

MONTHLY UPDATES ON NATIONAL INLAND WATERWAYS OF INDIA

UPDATE-7
March 2019

This update covers the following:

- [Experts highlight detrimental impacts of inland waterways program on the Gangetic Dolphins](#)
- [Inland waterways become part of Nepal-India Trade and Transit Treaty; Experts from Nepal start feasibility study of inland waterway on river Narayani \(Gandak in India\)](#)
- [Nitin Gadkari declares inland waterway on river Betwa in Madhya Pradesh](#)
- [Government approves Strategic Disinvestment of 100% GOI shares in Dredging Corporation](#)
- [Barge movement starts on Kottayam-Kochi inland waterway](#)

1. Experts highlight detrimental impacts of inland waterways program on the Gangetic Dolphins.

Cargo movements have started on National Waterway-1 on river Ganga. While recent inland water transport on river Ganga has been labelled as a watershed movement by many, Experts from Bihar highlight the detrimental impact of large scale commercial navigation on inland waterways on aquatic ecosystem, especially for the Gangetic Dolphins.

“Dolphin researchers Prof RK Sinha, who got Padma Shree in 2016, and Prof Sunil Kumar Choudhary of Tilka Manjhi Bhagalpur University, said that ship movement would certainly have an impact on the river ecology and the Dolphins, which have just started showing signs of stabilization. They warn against Yangtze river situation, where Dolphins became extinct in 2006 due to heavy traffic.”

<https://www.hindustantimes.com/patna/scare-for-dolphins-as-ganga-gets-ready-for-cargo-ships/story-Aqi7N9uzSRvsgHNOqUbhKO.html>

Read more at <https://sandrp.in/2016/10/19/turning-blind-eyes-do-we-care-for-river-dolphins-or-their-habitat/>

2. Inland waterways become part of Nepal-India Trade and Transit Treaty; Experts from Nepal start feasibility study of inland waterway on river Narayani (Gandak in India)

“India has agreed to incorporate Nepal’s proposal to extend inland waterway facilities up to its nearest navigation points in the bilateral trade and transit treaties for third country trade via India.

A Nepali technical team had earlier held a meeting in Kathmandu to prepare a proposal on the inland waterways route in Nepal to connect with India. The technical team had identified Sahibgunj

and Kalughat routes via Haldia port as the most viable routes for inland waterways transit between the two countries and decided to propose the same with the Indian side. As per Nepali findings, any third country cargo will navigate via Haldia port to Sahibgunj and Kalughat and will park them there. Then the Nepal-bound cargos will ferry them via land route to Raxaul and Jogbani.

India has also agreed to provide its two sea ports to Nepal—Dhamra in Odisha and Mundra in Gujarat—for third country trade. As of now, Nepal has been using Haldia, Kolkata Visakhapatnam in Andhra Pradesh. The new agreement means Nepal can use four Indian sea ports for third country trade. “

<http://kathmandupost.ekantipur.com/news/2019-03-20/inland-waterways-become-part-of-nepal-india-trade-and-transit-treaties.html>

<http://kathmandupost.ekantipur.com/news/2019-03-05/nepal-prepares-wishlist-for-transit-treaty-talks-with-india.html>



“Experts from the Ministry of Physical Infrastructure and Transport have started a feasibility study in Nawalparasi to operate ships in Narayani river. A 17-member team led by Belbase and an Indian technician team led by Prawir Pandey conducted a field inspection at Tribeni. Belbase said that the team has plans to construct a terminal near Thokar Number-12 below Tribeni barrage and also near Kawasoti area. The team conducted a field inspection in Gandak barrage and its vicinity. According to Belbase, the team will also conduct a feasibility study in Koshi barrage area next week. After conducting feasibility study in Narayani and Koshi rivers, the team will prepare a report in Kathmandu.”

1 IWAI delegation near Gandak Barrage for inspection on NW-37.

Source: [IWAI](#)

<https://kathmandupost.ekantipur.com/news/2019-03-06/experts-conduct-feasibility-study-in-nawalparasi-for-inland-waterways.html>

3. Nitin Gadkari declares inland waterway on river Betwa in Madhya Pradesh

In a programme organised at Craft Mela Maidaan in Jhansi, Shri Nitin Gadkari declared inland waterway of 550 km on river Betwa. He declared the waterway on river Betwa on behalf of his Ministry. He asked the concerned departments to prepare the Detailed Project Report for this waterway.

https://www.hindi.nyooz.com/news/kanpur/betwa-river-is-declared-waterway-to-promote-tourism_367289/

4. Government approves Strategic Disinvestment of 100% GOI shares in Dredging Corporation in favour of Visakhapatnam Port, Paradip Port, Deendayal Port and JNPT

“The Government accorded approval for Strategic Disinvestment of 100% GOI shares in DCIL in favour of consortium of 4 ports, namely, Visakhapatnam Port Trust, Paradip Port Trust, Jawaharlal

Nehru Port Trust and Deendayal Port Trust (formely known as Knadla Port Trust). The share purchase agreement was executed between GOI and the four ports on 8.3.2019.

Dredging Corporation of India Limited (DCI) on 29th March, 1976, was incorporated as wholly owned Government of India Undertaking with the primary objective of catering to the dredging requirements of Indian ports. DCI was initially incorporated as a 100% Government owned Company. The GOI disinvested 1.44%, 20%, 5% and subsequently 0.09% (employee offer) of its share holding in the Company in the years 1992, 2004, 2015 and 2016 respectively. After these disinvestments, the shareholding of the Government of India is 73.47%. The Company undertakes Capital Dredging, Maintenance Dredging, Beach Nourishment, Land Reclamation, Shallow water Dredging, Project Management Consultancy and Marine Construction for Major Ports, Indian Navy etc.”

PIB release, Ministry of Shipping, <http://pib.nic.in/PressReleaseDetail.aspx?PRID=1568389>

5. Barge movement starts on Kottayam-Kochi inland waterway (NW-3 and NW-9)

“A 240-tonne barge operated on the 85-km Kottayam-Kochi inland waterway on Friday, signalling the movement of export-import cargo through National Waterways IX and III. The vessel, operated by the Kottayam port, took about seven hours to cover the distance between Kottayam and the Vallarpadam container transshipment terminal. Being the first trip, the barge proceeded slowly as water hyacinth and other vegetation on the waterway had to be cleared using weed harvester.”



2 Containers being loaded at Vallarpadam terminal onto the barge. Source: [The Hindu](#)

<https://www.thehindu.com/news/national/kerala/cargo-movement-begins-on-waterway/article26475814.ece>