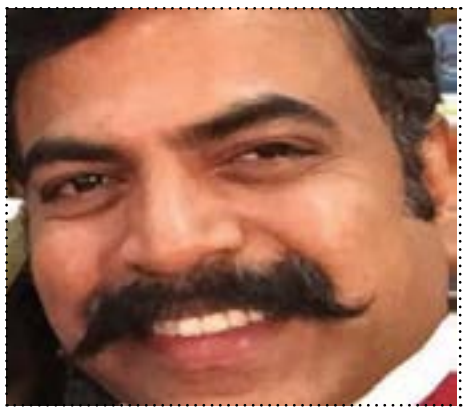
"If the highest aim of a captain were to preserve his ship, he would keep it in port forever" - St. Thomas Aquinas

Blue Economy – Wave 76

(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....)

Inland waterways possibly represent thebiggest intervention in our rivers, second only to large dams.

While navigation in rivers, lakes and other water bodies has been around since centuries, this hasbeen more in the form of smaller vessels, connecting places not too far from each other. In somecases, especially near ports and coastal areas, this has evolved to more large-scale, commercialshipping. The national waterways project now intends to create such large scale, commercialshipping and navigation systems in these 111 waterways. These are intended to realise the potentialof cargo and passenger traffic, including tourism and cruise. In spite of five waterways beingdeclared as national waterways many years back (NW 1 was declared in 1982), the development ofinland water transport has been slow in the country. Inland water transport in India has only 0.5%modal share; China 8.7%; USA 8.3% and Europe 7%.4 The new plans hope to change this.

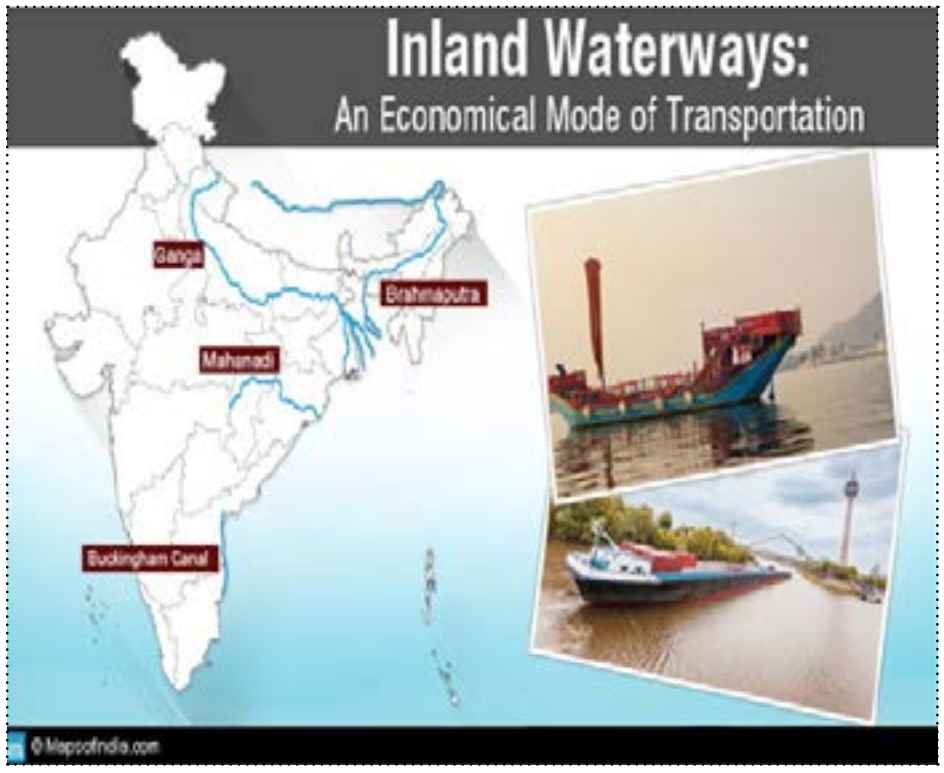
Advantages of Waterways

Several advantages are put forward for such waterways. The most important advantage is that it isfuel-efficient compared to the other modes of transport, rail and road. For example, the IntegratedNational Waterways Transportation Grid Study statesthat one litre of fuel will move 24 tonsthrough one kilometre on road, 85 on rail and 105 kms on inland water transport. The NationalWaterways Bill, 2015 tabled in the Parliament mentioned that

"…inland water transport is recognised as fuel efficient, cost effective and environment friendly modeof transport, especially for bulk goods, hazardous goods and over dimensional cargos. It also reducestime, cost of transportation of goods and cargos, as well as congestion and accidents on highways."

Other advantages mentioned are that the waterways will "help create seamless interconnectivityconnecting hinterlands along navigable river coasts and coastal routes" and that "riverine routes are

likely to play a crucial role in connecting the north-eastern states to the mainland."



Pic Courtesy: Mapsofindia

However, these advantages are neither unqualified, nor automatic. They will manifest only whencertain conditions are met, and only under certain circumstances. For example, a report on thesector development strategy and business development for capacity augmentation of Waterway 1

(Ganga waterway)notes:

"In respect to operating costs per ton-km, IWT [Inland Water Transport] shows the lowest costs compared to rail and especially road. However, this cost argument has to be put into perspective, as it is generally true for single mode carriages but not for door-to-door transports including cargo transfer and pre/end haul. The total cost advantage of IWT depends much on the length of transport on waterways and the distance of the consignee to or from the transfer point. Finally, there are different types of transfer needs, closely related to the commodity as well as to port facilities and these result in different costs. In unfavourable situations the costs of transfer are double the waterway transport costs…

"Among the most visible weaknesses of IWT are the low transport speed and its limited area of operation, depending on the infrastructural premises and depth of the waterways. Moreover, there are only very few cases in which IWT can offer door-to-door transport of cargo. Possible related threats for IWT include operational disruptions due to weather."

Thus, the extent of the advantage offered will vary case by case, and hence, advantages may not always outweigh the cost. Each waterway would need to be assessed on its own situation and circumstances.

Ambuja Cement introduces green fuel on captive ships

NEW DELHI
Sagar Sandesh News Service

Switching to bio-diesel will reduce CO2 emissions from shipping lines by 25 per cent, which in turn will strengthen India's ability to deliver on its commitment made under the Paris Accord.

Ambuja Cement said it has successfully completed sea trials of using soya extract-based biofuel in two of its cement carriers — Ambuja Mukund and Ambuja Vaibhav.

This makes Ambuja Cement not just the first Indian company to move towards the decarbonisation of the country's coastal shipping lines but also advancing its focus on two of its strategic priorities: innovation and sustainability.

The sea trials were conducted with the approval of Directorate General of Shipping and Indian Register of Shipping

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The sea trials were conducted with the approval of Directorate General of Shipping and Indian Register of Shipping. DGS has approved biofuel trials on the remaining fleet of Ambuja Cements that are mostly deployed on Indian coastal routes.

With the successful trials, Ambuja Cements has also helped India deliver on its promise to decarbonise the global shipping industry, a commitment made under the International Maritime Organisation's Norway Green Voyage 2050 Project.

India is among a small group of 11 nations that are part of this environmentally significant global project.

"Our efforts in introducing green fuel in our ships will significantly contribute towards the reduction of GHG emissions that will help achieve our parent LafargeHolcim's sustainability vision of net zero pledge 2030," said Mr. Neeraj Akhoury, CEO India for Lafarge Holcim and Managing Director & CEO of Ambuja Cements Ltd.