

Ministry of Shipping
Action Plan for Inland Waterways
North Eastern Region - Vision 2020
Chapters 7.1.4 and 7.1.5

Sl. No.	Objective		Strategy Present/proposed changes	Programmes & Schemes Existing/proposed changes	Implementing Agency (Ministry/Department/Org/State Governments)	Annual Physical Targets during 11th and 12th Plan		Annual Financial Allocations during 11th and 12th Plan #	
	Vision 2020-NER [Items of Vision 2020 documents]	11th Plan Document				Year	Physical Targets	Year	Allocation #
1	2	3	4	5	6	7	8	9	10
1	<u>Making NW-2 (River Brahmaputra from Dhubri to Sadiya) fully functional.</u>								
1.1	Developing a fairway to Pandu and the necessary infrastructure for fulltime navigation.	Included as "making NW-2 fully functional"	IWAI has prepared an Action Plan for making National Waterway No.2 (Dhubri – Sadiya sector of Brahmaputra river) fully functional by 2011-12. This includes developing a fairway not only up to Pandu but up to Sadiya with 2 m Least Available Depth (LAD) for at least 330 days in a year. For this purpose, IWAI already has one CSD and one HSD and it is getting four more CSD and one more HSD constructed for this waterway. Besides, 24 hrs navigational facilities already exist between Dhubri and Neamati which will be extended in the entire waterway. The Action Plan also includes development of fixed and floating terminals at various locations. To make NW-2 fully functional the linkage up to Kolkata through indo-Bangladesh protocol route within Bangladesh should also be made fully functional in consultation with Govt of Bangladesh and MEA should consider that full funding for it is provided by Govt.of India.	IWAI & DoS	2008-09	20%	2008-09	32.00	
1.2	IWAI to ensure that NW-II is made fully operational within March, 2009				2009-10	30%	2009-10	55.00	
1.3	IWAI to develop credible night navigation facilities on NW-II to reduce travel time.				2010-11	40%	2010-11	55.00	
1.4	To reduce manual handling of cargo, IWAI to consider providing mechanical handling of cargo.				2011-12	10%	2011-12	26.00	
					Sub total	100%		168.00	

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2	<u>River Barak as New National Waterway.</u> <i>(Not being considered presently as part of Action Plan)</i>								
-	Declaring the Barak river between Karimganj and Lakhipur as national waterway, so that it can be developed on a priority basis.	Included as "by the end of 11th Plan the Barak river in Assam is to be added to the existing three National Waterways."	Declaration of Barak river between Karimganj and Bhanga (121 km) is already in process. However, this is expected to be declared only during 2010-11 or 2011-12. Further, it is felt that no plan provision for new National Waterways is going to be providing during 11th Plan. Moreover after the waterway is declared as NW its comprehensive development proposal will have to be prepared and got sanctioned by appropriate authority before start of development works. This will take its own time. Hence its actual development is proposed only during 12th Plan and not in 11th Plan.	MEA, IWAI & DoS	2012-13	5%	2012-13	5.00	
-	Expedite necessary approvals for declaration of Barak river (Lakhipur to Bhanga) as NW-VI and take up development of the waterway on priority.				2013-14	15%	2013-14	16.00	
					2014-15	25%	2014-15	27.00	
					2015-16	30%	2015-16	30.00	
					2016-17	30%	2016-17	30.00	
					Sub total	100%		108.00	
3	<u>New IWT Protocol with Myanmar.</u>								
3.1	Developing Tizu- Chindwini-Irrawady to promote trade between Nagaland and Myanmar.	Not specifically included in the approved 11th Plan document of Planning Commission. However, this activity can be undertaken through Central Sector Scheme for NER of which guidelines have been issued by DoS in Sept. 08. However, since it will involve navigation through Myanmar, MEA will also be required to take	Indian portion of this route will have to be developed by the concerned State Govt (i.e. Nagaland) through Central Sector Scheme for North Eastern Region for which guidelines have been recently issued by the DoS. For inclusion of this route and development of portion in Myanmar, a Bilateral Protocol with the Govt of Myanmar will also have to be taken up by MEA. It is recommended that complete project should be handed over to a reputed consultant for preparation of feasibility Report and DPR on the lines of Kaladan project. MEA may consider for taking up this project as a nodal	IWAI, MEA, DoS and concerned State	2008-09		2008-09		
					2009-10		2009-10		
					2010-11	20%	2010-11	1.00	
					2011-12	50%	2011-12	3.00	
					2012-13	30%	2012-13	2.00	
					Sub total	100%		6.00	

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		necessary action for having a bilateral Protocol with Myanmar.	agency.						
4	<u>Development of Kaladan:</u>								
4.1	The Ministry of External Affairs should initiate the process for expeditious implementation of the Kaladan River multi-modal transport route from Mizoram to Sittwe port.	Budget for this project in 11th Plan is provided under MEA	Project approved by Government of India based on DPR (2003) at a cost of Rs. 536 crores (2006 prices). Framework Agreement and protocols for implementation of the project signed by both countries in April '2008. IWAI appointed as Project Development Consultant by MEA during March'2009. IWAI has completed data collection, reconnaissance survey and updated the DPR in respect of Port & IWT components in Sept.'2009. Short listing of main contractors for Port & IWT components completed and bids issued, receivable by December'2009. Commencement of works on Port & IWT components expected during 4th quarter of 2009-10. Estimated cost of this part is Rs. 311 crores. MEA is arranging the implementation of highway-component at an estimated cost of Rs. 225 crores through Govt. of Myanmar. Note: Highway component envisaged to be implemented in 3 years during 2010-11 to 2012-13.	IWAI DoS & MEA	2009-10 (4th qtr.)	5%	2009-10	30.00	
					2010-11	25%	2010-11	135.00	
					2011-12	25%	2011-12	135.00	
					2012-13	25%	2012-13	135.00	
					2013-14	20%	2013-14	101.00	
					Sub total	100%		536.00	

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5	<u>PPP Projects:</u>								
5.1	Public-private partnerships for the development of fairways and infrastructure in IWT should be stressed.	Not specifically mentioned in approved plan document. However, after the National Waterways are made fully functional, the public private partnership projects will become more viable and will be accordingly processed. IWAI has already initiated this process and made three JV companies.	IWAI has already signed 3 SHAs for setting up JVs for acquisition and operation of cargo vessels between Kolkata and Dhubri, Pandu and Narayanganj on PPP mode. A study for identifying the projects under PPP mode with a view to prepare a shelf of bankable projects will be taken up. For marketing these projects, workshops/ road shows would be organised with participation of industries located in NER as well as in Bangladesh, bulk cargo owners/ shippers (e.g. Cement Companies, POL companies, container movers etc) and other stakeholders.	IWAI & DoS	2008-09		2008-09		
					2009-10		2009-10		
					2010-11	20%	2010-11	10.00	
					2011-12	40%	2011-12	20.00	
					2012-13	40%	2012-13	20.00	
					Sub total	100%		50.00	
6	<u>Improving efficacy of Indo-Bangladesh Protocol including improvement of existing routes,inclusion of new routes,new port of call etc.</u>								
6.1	Following transit routes are to be activated as specified in the IWT Transit and Trade Protocol between India and Bangladesh.	Included as "emphasis will be laid on cooperation with B'Desh for achieving higher exports and better connectivity to NER	These are the existing routes under Indo-Bangladesh protocol for which Govt of India is paying 2 cr. Bangladeshi Taka per year to Bangladesh for using the river stretches between Sirajganj and Daikhowa on river Jamuna and Sherpur-Zakiganj stretch of river Kushiara which are exclusively maintained by them for Indian vessels. All the protocol routes have certain deficiencies (i.e less depth for navigation at times, lack of night navigation facilities and absence of mechanical handling facilities at terminals). Since these routes are critical for connectivity to NER through IWT, MEA may	IWAI & MEA	2008-09		2008-09		
	a) Kolkata - Haldia - Raimongal - Chalna - Khulna - Mongla - Kaukhali - Barisal- Hizla - Chandpur - Narayanganj - Aricha - Sirajganj - Bahadurabad - Chilmari- Dhubri - Pandu and vice-versa.				2009-10		2009-10		

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	b) Kolkata - Haldia - Raimongal - Mongla - Kaukhali - Barisal - Hizla - Chandpur - Narayanganj - BhairabBazar - Ajmiriganj - Markuli - Sherpur - Fenchuganj - Zakiganj - Karimganj and vice-versa.		consider financing the projects for improvement of these infrastructural facilities by Govt of India. In this regard initially it is proposed to prepare a DPR in consultation with Govt of Bangladesh by MEA as Nodal agency. The issue of including Ashuganj as a port of Call is already being discussed by India with Bangladesh. This should be followed up with considering liberal financial assistance by India to improve road connectivity between Ashuganj and Agartala.			2010-11	10%	2010-11	10.00
	c) Rajshahi - Godagari - Dhulian and vice-versa.					2011-12	40%	2011-12	40.00
	d) Karimganj - Zakiganj - Fenchuganj - Sherpur - Markuli - Ajmiriganj - BhairabBazar - Narayanganj - Chandpur - Aricha - Sirajganj - Bahadurabad - Chilmari - Dhubri - Pandu and vice-versa.					2012-13	50%	2012-13	50.00
	Sub total						100%		100.00
6.2	Ministry of Shipping/IWAI to take up the Tripura Government proposal for declaring Ashuganj as port-of-call during the next meeting with Bangladesh.								
6.3	Developing the Aricha-Dhulian-Rajshahi-Dacca route for navigation to reduce the distance and time between Kolkata and the North East. Opening of the Farakka-		This stretch is entirely in B'desh. Operationalisation of this route will include construction of a new navigational lock and allied facilities at Jangipur in India and development and maintenance of Dhulian-Rajshahi-Aricha-Narayanganj route in	IWAI ,DoS, MoWR and MEA	2008-09		2008-09		
					2009-10		2009-10		
					2010-11	10%	2010-11	5.00	
					2011-12	20%	2011-12	10.00	
					2012-13	70%	2012-13	35.00	

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	Dhulian-Rajshahi-Aricha route will further provide a direct link to the mainland through NW-I.		B'desh. While IWAI can take up construction of lock at Jangipur after getting the existing facilities transferred from Ministry of Water Resources, MEA should take up with B'desh, the issue of extension of Protocol route from Rajshahi to Aricha and its development with LAD of 2 m for round the year operation. Preparation of DPR and revival of existing small lock at Jangipur is envisaged under Phase-I			Sub total	100%		50.00
6.4	Cargo transportation to the North East through the Sunderbans and Bangladesh via NW-II and via the Meghna-Barak waterway system often follows a shorter route than that by the rail or road network. During the flood season, other modes of transport are often not in operation, and inland waterways are the only viable option for transportation of goods between the North East and the rest of India. Basic commodities such as foodgrains need to be transported to the North East during the flood season - inland waterways are highly suited for such bulk transport. Bulk commodities and large cargo used for industrial		Multimodal approach consisting of IWT, Coastal shipping and road modes is necessary for transport of bulk commodities to and fro NER. In this regard over all study covering the inter linking of major ports in the region namely: Kolkata, Haldia, Paradip, Sittwe, Chittagong. Narayananganj, Khulana and Mongla with major trade centres located along IWT routes and protocol route is to be undertaken. This study should also cover trade centres which are not directly on IWT routes but located in India near Bangladesh border and connected by road. The Protocol with Bangladesh should be modified to allow multimodal transport including road. Since India will be the major beneficiary, Govt of India should consider liberal financial assistance in developing multimodal linkages in Bangladesh.	IWAI, DoS and MEA	2008-09		2008-09		
						2009-10		2009-10	
						2010-11	10%	2010-11	5.00
						2011-12	20%	2011-12	10.00
						2012-13	70%	2012-13	35.00
						Sub total	100%		50.00

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	production and large-scale construction projects can be transported through inland waterways from Kolkata/Haldia. With access through the waterways in Bangladesh, transit route from Haldia port through Bangladesh to Assam and Tripura, linking to Chittagong sea port with southern tip of Tripura can then be feasible. This will provide tremendous gains in terms of reduced transportation, time and cost as well as for an alternative link for the NER with the rest of the country as well as other destinations in south-east Asia.								
7	<u>Development of Waterways, other than National Waterways.</u>								
7.1	Developing river routes through Gumti-Meghana to explore the trade opportunity between Tripura and Bangladesh.	Not included in the approved 11th Plan document of Planning Commission. However, this activity can be undertaken through Central Sector Scheme for NER of which guidelines have been issued by DoS	Navigation on these smaller rivers/tributaries of Brahmaputra and Barak comes under the purview of respective State Govts. Since states do not have adequate resources these rivers can be developed by the concerned State Govt through Central Sector Scheme for North Eastern Region for which guidelines have been recently issued by the DoS. For inclusion of this route as	IVAI, MEA and concerned State	2008-09		2008-09		
7.2	Development of the tributaries of the Brahmaputra like Dhansisri, Subansiri and Lohit is essential.					2009-10		2009-10	

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7.3	IWAI to consider proposal from the Government of Mizoram to link the Tlawng and Barak rivers to enable transport of cargo from Mizoram into the Barak Valley and further through the proposed NW-VI.	in Sept. 08. However, since it will involve navigation through B'Desh, MEA will also be required to take necessary action for inclusion of this route in the Protocol	one of the routes in Indo- B'desh Protocol, MEA will have to take up with the Govt of B'desh. Hy. Survey and TEF Study/ DPR preparation may be taken up at the first stage through financial assistance from Govt of India.			2010-11	20%	2010-11	15.00
						2011-12	40%	2011-12	15.00
						2012-13	40%	2012-13	20.00
						Sub total	100%		50.00
8	<u>Unorganized sector.</u>								
8.1	Passengers and cargo are moved via inland water transport in both the organized and unorganized sectors. This mode of transport is essential for small or remote locations for the transport of agricultural and commercial products to and from regional markets and growth centres, especially during the monsoon and flood season.	For unorganised sector, there is no mention in the approved 11th Plan document of Planning Commission. However, in the report of the Working Group on IWT, a scheme for un-organised sector (for modification/mechanisation of country boats) was proposed.	For unorganized sector IWAI has proposed a special scheme for providing 50% financial assistance for mechanization and up gradation of country boats. This scheme will be operationalised in 2011-12. Inland Vessel Building Subsidy Scheme should be modified to include procurement of vessels (both cargo & passengers) for all the rivers of NER and not only NWs.		IWAI, DoS, MoC and MoAg.	2008-09		2008-09	
						2009-10		2009-10	
						2010-11	10%	2010-11	1.00
						2011-12	30%	2011-12	14.00
						2012-13	60%	2012-13	30.00
						Sub total	100%		45.00
9	<u>Technology transfer.</u>								
9.1	Ministry of Shipping/ IWAI to consider deputing a delegation abroad for studying effective methodology for providing night navigation facilities.		Indian rivers are having difficult characteristics of meandering, braiding and large horizontal and vertical water level fluctuations which makes them difficult to provide and maintain standard night navigation facilities like buoys		IWAI, DoS and DoNER	2008-09		2008-09	
						2009-10		2009-10	
						2010-11	10%	2010-11	1.00
						2011-12	40%	2011-12	4.00

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			and shore beacons. Further, these are also subject to theft. Hence IWAI is now providing combination of buoys, beacons, country boats with lights and DGPS stations to provide 24 hrs navigational aids. Teams of technical officers of IWAI will visit countries e.g. China, Europe, USA and Brazil to study night navigational aids as well as terminal facilities and river training works for identifying suitable system for Indian conditions and getting technology transfer for adopting the same.			2012-13	50%	2012-13	5.00
						Sub total	100%		10.00
								Grand Total	1173.00
									(including cost of Barak @ Rs.108 crore)
@	As per approved 11th Plan document of Planning Commission (available at their website) total GBS for DoS is only Rs 1000 cr out of which 10% (or Rs 100 Cr) will be allocated for NER. Out of this, IWAI has already spent Rs 52 cr in NER during 2007-08 and 2008-09 Hence balance available during last 3 years of 11th Plan is only Rs 48 cr. Plan outlay for Kaladan project if any has to be indicated by MEA.								
#	Amount indicated in this column are not actual allocation but the requirement/estimated cost. For allocation see @ above.								