

An Assesesment On Present Scenario Of Inland Water Passenger Transport On Selected Ghats Of Right Bank Of Hugli River

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Abstract:India has an extensive network of river, lakes and canals which upon development can provide an efficient network of inland transport. The wooden boat moves on the river or canal with the least exertion on the part of man. The invention of steam power has further accelerated their speed. So day by day water transport has considerably developed domestically and alternative to other than sport system. On the Hugli river's ferry ghats are under different authorities. In Haora district mainly 3 types authority operated ferry service. Rural area's Ghat is operated H.N.J.P.S.S Ltd, Zila Parisad and local authority those ghat used different types of ferry like motorized boat, wooden boat, vessel, launch etc. In Hugli river's right bank (Haora district) water transport is very much important system. Haora and South 24 Parganas are the ferry service on the Hugli river which helps in the transport of the daily commute from one bank to another, i.e between Haora to Kolkata, Haora to south 24pargana. The paper explains the present scenario of Inland water transport (IWT) on the right bank of Hugli river. The purpose of the research work to highlight the problems ailing the Inland water transport in Haora district. It relies upon both primary and secondary data, people's perception about the ferry system. The perception studies to suggest feasible measures addressing the problem.

This water transport system in Haora district is a huge passenger transport service. Most of the passenger flow or pressure of urban ferry ghat like Haora jetty ghat, Bauria ferry ghat in office time. But in rural area's ferry ghat used for daily commute and various commodities like flower, vegetables, fish, garments, rice, etc transported on Ulubria ferry ghat, Ladlow ferry ghat etc. In this river ferry ghat and ferry service faced a different problem in rural and urban area's. In the following paper give an outlook of present scenario of water transport on Hugli river.

Key words:- IWT, Viable

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I. INTRODUCTION

Indian inland waterways play a vital role in the economic development of remote areas. India has a long history of inland water transport prior to the development of road and railway. It is the most neglected part of the existing transport scenario of India. West Bengal is the one of the few states of India where the inland waterway plays a vital role for passenger and cargo movement.

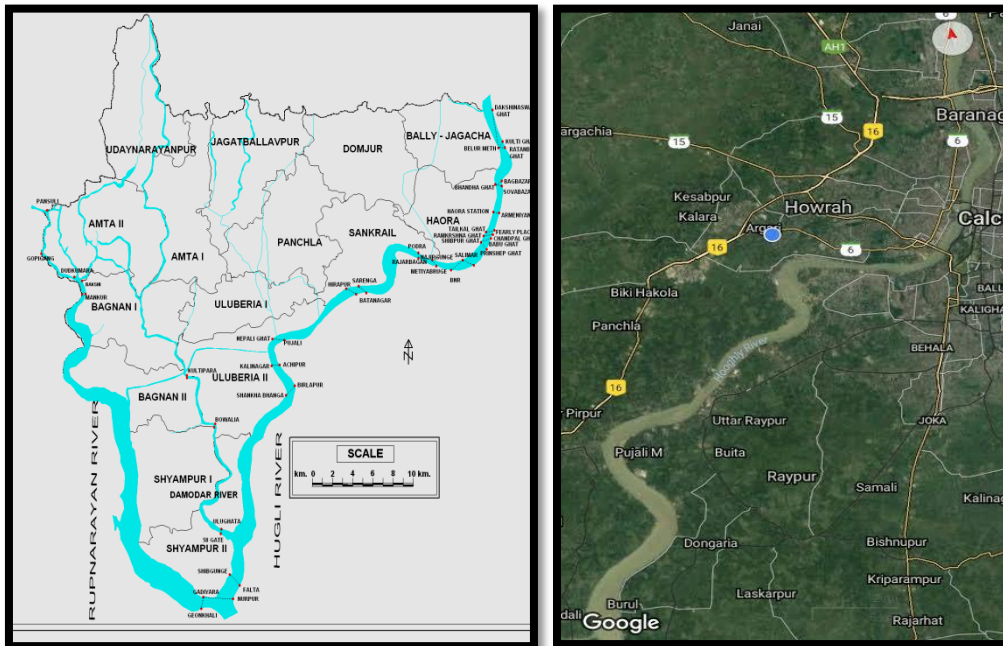
One of the marginalized yet significant modes of urban transport in Kolkata, Haora and South 24 Parganas is the ferry service on river Hugli which helps in the transport of daily commute from one bank of the river to another, i.e. between Haora to Kolkata, Haora to South 24 Pargana or from one place to another on the same bank. Ferry service on the Hugli river began in 1975 and the authority of the Sunderban Lunch Syndicate, but in incurred by the organization led to the formation of Hugli Nadi Jalapath Paribahan Somobay Samity Limited (HNJPPS Ltd.) in 1980. It was a profile organization for inland water transport in Haora District. This system is usually called as alternative transport system. This is cheaper than other modes of transport.

1.1 Location Of The Study Area

The survey was done in the bank of the Hugli river which covered by the right bank of this river on Haora district. This type transport in Haora district is a huge transport service. The survey is mainly based on selected ferry ghats in Haora district. Selected ferry ghats are-

- Haora Ferry Ghat – This ghat is situated in a near Haora station road. This ferry ghat began in 1985. This ferry ghat under HNJSSL. At this ghat 14 big and small lunch ply regularly.
- Najirganj Ferry Ghat – This ferry ghat is under the Hugli Nadi Jalapath Paribahan Samobay Samity (HNJPPSS). This ghat began start in 1994.
- Jhautala to Charial Ferry Ghat – It connects Bauria police station ghat with Budge Budge Jute mill. During office hours lunch service the ghat in 15 minutes and rest time 30 minute interval.

- Bauria to Budge Budge Ferry Ghat – This ghat maintained by HJPPSS Ltd. It is established in 1992. In 1994 it was newly constructed. The time required to reach 10 minutes in Baudge Baudge station.
- Ladle to Pujali Ferry Ghat – This ferry ghat is under the ladle jute mill. At the bargain of this ferry ghat is mainly used in travelling to labor. Since in 2000 this ghat has been used for public travelling.
- Uluberia Ferry Ghat – It was established during the British period. This ghat is nearby Uluberia Thana in 5 minutes. On an average 20 to 30 persons carry on each trip.



Source: prepare by author from Google Earth

1.2 The Objectives Of The Study

Water based transport is fuel efficient environment friendly and cost effective mode of transport and quite relevant considering the recent global changes. It is cheaper than other modes of transport. The objectives of the study are based, in daily passenger transport services in different ferry ghat's of Haora districts. Huge passengers are going to one bank to another bank of the Haora district to the different districts. The main objects of the study area-

- To locate the IWT routes of Haora.
- To Identify the present status of the ferry services selected ferry ghats.
- To explore the potential of the IWT in the district.
- To suggest the future development and effective management of IWT

1.3 Methodology

To achieve the desired result the study was depended on tested methods of surveys and interviews of the passenger of selected ferry ghats on the right bank of the Hugli river. Surveys had been conducted with randomly designed questionnaires, interview methods and several photographs have been snapped out to find out relevant outlook of the research paper. The study method was to be found by field survey of the study area (selected ferry ghats in Haora district). Various information like district map, data collected from Hugli Nadi Jalapath Paribahan Somobay Samity Limited (HNJPPS Ltd.) etc.

1.4 A Statement Of The Problem

In the district Haora, so many ferry ghats, so those ferry ghats cover rural and urban areas. In that case, those ferry ghat is facing different types of problem. In the river Hugli mainly, urban's ghats are authorized and the rural area's are unauthorized ferry ghat. In the rural area's ferry ghats have faced infrastructure problem. In the urban area ferry ghat are facing so many problems, one of the problems is the infrastructure.

1.5 Literature review of the study

According to Prospects for Inland Navigation within the Enlarged Europe (PINE) report on March 2004, the general system characteristics of inland navigation are described while distinguishing advantages and

shortcomings of IWT. Whether a certain characteristic is favorable or not can be derived from a comparison with competing modes. M. Svetlana et al writes on their research paper 'European policy for the promotion of inland waterway transport: A case study of the Danube River' on February 2011, the analysis of the waterway transport on Danube River and its aim is to point out the facts, based on which it will be possible to predict further directions of sustainable transport development on the most important waterway of Europe. Nagabhatla N. and Jain P. explain their paper 'Assessing the Potential Role of Inland Water Navigation for Green Economy' on 2013, the authors explore transport and trade as two broad service sectors of inland water resources. On the other hand, an attempt is made to link the services from this sector with the evolving understanding of Green Economy.

The second section presents a comparison of the river transportation system with surface road-rail network to explain prospective contribution of IWT for green economic growth. Joseph Y. to explain his research paper, 'Study on Inland Water Transportation in Kochi City Region', on 2012 highlight the problems ailing the water transportation sector in Kochi. The study seeks to highlight the many hurdles faced by the very people for whom the water transportation system of Kochi is meant.

1.6 Problems Identified

In Haora district ferry ghats are divided into two parts, rural area and urban area. So those areas faced different problems in different way. So those problems are-

- a. In urban area the huge pressure of passenger. At the office time it is a big problem. But in rural area are not facing those problems.
- b. In the rural area's ferry ghats are no jetty. It is a big problem to ferry travel. But in urban area's not facing the same problem.
- c. At the time of the rainy season, the high flow of water broken many jetties in a suburban area. Bauria-Budge Budge ferry ghat collapse during heavy rain.
- d. Rural area's ferry travelling in a wooden boat. It is a big problem for travelling time. But in urban area's ferry ghats travelling in lunch and motorized boat.
- e. Shallow water during dry season result of difficulty of lunch movement.
- f. Some areas are prone to bank erosion leading to the siltation.
- g. Water pollution interfering with the functioning of motors for lunch movement.

2.1 Present Scenario

An inland water transportation system of Haora district is operated by the Zila Parisad. The ferry services of this district have been run by motorized country boat, but rates of fare are not fixed. Some of the ferry services viz. on the Damodar and the Rupnarayan river courses, are maintained through Zila Parishad by Neelam Duk (auction) and operated by ghat agents. HNJPSS Ltd. also maintains and controls the operation of few ferry services (launch) from Haora station, ferry ghat to various destinations of Kolkata and two 24 Parganas. WBSTC runs ferry services between Haora Station Jetty and Shipping Corporation. The Indo-Swiss Company operates between Bandhaghat and Ahiritola.

2.2 Main Findings

Undoubtedly ferry services of Haora district have the potential to reduce passenger on land. In this context, the location of river Hugli provides a prime opportunity for the both rural and urban passengers to use this waterway for their movements. This ferry service helps to reach easily at the Haora railway station from Kolkata by avoiding the passenger and traffic congestion on Haora Bridge. It is an economic and a profitable mode of travel and for amusement purpose. Through the primary survey, it is very clear that 15% commuters use the ferry service for study purpose, 10% of service purpose, 12% of family purpose and 13% for other purpose (fig. 1). Among the rural areas of the district, Zila Parishad maintains 52% ferry ghats. HNJPSS Ltd. Maintains 32% ghats and others (i.e. Panchayet Samiti) maintains the rest (fig. 2). Maximum percentage of availability of ferries per day in Bauria ferry ghat (60%). After that Haora ferry ghat (48%), Najirganj ferry ghat (40%), Chengail ferry ghat (25%) and Uluberia ferry ghat (24%) (fig. 3). But all the ferry ghats are facing different types of problem. Among the selected ferry ghats, 20% ghats are facing high pressure of passengers. 15% of ghats are unlike for security problem, 8% ghats contain very poor infrastructure (lack of urinal, proper jetty ghat, any other refreshment etc.) and 10% problems arise from the ferries (poor condition of ferry, availability of ferry etc.).

However, in the decades after independence the importance of this mode of transport has declined considerably with the expansion of roads and railway. Through the above ferry travelling various commodities like flower, vegetables, fish, garments, rice etc. are transported to different places. In rural areas this system is very poor in the district, especially in remote areas.

2.3 Limitation of the study

Before the survey and after being mainly as to write something, so researcher had some limitation of the study as following – firstly, lack of plains in before survey time. Secondly, at the time of survey miss guide of the help of passengers, but some of them very much help to the researcher. Thirdly, after all most of all the ferry services authority do help but some authority can not help something.

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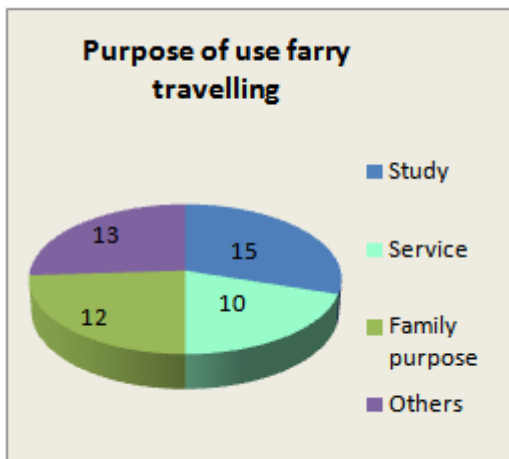


Fig. 1

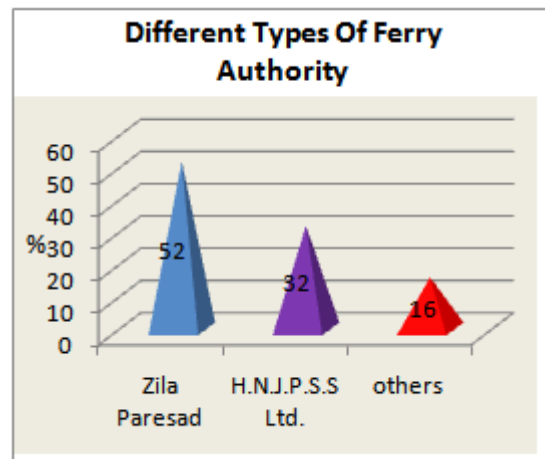


Fig. 2

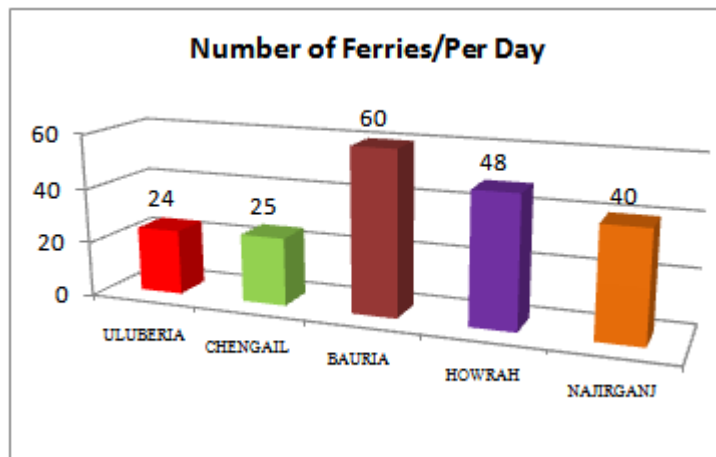


Fig. 3

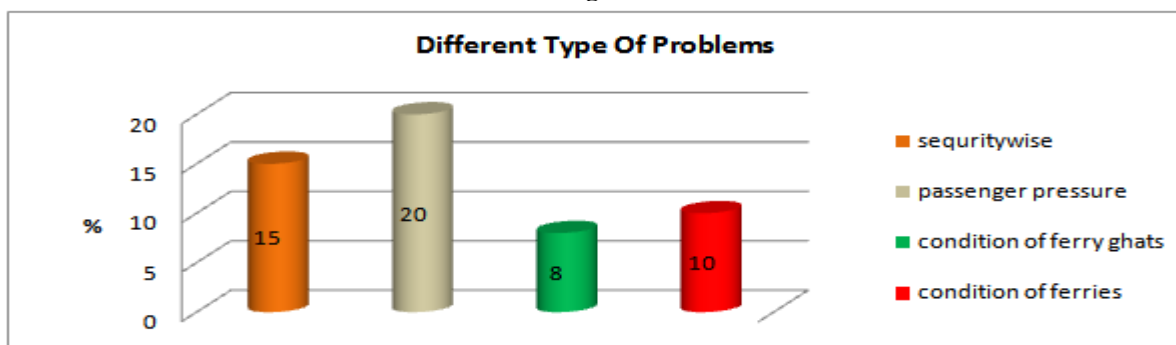


Fig. 4

Sl. No.	Name of ferry ghats	No. of ferries	Fare Rs.	Nature of IWT
1	Bansberia	1	2	Boat
2	58 Gate-Burul	3	6	Motorized boat
3	Sibghat-Budgbudg	10	6	Lunch
4	Garhchumuk	1	2	Motorized boat
5	Bouriathanaghat-Jhautalaghat	3	3	Motorized boat
6	Nepalighat-Pujali	3	3	Motorized boat
7	Kalinagar-Achhipur	3	4	Boat
8	Uluberia thana-Birlapur	3	4	Boat
9	Gadiarah-Geokhali	3	6	Wooden lunch
10	Gadiarah-Nupar	3	6	Wooden lunch
11	Nazirgang-Mateaburuj	4	4	Lunch
12	Podra-Rajabagan	3	3	Wooden lunch
13	Hirapur-Nungi	2	3	Boat
14	Babughat-Shibpur	2	4	Wooden lunch
15	Babughat-Ramkristapur	3	4	Wooden lunch
16	Bagbazar-Haora	4	4.50	Lunch
17	Haora-fairly	3	4	Lunch
18	Haora-Babughat	3	4	Lunch

* Prepare by author, 2015



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