Competitors

Transportation of cargo is currently done by Roadways, Railway, Waterway, Airway and by pipeline, of these most economical is roadways and waterways. Of the total transportation of cargo 65% is done by roadways,27% by railways and 0.5 by water ways. Even though the energy used for transportation of cargo is less, the cost of construction is greater due to larger area and volume of water required for the waterway. Hence it is often avoided.

Wentainer can be implemented with a cost similar to that of rail-road system and can be operated at a cost lesser than that of railways without any direct or indirect pollution.

Wenatiner also makes it possible for supply of water along the route and also supply of solar energy, making this more attractive.

Wentainer can transport a major portion of cargo which is currently handled by Road-Rail and water ways.

Market analysis

Current capacity of Columbo port is 6 million TEU whereas in china it is between 10 to 40 million TEU for 8 of its ports. However, the capacity of all ports in India together is 3 million TEU even though they are close to international shipping route. At present works are being done to increase this capacity to 12 million TEU.

The current road/rail system is not enough to handle this huge amount of cargo, in order to overcome this Indian government is trying to implement the ‘Sagar mala’ project, aiming to link the seaports using rails, road and feeder ship systems.

If this rail, road and feeder ships are replaced by wenatiner system it will be possible to handle at a lower cost than that of the road, rail and feeder systems.

If the wenatiner system is used to link industrial corridors and/or between states, it will be also possible to handle cargo along with supply of water.