



IWAI Hands Over Kalughat Intermodal Terminal to PPP Operator; Cargo Operations Commence at Haldia MMT under Jal Marg Vikas Project

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The Inland Waterways Authority of India (IWAI) under the Ministry of Ports, Shipping and Waterways, has achieved two major milestones in advancing India's inland water transport ecosystem under the Jal Marg Vikas Project (JMVP) on National Waterway-1.

The **Kalughat Intermodal Terminal** in Bihar has been formally handed over to **SAPL - Summit Alliance Port East Gateway (India) Pvt. Ltd.** for operations and maintenance. Meanwhile, cargo operations have commenced at the **Haldia Multi-Modal Terminal (MMT)** in West Bengal, operated by **IRC Natural Resources Pvt. Ltd.**, with the first consignment of Granulated Blast Furnace Slag (GBFS) from Tata Steel bound for Pandu, Guwahati in Assam.

Together, these developments mark a significant step towards ensuring the sustainable, efficient and professional management of terminals developed under JMVP - furthering the the government's vision of integrated multimodal connectivity, public-private partnership (PPP) and sustainable logistics along the Ganga-Bhagirathi-Hooghly river system.

Kalughat IMT handed over to SAPL

Built by IWAI with financial and technical assistance from the World Bank, the Kalughat Intermodal Terminal (IMT) is strategically located in Saran district of Bihar and designed to handle a wide range of cargo, improving trade and connectivity in the region.

Under the PPP arrangement, SAPL - Summit Alliance Port East Gateway (India) Pvt. Ltd. will operate and maintain the terminal on a revenue-sharing model with IWAI receiving 38.30% of the gross revenue generated from terminal operations. This model ensures a sustainable partnership framework that aligns commercial efficiency with public interest, supporting the long-term viability of the inland waterways ecosystem.



Kalughat IMT in Bihar

Haldia Multi-Modal Terminal Begins Cargo Operations

At the downstream end of NW-1, the **Haldia Multi-Modal Terminal (MMT)** - also developed under JMVP - has commenced its operational journey with the **loading of Tata Steel's GBFS cargo** destined for Guwahati. The terminal, handed over to **IRC Natural Resources Pvt. Ltd.** last month, has a cargo handling capacity of **3.08 million metric tonnes per annum (MMTPA)** and represents a major step in establishing inland waterways as a cost-effective and environmentally friendly logistics corridor connecting Eastern India with the North East.



Cargo Operations at Haldia MMT

Driving the Vision of Sustainable Logistics

Both developments reinforce the Government of India's vision to make **Inland Water Transport (IWT)** a key pillar of India's logistics network. Under JMVP, IWAI has undertaken large-scale capacity enhancement of the 1,390 km stretch of NW-1, spanning Uttar Pradesh, Bihar, Jharkhand and West Bengal through fairway development, construction of multi-modal and intermodal terminals, modern navigational infrastructure and installation of over 60 community jetties for the benefit of local riverine communities.

Chairman In-charge, IWAI, Shri Sunil Kumar Singh stated, "Transferring Haldia MMT and Kalughat IMT to PPP operators marks a major milestone in optimising terminal operations, improving cargo handling efficiency and ensuring better utilisation of assets. This move aligns with the Government's vision of an integrated multimodal logistics network along National Waterway-1, opening new avenues for trade and economic growth across riverine regions."

The transition of both Kalughat and Haldia terminals to PPP-based operations reflects IWAI's continued commitment to operational excellence, infrastructure sustainability and seamless cargo movement. These initiatives mark an important step in strengthening India's inland water transport network and advancing the nation's vision of a greener, more efficient and integrated multimodal logistics ecosystem.

GDH/PN/HK

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