of NW-2(Sadia- Dhubri)		891 km	
No of Tributaries		41	
Velocity Variation	0.35 m /sec	5.80 m/sccc	
Water level variation 4.03 m		9.04 m	
Length of the river Borak		152. km	
No of Tributaries		12	
<i>VELOCITY VARIATION IN THE RIVER BRAHMAPUTRA</i>			
<i>Period of Month</i>	<i>Max Velocity</i>	<i>Min. Velocity</i>	
	(M/s)	(M/s)	
January to April	0.70	0.35	
May to July	3.50	0.61	
August to September	5.80	1.30	
Oct to December	1.40	0.40	
<i>LAST AVAILABLE DEPTH AT BANK FOR RIVER BRAHMAPUTRA</i>			
Best from	Best to	Depth in meters	
Bangladesh Border	Tezpur	2.00	
Tezpur	Neamati	1.30	
Neamati	Dibrugrah	1.10	
Dibrugrah	Sadia	0.80	

*RIVER SLOPE IN THE RIVER BRAHMAPUTRA*

Station from	Station to	Depth in meters	Distance
Source	Kobo	2.00	0
Kobo	Dibrugrah	1.30	123 km
Dibrugrah .	Ncamati	1.10	137 km
Ncamati	Guwahati	1.00	371 km
Guwahali	Dhubri	0.80	260 km

DETAILS OH INTER STATE CONNECTIVITY FOR TRANSPORTATION OF CARGO IN NORTH EASTERN STATES

PROPOSED SERVICES \_\_\_\_\_ CONNECTED WITH

1. Bhuragaon Dhansiri Via Pavakkhati	Nagaland
2. Cinatoli- Neamati	do
3. Besamora Neamati	do
4. Sundri Dudhnath	do
5. Sunari – Goalpara	Meghalaya
6. Chunari –Dhubri	do
7. Mojarahar -NC to Dhubri	do
8. Thallapara Chunari	do
9. Chunari to Kabori	do
10. Phatcngapara C'halakura Dudhnath	Arunachal Pradesh
11. Dibrugrah Badarpur	do
12. Dakshinpat- Neamati	do
13. Bogibil Karcngbali	do
14. Silchar Phulertal	Manipur.

At present, development of IWT mode of transportation in commercial sector is not up to the mark. There is a need for revival of the existing system by introducing a separate wing in order to activate the operational the commercial service in faster rate than ever before. IWT. Assam has the expertise and experience to undertake operations on a large scale. With adequate support from the Govt. IWT, Assam can emerge as the Principal IWT Operation not only in North Eastern region but also in other parts of country.