

GOVERNMENT OF INDIA  
MINISTRY OF SHIPPING

RAJYA SABHA

UNSTARRED QUESTION NO. 3967

TO BE ANSWERED ON 2<sup>ND</sup> APRIL, 2018

JAL MARG VIKAS PROJECT ON GANGA RIVER

3967. DR. SANJAY SINH:

Will the Minister of SHIPPING be pleased to state:

- (a) whether Government proposes to initiate a Jal Marg Vikas Project (JMVP) for capacity augmentation of navigation on 1,380 km. Haldia-Varanasi stretch of National Waterway-1 (NW-1) on Ganga river;
- (b) if so, the details thereof and whether Government is planning to introduce passenger liners on the said route;
- (c) if so, the details thereof;
- (d) by when the project will be operational; and
- (e) the plan details of Government towards river transport on river Brahmaputra?

ANSWER

MINISTER OF STATE IN THE MINISTRY OF SHIPPING  
(SHRI MANSUKH L. MANDAVIYA)

(a) to (d): Yes, Sir. Jal Marg Vikas Project is being implemented for the capacity augmentation of navigation on the 1,380 km Haldia-Varanasi stretch of National Waterway-1 (River Ganga) with the technical and financial assistance of the World Bank at an estimated cost of Rs. 5,369.18 crore. Under this project, three multimodal terminals, two intermodal terminals, one new navigational lock, fairway development, River Information Stations, vessel repair & maintenance facilities and Ro-Ro terminals are envisaged for construction. Jal Marg Vikas Project is scheduled to be completed by December, 2022.

Passenger ferry services in National Waterways is within the purview of the respective State Governments. However, in order to assist the State Governments to decongest the cities, IWAI has commissioned M/s MIT and Thompson Design Group, USA to prepare feasibility studies for development of ferry services and identification of locations in Varanasi, Patna, Munger, Bhagalpur, Kolkata and Haldia.

(e): River Brahmaputra from Dhubri to Sadiya (891 km) was declared as National Waterway -2 in 1988. The waterway is being developed with fairway of required depth and width, navigational aids, terminal with mechanized handling facilities for loading and unloading of the goods from the cargo vessels. Inland Water Transport (IWT) related infrastructure namely navigational channel, terminals and navigational aids are being provided by the Inland Waterways Authority of India (IWAI) on NW-2. The details of facilities which have already been created/ ongoing projects on NW-2 are at **Annex**.

1. The following facilities have already been created / constructed on NW-2 (River Brahmaputra):

- Navigational channel with least available depth of 2.5 m between Bangladesh Border - Neamati, 2.0 m between Neamati - Dibrugarh and 1.5 m between Dibrugarh - Sadia/ Oriumghat are maintained.
- Multimodal terminal at Pandu with Low Level and High Level Jetty.
- Ro-Ro terminal at Dhubri with RCC Ro-Ro Jetty.
- Floating terminal at 11 locations on NW-2 i.e. Hatsingimari, Jogighopa, Pandu, Tezpur, Silghat, Biswanathghat, Neamati, Bogibeel, Sengajan, Oakland/ Dibrugarh and Oriumghat.
- Differential Global Positioning System (DGPS) at Dhubri, Jogighopa, Biswanathghat and Dibrugarh for safe navigation.
- Ro-Ro service for providing connectivity between north bank (Dhubri) and south bank (Hatsingimari) of river Brahmaputra. The Ro-Ro service has created a direct link between Assam and Meghalaya enabling trucks/ vehicle to avoid circuitous road route of approx. 220 km through Jogighopa Bridge. The regular Ro-Ro services between Dhubri and Hatsingimari is carried out w.e.f. 01.07.2017.
- Day navigational aids for safe shipping and navigation in entire stretches of NW-2.
- Night navigational aids for safe shipping and navigation in Bangladesh Border – Pandu and Pandu – Silghat stretches of NW-2.
- River Conservancy Works like bandalling and dredging for maintaining navigable depth in shallow location.
- Fortnightly/ Monthly Thalweg Survey in entire stretches of NW-2.
- Regular cargo service on NW-2 is carried out by IWAI through departmental tug and 400 tonne capacity barge (taken from IWT Assam).

2. Ongoing Projects in NW-2 (River Brahmaputra):

- Construction of ship repair facility (Slipway) at Pandu (project cost Rs. 50.76 crore) to facilitate dry docking repairs in NER, as vessels from North East need to be taken to Kolkata for dry docking repairs in absence of ship/ vessel repair facility in NER.
- Channelization of navigational route between Burhaburhi to Hatsingimari in Bangladesh Border – Pandu stretch through Water Resource Department, Govt. of Assam.
- Two more Ro-Ro routes have been identified between (i) Neamati to Kamlabari with length of 12.7 km by waterway which otherwise takes 410 km of travel by road and (ii) Maijan (Dibrugarh) to Sengajan with length of 24.7 km by waterway which otherwise takes 640 km of travel by Road.
- River channel in Brahmaputra is being maintained by IWAI and two CSD and two HSD are stationed in Brahmaputra.