

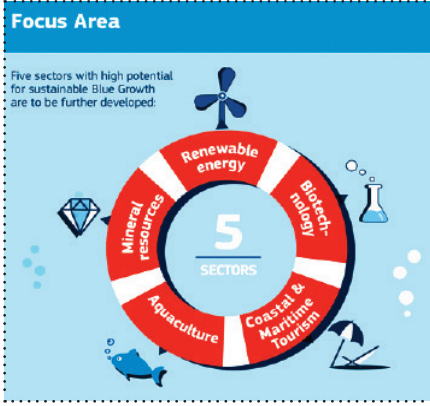
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"If the highest aim of a captain were to preserve his ship, he would keep it in port forever" - St. Thomas Aquinas

Blue Economy - Wave 79

(Series on "Blue Economy" By Capt. Gajanan Karanjikar)



Capt. Gajanan Karanjikar, Blue Economy Social Activist & Multi Modal Logistics Expert

Blue Economy and National waterways : (cont..)

Strategy to increase the traffic and Goods carriage: (Part -1)

Being now at the centre of the role of developing Maritime India the Inland waterway shoulders a great responsibility and needs to think really out box to hand hold its aspiring stake holders. These stake holders may not anything about the water transport but for them being local makes lot of sense as they have grown their businesses around the river. This is exactly the China's strategy when they made their waterways fruitful to now augment 47 % of the country's cargo transport.

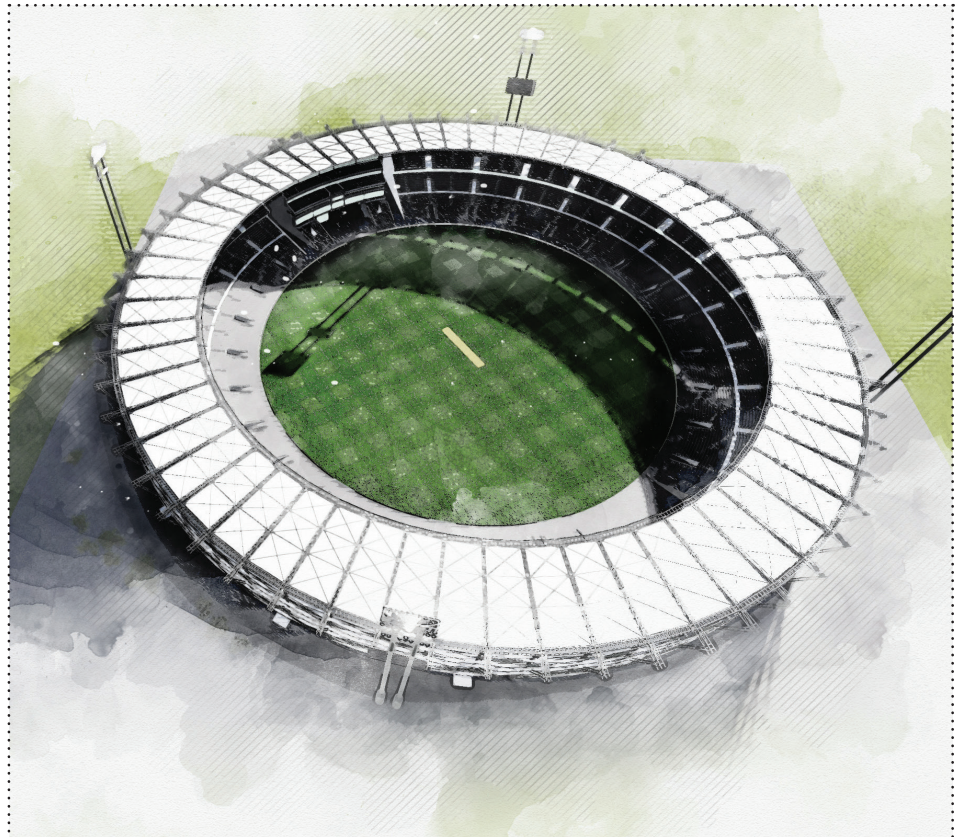
Navigation in rivers, lakes and other water bodies by smaller vessels connecting places not far from each other has been around for centuries, and been the mainstay of our inland waterways. In a few cases, especially near ports and coastal areas, this has also evolved to large-scale, commercial shipping. The national waterways project now intends to create such large-scale, commercial shipping and navigation systems in all these 111 waterways out of which 34 have been found quite viable. These are expected to realise the potential of cargo and passenger traffic, including tourism and cruise, offer seamless

connectivity at lower per-unit cost and make transportation more efficient.

The National Waterways Act mandates the Central Government to regulate these waterways for systematic and orderly development of shipping and navigation activities. Spread across the Eastern, Western, Southern and Central regions of the country, these waterways cover nearly 15000 kilometres across 24 states and two union territories. They include the country's 138 river systems, creeks, estuaries and related canal systems, and can be utilised as a channel to move passengers and cargo within the country and to the neighbouring countries.

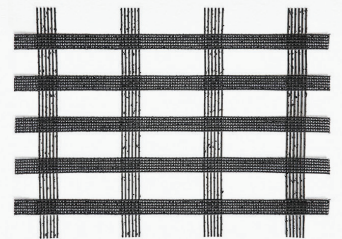
But the most important part of this transport would be the forward and backward linkages. It is these linkages which will help in penetrating deep in economy as these linkages also will connect the Inland water transport to land based activities. There is a huge potential of creating a virtuous cycle, which would not only add more elements to the water transport but also more players which are local and from other sectors of economy.

The waterways are also proposed to be linked to the eastern and western Dedicated Freight Corridors (DFCs), as well as the Sagarmala Project, which aims to promote port-led direct and indirect development. The linkages are being planned in a manner such that commodities and cargo can be swapped/shifted from and to the waterways, the DFCs and road transport. The inland waterway in its full scope is conceived as part of an ambition to link several big infrastructure projects.



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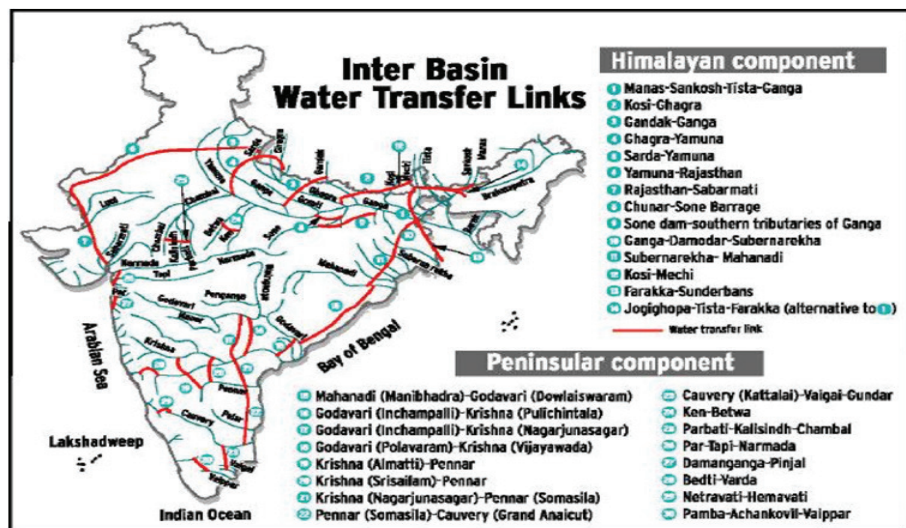
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Source: National Water Development Agency