GOVERNMENT OF INDIA
MINISTRY OF PORTS, SHIPPING & WATERWAYS
RAJYA SABHA
UNSTARRED QUESTION NO- 2203
ANSWERED ON- 15/03/2021

FREIGHT TRANSPORTATION THROUGH NATIONAL WATERWAY-I

2203 # SHRI RAM NATH THAKUR:

Will the Minister of **Ports, Shipping and Waterways** be pleased to state:

(a) whether the freight activities in National Waterway-I (Ganga) between Varanasi – Haldia have started;

(b) whether any assessment has been undertaken to ascertain the extent of cost effectiveness of the transportation through waterways in comparison with rail and road mode of transportation; and

(c) the travelling time between Varanasi and Haldia along with the hurdles being faced during this waterway transportation?

ANSWER

MINISTER OF STATE (INDEPENDENT CHARGE) FOR PORTS, SHIPPING AND WATERWAYS (SHRI MANSUKH MANDAVIYA)

(a) Yes, Sir.

(b) As per RITES Report of 2014 on "Integrated National Waterways Transportation Grid", the cost comparison between Inland Water Transport (IWT) mode and other dominant modes of surface transport is as below:

Mode	**Railways**	**Highways**	**IWT**
Freight (Rs./T.km)	1.36	2.50	1.06

The above comparison shows significant cost saving in transportation of goods through Inland Water Transport (IWT) mode.

(c) Travelling time between Varanasi and Haldia for river vessel is approx. between 12 to 14 days. Major hurdles during the sailing of vessels are timely opening of 11 nos. floating cross pontoon bridges erected during non-flood season for crossing of river by public and light vehicles, mostly in Varanasi- Danapur sector.

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