



Smart Logistics Summit

Organised By

Maritime Gateway

Session : Coastal Shipping and Transshipment

Amlan Basu
Director

AVS RIVERLINE PVT LTD
27th February'2018, Kolkata

Advantage Waterways

- Economic
- Fuel-efficient,
- Environment friendly and
- Easing traffic congestion on roads and railways
- Preventing loss of human lives due to accidents



Explore possibilities for Techno Commercial Advantage

- Energy Efficiency
- Low pollution
- Commercial Advantage



Protocol on Inland Water Transit and Trade (PIWTT)

The existing protocol routes are :

- Kolkata-Pandu-Kolkata,
- Kolkata-Karimganj-Kolkata,
- Rajshahi-Dhulian-Rajshahi and
- Pandu-Karimganj-Pandu.



Vessel Route Under IWAI Protocol





Coastal Shipping Agreement SOP

signed on 1st December'2015

Between

India and Bangladesh

BANGLADESH
River Map



INDIA
Kolkata / Haldia

DHAKA
ICT PANGAON

Sandwip

Chittagong Port

0 24 48 Km
0 24 Miles

Copyright © 2012-13 www.mapsofworld.com
(Updated on 13th December, 2012)



Riverline / AVSRL **Offering**

**First Ever Regular Container Feeder Service
Between Kolkata Port to ICT Pangaon, Dhaka**

as Pioneer Operator of the Trade
successfully operating for more than one year

Location of Pangaon ICT

Bank of Buriganga River at Pangaon in South Keraniganj, near Dhaka.

Details about Pangaon ICT

- ❑ Length of the Jetty
 - **180 m** (Two ships length of 70-75m can take berth at a time)
- Width of the Jetty
 - **26 m**
- ❑ Total Yard Area
(Within the boundary wall)
 - **55,000 Sq. m.**
- ❑ Total area of van pool
(Overflow yard)
 - **9100 Sq.m.**
- ❑ Container holding Capacity
of yard
 - **2400 TEUS**
- ❑ Container Freight Station
(CFS) area
 - **5815 Sq.m.**
- ❑ Reefer Plug-in point
 - **48 nos.**



Pangaon Terminal Equipment Description

Mobile harbor Crane	– 1 nos.
Straddle Carrier	– 2nos.
Forklift	– 4nos.
Tractor trailer	– 2nos.
Cargo Lifting Crane	– 1 nos. of 10 ton capacity.
Cargo Lifting Crane	– 1 nos. of 20 ton capacity



New Coastal Route



Transit cargo movement via Ashuganj, Bangladesh

Via Akhuara border to Agartala, Tripura to connect the 'Seven Sisters' through Coastal route



BANGLADESH-INDIA PROTOCOL ROUTES



Some Source to worry

- **Lack of return cargo –**
 - Trade imbalance, if Transshipment cargo is not allowed as return cargo from Bangladesh
- **Regulatory -**
 - Difficulties of Indian flag Ships to operate for various reason
- **Construction –**
 - Time as well as commercial constrain to develop custom built fleet in India
 - Infrastructure ineptitude for Capacity Building
- **Navigation -**
 - Tide / Night Navigation constrain.
 - Congestion at Ports at times.
 - Difficulties to operate during Foul Season (Monsoon), because of unpredictable rough weather.

Thank You !!

