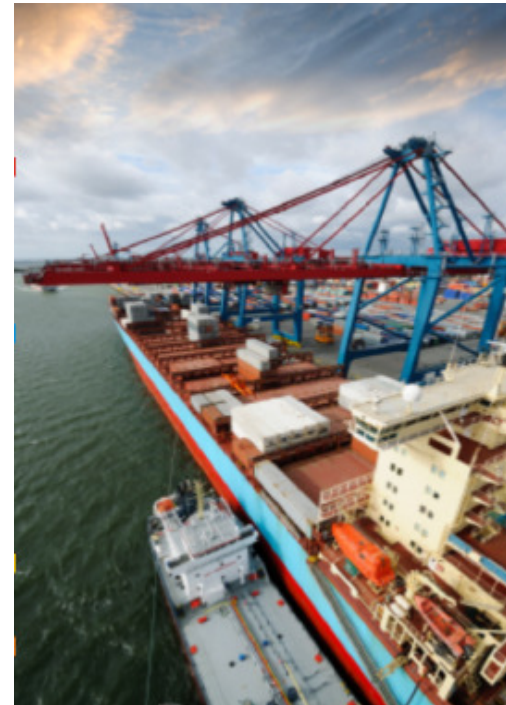


Eastern Region Hinterland – Connectivity and Support Infrastructure



Akhileshwar Sahay

FEEDBACK INFRA
Making Infrastructure Happen

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Making Infrastructure Happen

FEEDBACK INFRA – KNOWLEDGE LEADERS IN TRANSPORT SPACE AND KNOWLEDGE PARTNERS OF THE CONFERENCE

- ISO 9001:2008 certified
- 3 independent Design Centers
- Local presence with regional and project offices across Asia and Middle East

Advisory
Design & Engineering
Project Management

Highways & Bridges



Metro Rail



Airports



Ports



Railways



Logistics



Waterways



10

Ten “**Key Issues**”

in

**Port – Hinterland connectivity along the
Eastern Coast of India**

WHEN WE TALK OF INDIA BECOMING THE THIRD LARGEST ECONOMY THAT TOO TRADE PROPELLED ...

1

- ❖ The country neither has the ports nor the connectivity to reach the dream destination

Monthly throughput of Chinese ports today is roughly the same as the annual throughput of Indian ports and while we struggle to have a few decent ports, China has 2000 ports including its thriving river ports

WHEN TALKING OF THE EAST COAST PORT STORY IT CONTINUES TO BE A ROAD TO NOWHERE ...

2

- ❖ At the start of the current millennium (circa 2000) Gujarat came with a simple maritime agenda - Vision 2020
- ❖ The agenda was that by 2020 Gujarat ports (including Kandla) would handle 50% of the annual throughput of the country

If India has to become the superpower which it has dreams to be, bulk of the raw materials and finished goods have to have their home along the eastern coast. The moot issue is readiness of the thought process and availability of a well charted action plan.

THE FUTURE OF EASTERN COAST PORTS

3

- ❖ The key driver of growth in throughput will have necessarily to be so-called minor or non major ports
- ❖ In an ever increasing pie (and there needs to be a deliberate thrust to increase the same) non-major ports will have to contribute more than 50% of the total throughput in a ten year timeframe

And herein lies the central challenge of providing last mile connectivity on one hand and ensuring seamless through connectivity from the hinterland

THE CONNECTIVITY VACCUM

4

- ❖ The existing ports' connectivity to the hinterland is choked
- ❖ Greenfield ports neither have the connectivity nor is there a policy which works

This is the single biggest problem which existing and upcoming ports have to grapple with to make meaningful contributions

THE STORY OF THREE SISTERS

5

- ❖ Dhamra
- ❖ Paradip
- ❖ Krishnapatnam

Policy and execution paradigm is more designed to ensure how not to make things happen than how to

EAST COAST PORT CONNECTIVITY PROJECTS – LONG LAUNDRY LIST – LITTLE PROGRESS ON GROUND

❖ New projects which remain non starters

Zone	Section	Distance (km)	Nature of work
East Coast	Haridaspur - Paradip	82	New line
East Coast	Angul - Sukinda	100	New line
East Coast	Khurda Road – Begunia	24	New line
East Coast	Begunia - Bolangir	265	New line
East Coast	Talcher - Bimalgarh	154	New line
East Coast	Lanjigarh - Junagarh	60	New line
South Eastern	Rupsa - Buramara	75	Upgradation to BG
South Eastern	Buramara - Chakulia	50	New line

6

Upgradation projects at the best move at snails pace – ports and shippers either wait for the railway line or where it exists, wait for the wagons

AND WHEN WE COME TO MACRO LEVEL ..

7

- ❖ The mega hinterland connectivity program of eastern freight corridor either remains a still-born baby or in an incubator for perpetuity

Neither the micro level project specific connectivity programs take off nor do the mega projects

AND NO ONE TALKS ...

8

- ❖ For the three possible chains of connectivity – rail, road and coastal shipping - lack of co-ordination and concerted policy and effort is a perennial problem

And it is not only the ports but the growth of a nation which suffers the most – the connectivity infrastructure deficit and lack of proper linkages to ports mean depressing the GDP growth by a percent or SO

A CASE OF POLICY PARALYSIS – RAILWAYS PPP FOR PORT CONNECTIVITY PROJECTS : 1+1 = -2

9

- ❖ Circa 2008 – R3I Policy
- ❖ Circa 2010 – New R3I Policy

Reality check – neither policy nor intent – railway reserves the right as to which of the four modes it will approve for the ports

FROM PORT TO NOWHERE TO PORT TO SOMEWHERE

10

- ❖ National port connectivity policy – an integrated blueprint of connecting all present, upcoming and future ports through a program in the mission mode
- ❖ The funding for connectivity projects not to be loaded on the project cost of ports
- ❖ There are enough innovative financing modes available
- ❖ All de-bottlenecking and new connectivity creation from port to hinterland to be completed within 10 years and it is possible

**Else the dream of Indian century will
wither away ..**

**Thanks for your patience for the
contrarian**