

**GOVERNMENT OF INDIA
SHIPPING
LOK SABHA**

UNSTARRED QUESTION NO:5355
ANSWERED ON:13.12.2010
NATIONAL WATERWAY-3
Dhanaplan Shri K. P.

Will the Minister of SHIPPING be pleased to state:

- (a) the present status of Kollam to Kottapuram stretch of National Waterway-3 (NW-3) Kerala;
- (b) the details of the role of the State Government in developing and utilising the route and
- (c) the reasons for the delay in utilising the path?

Answer

MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI MUKUL ROY)

(a): Development of National Waterway-3 (NW-3) between Kollam and Kottapuram has the objectives of (i) Development of navigable channel of 32 m. bottom width and minimum 2 m. depth for operation of economical size of cargo barges (ii) Provision of aids for 24 hours navigation and (iii) Setting up of terminal facilities at various important locations along the waterway for loading and unloading of cargo. While the above developmental works are undertaken by Inland Waterways Authority of India (IWAI) under Central Plan funds, operation of IWT vessels rest with private sector.

Out of the total route length of 205 kms of NW-3 (including Champakara & Udyogmandal canals), 24.00 kms (19.50 kms between Alappuzha & Kollam and 4.50 km between Kochi & Kottapuram) remain to be dredged to achieve the required width and depth all throughout. The capital dredging in the Alappuzha-Kollam stretch is in progress through contract. So far an estimated 26.33 cu. m. of capital dredging has been completed in NW-3 and the estimated balance quantity to be dredged is 14.00 lakh cu. m. Works are scheduled to be completed by January, 2013.

The dredging operations suffered considerable delay on account of non availability of adequate space along the banks of the canal for disposal of dredged materials, objections frequently raised by fishermen and other stake holders of the waterway against dredging operations, necessitating long drawn processes to resolve the problem, high incidence of litigations against the NW-3 works of the Contractors appointed by IWAI and difficulty in proceeding with the dredging works as per planned time schedules of IWAI on account of certain provisions/powers vested with the local Panchayats with regard to disposal of dredged materials and the long processes associated with the same.

So far, 14.67 km. of bank has been provided with permanent bank protection. In the canal sections under widening between Alappuzha and Kollam also, bank protection is being provided.

24 hours navigational aids have been installed in the entire stretch of National Waterway-3.

It is envisaged to construct Water Transport Terminals at 11 locations along NW-3. Out of this, seven have already been constructed at Kottapuram, Aluva, Maradu (Kochi), Vaikkom, Cherthala (Thanneermukkom), Thrikunapuzha and Kayamkulam (Ayiram Thengu). A terminal suitable for handling containerized cargo at Kollam is at an advance stage of completion. Funds for construction of a terminal at Alappuzha has been approved. Construction of two more terminals respectively at Bolgatty Island and Willingdon Island in Cochin Port Trust area to provide connectivity between NW-3 and International Container Transshipment Terminal (ICCTT), Vallarpadam have been completed. These terminals will have LO-LO (Lift on – Lift off) and RO- RO (Roll on – Roll off) facilities.

(b): Capital dredging work often gets suspended for want of suitable dumping sites and resistance by local public. The State Government has to assist IWAI in providing suitable dumping sites for the dredged material along the waterway, and removing obstructing fishing nets in an expeditious manner. State Government has to accord priority for relocation of public utilities like water pipeline, power line, telephone cable etc. across the waterway by concerned agencies of the State Government to facilitate smooth execution of works on NW-3. As regards utilization of the waterway, the FACT units at Ambalmugal & Udyogmandal, the Kerala Water Authority (KWA) and the Travancore Cements are the principal organizations using NW-3 in a regular manner for cargo transportation as on date.

Various industries/State Public Sector Undertakings located along the NW-3 like Indian Rare Earths Ltd., Kerala Minerals and Metals Ltd. etc. have to take a conscious decision to transport their raw materials and finished products to the extent possible by water transport. The State Government can take a lead in the matter and issue necessary directives to the industries to promote utilization of NW-3.

(c): All sections of the NW-3 are being used to a reasonable extent according to the prevailing physical parameters of the waterway and commercial scenario of the State. With the modern aids to navigation and safe channel provided by IWA, the safety and efficiency of all traditional users of NW-3 path like ferry boats, tourist boats, country crafts and fishing boats have improved. However, there is much more potential for cargo transportation in NW-3 which may be harnessed only with the help of policy initiatives by the State Government to dedicate certain cargo to the water transport mode. Enhanced utilization of the waterway is feasible once the remaining capital dredging and widening works are completed.