Business plan of wentainer

The Colombo sea-port lying near India has a capacity of 6 million TEU container. The capacity of the major sea-ports in China is about 10 to 40 million TEU containers. But the total capacity of all the sea-ports in South India lying within the inter-national shipping route is only 3 million TEU containers. As a result for the development of all the sea-ports, Indian Government initiated a project called “SAGAR MALA” project that is meant to inter connect all the ports using feeder ships, rail and road services. Instead of the rail and road services if we use the wentainer system it will be more beneficial and also it can be implemented along the industrial corridor.

The cheapest way of cargo transportation within the country is by using inland waterways. However there are many disadvantages to it which are:

1. Propeller creates a large energy loss.
2. We can’t use low cost fuels like solar energy.
3. Air-water-sound pollution can’t be avoided.
4. Requires large area, volume and money in-order to implement it.
5. Requires large work hours.

The wentainer system can overcome all the disadvantages mentioned above and can also transport cargo easily.

According to the study reports conducted by the world-bank, the railways has a cost of Rs.1.41 for moving one ton of weight through one kilometer distance where as in case of inland-waterways it costs Rs.1.19.due to the following reasons this system can work with (1/10)th the cost required by conventional boat systems.

1. We can eliminate energy loss caused by the propeller.
2. Due to its design fluid friction is reduced.
3. Curb weight is reduced.
4. It can work with solar energy which has low production cost.

If we calculate the cost by this method: (1.19/10)=0.12 Rs. Which is 1/10th cost of the boat/barge system.

With the same amount of land, money ,resources that is required to build a railway system, we can build a wentainer system which is more cost-effective than railways in case of cargo transportation. As a result the payback period is less than that of the railway systems.

We are facing drought throughout the country due to lack of rain, so canals are built to overcome it. We collect the rain water and it is distributed to the places of drought. During the time of industrial revolution in England and many other countries canals were built in order to handover goods and water, for agricultural use, between different places in a cost effective manner, i.e; using wentainer system we can have a cost effective cargo transportation and better distribution of water.

The water which is distributed can be sold at a fee,i.e; one TMC water costs about RS.100 crore in kerala(industrial use),so by distributing water to other states through the wentainer route we can nearly sell about 15TMC water in a yeari.e; 15x10=1500 crore rupees per year which is a benefit.