GOVERNMENT OF INDIA
MINISTRY OF PORTS, SHIPPING AND WATERWAYS
RAJYA SABHA
UNSTARRED QUESTION NO-2701
ANSWERED ON 21/12/2021

DEVELOPMENT OF NATIONAL WATERWAYS BY INLAND WATERWAYS AUTHORITY OF INDIA (IWAI)

2701. SHRI NEERAJ DANGI:

Will the Minister of PORTS, SHIPPING AND WATERWAYS be pleased to state:

(a) the year-wise details of budgetary allocation and funds spent on the National Waterway-1 (NW-1) by the Inland Waterways Authority of India (IWAI);

(b) whether the Jal Marg Vikas Project (JMVP), a flagship project undertaken by IWAI has energized economic activities for uplifting the living standard of people along the banks of river Ganga;

(c) if so, the details thereof;

(d) if not, the reasons therefor; and

(e) the steps being taken by Government to develop Waterways in the country?

ANSWER

MINISTER OF PORTS, SHIPPING AND WATERWAYS
(SHRI SARBANANDA SONOWAL)

(a) The year-wise details of budgetary allocation and funds spent on the National Waterway-1 (NW-1) by the Inland Waterways Authority of India (IWAI) since last three years and current year are as here under:

(Rs. in Crore)

Sl.	**Budget Head/Waterways**	**2018-19**		**2019-20**		**2020-21**		**)21-22 uptoNov.-21**	
	Fund allocated (R.E.) & Exp. on NW-1	**R.E.**	**Exp.**	**R.E.**	**Exp.**	**R.E.**	**Exp.**	**R.E.**	**Exp.**
1	O&M on NW-1 (Ganga-Bhagirathi-Hooghly river system)	110.57	211.09	90.66	155.10	62.00	61.68	75.83	41.36
2	Jal Marg Vikas Project on NW-1	420.54	430.92	230.00	461.82	261.50	214.05	295.00	78.82
	Total	**531.11**	**642.01***	**320.66**	**616.92***	**323.50**	**275.73**	**370.83**	**120.18**

*** Excess expenditure met from External Budgetary Resources (EBRs) raised during 2016-17 & 2017-18**

(b) to (d) Jal Marg Vikas Project (JMVP) aims for the augmentation of NW-1 from Haldia - Varanasi. The project outlines vision for providing alternative logistics solutions for transportation of cargo with reduced logistics cost and improved supply chain efficiency. The project also aims at benefiting the hinterlands of NW-1 by IWT connectivity for seamless movement of cargo along NW-1 for improving business efficiency and support for increasing livelihoods and earnings for local populations, local businessman, fisherman community, support in setting up of new commercial establishments, Industries and MSME etc. The Implementation of JMVP evolves ideas for integration of various transportation modes with IWT and it enhances multimodal transportation system to inclined economic growth of the region. The project has potential to attract private sector investments and boost indirect economic activity along its hinterlands. For economic benefits to the farmers, fishermen, traders and public living around the Ganga belt, provision of Rs. 150 crore for establishment of 62 community jetties has been made.

(e) Details of the steps taken by Government to develop waterways in the country are at **Annex.-I**.

Annex.-I

Details of the steps taken by Government to develop waterways in the country

To promote Inland Water Transport in the country 111 waterways (including 5 existing and 106 new) have been declared as National Waterways (NWs) under the National Waterways Act, 2016 which came into effect from 12 April, 2016. Based on the outcome of techno-economic feasibility and Detailed Project Reports (DPRs) of NWs, 25 NWs have been found viable by Inland Waterways Authority of India (IWAI) for cargo/ passenger movement. Developmental activities have been initiated in 13 NWs. The list of 25 NWs is given below:-

LIST OF 25 NATIONAL WATERWAYS FOUND FEASIBLE FOR CARGO MOVEMENT

Sl. No.	National Waterway No.	Details of Waterways	STATES	Status
1	National Waterway 1	Ganga-Bhagirathi-Hooghly River System (Haldia - Allahabad)	Uttar Pradesh, Bihar, Jharkhand & West Bengal	Development taken up with Assistance from World Bank **Jal Marg Vikas Project**
2	National Waterway 2	Brahmaputra River (Dhubri - Sadiya)	Assam	Development taken up as per approved SFC for FY 20-21 to 2024-25
3	National Waterway 16	Barak River	Assam	
4	National Waterway 3	West Coast Canal (Kottapuram - Kollam), Champakara and Udyogmandal Canals	Kerala	Mostly Operational Waterways and development and maintenance work taken up.
5	National Waterway 4	Krishna River (Vijayawada – Muktyala)	Andhra Pradesh	
6	National Waterway 5	Dhamra-Paradio via Mangalagadi to Pankopal	Odisha	
7	National Waterway 8	Alappuzha- Changanassery Canal	Kerala	
8	National Waterway 9	Alappuzha - Kottayam – Athirampuzha Canal	Kerala (Alternate route: 11.5km)	
9	National Waterway 27	Cumberjua River	Goa	
10	National Waterway 68	Mandovi River	Goa	
11	National Waterway 86	Rupnarayan River	West Bengal	
12	National Waterway 97	Sunderbans Waterway	West Bengal	
13	National Waterway 111	Zuari River	Goa	
14	National Waterway 10	Amba River	Maharashtra	Projects at appraisal stage.
15	National Waterway 40	Ghagra River	Bihar	
16	National Waterway 44	Ichamati River	West Bengal	
17	National Waterway 52	Kali River	Karnataka	
18	National Waterway 57	Kopili River	Assam	
19	National Waterway 25	Chapora River	Goa	
20	National Waterway 37	Gandak River	Bihar	
21	National Waterway 28	Dabhol Creek Vasisti River	Maharashtra	Substantial cargo

Sl. No.	National Waterway No.	Details of Waterways	STATES	Status
22	National Waterway 73	Narmada River	Maharashtra & Gujarat	moves in tidal waters/river mouth under respective State maritime board. No interventions are contemplated by IWAI as of now.
23	National Waterway 85	Revadanda Creek - Kundalika River System	Maharashtra	
24	National Waterway 94	Sone River	Bihar	
25	National Waterway 100	Tapi River	Maharashtra & Gujarat	

Steps taken for better and effective water transport

. DIGITAL SOLUTIONS FOR EASE-OF-DOING BUSINESS

• **CAR-D (Cargo Data) Portal:** CAR-D is a web based portal for collection & compilation, analysis and dissemination of all cargo and cruise movement data of National Waterways to the stakeholders.

• **PANI (Portal for Asset & Navigation Information):** PANI is an integrated solution brining river navigation and infrastructure information on a single platform. It provides detailed information of various features of National Waterways and the assets such as fairway, infrastructure facilities, cross-river structures, connectivity at jetties, emergency services for facilitating transportation of cargo.

These solutions increase collaboration across divergent stakeholders, improve organizational consistency, increased resource agility, enhances ownership and accountability for each stakeholder leading to improved management of activities. By having public access to key work being done by IWAI for the sector, will enhance IWAI's standing in the market and will increase trust in the sector.

2. OTHER INITIATIVES FOR GROWTH OF TRAFFIC ON NATIONAL WATERWAYS

1. Revision of Levy & Collection of Fees: Taking ahead the vision of the Government of India to promote Inland Waterways as a supplementary mode of transport, the Ministry of Ports, Shipping and Waterways has allowed waiver of waterway user charges initially for a period of three years.

2. Enhanced regional trade using IWT mode:

a. Addition of new Ports of Call and routes in India and Bangladesh under PIWT&T: With 7 new ports of call agreed to be added on each side along with addition/ extension of waterway routes under PIWT&T between India and Bangladesh, the accessibility of IWT mode for trade between India and Bangladesh is expected to increase and result in growth of traffic on NWs.

b. Inclusion of IWT mode in the Indo-Nepal trade treaty: Inland waterways mode has been agreed for inclusion in the trade treaty between India and Nepal. This will allow Nepal bound cargo (coming from 3rd country via Kolkata port and India's exports) to take waterway up to Sahibganj MMT (Jharkhand), proposed Kalughat terminal near Patna (Bihar) and Varanasi MMT (UP) and further movement to Nepal via road.

c. Trade between Bhutan and Bangladesh: Stone exporters from Bhutan have identified Inland waterways as an alternate mode of transportation considering the benefits associated with waterways mode such as lower transportation cost, larger shipment size compared to road, avoiding congestion on land routes etc. The first movement under supervision of IWAI was successfully executed in July, 2019. This trade using the IWT mode is expected to continue and reach a significant scale in the coming years.

3. Standard Operating Procedures (SOPs) for facilitating the Stakeholders to use Inland Water Transport and access the various information related to National Waterways

The list of Standard Operating Procedures (SOPs) for various National Waterways which are available at IWAI website is as given below:

i. Standard Operating Procedures (SOP) of the Agreement on the use of Chattogram and Mongla Ports for movement of goods to and from India between the Government of the People's Republic of Bangladesh and the Government of Republic of India.

ii. Standard Operating Procedures (SOP) of MoU on Passenger and Cruise Services on the Coastal and Protocol Route between the Government of the People's Republic of Bangladesh and the Government of Republic of India.

iii. Standard Operating Procedures (SOP) for the MoU on use of Inland Waterways for Transportation of Bilateral Trade and Transit cargoes between the Government of People's Republic of Bangladesh and the Government of Republic of India.

iv. Standard Operating Procedures (SOP) for the Movement of Vessels on Protocol on Inland Water Transit and Trade (PIWT&T) to contain the spread of COVID-19.

v. Standard Operating Procedures (SOP) and Check List for Ro-Ro/ Ro-Pax vessel operations on National Waterways.

vi. Standard Operating Procedures (SOP) for Car-D Portal.

4. Ro-Ro/Ro-Pax Service Commenced in Various National Waterways

The Operation of Ro-Ro / Ro-Pax vessels inaugurated by Hon'ble Prime Minster during February, 2021 for the following routes:

1. Neamati and Kamalabari (Majuli) (Assam),
2. Guwahati and North Guwahati (Assam),
3. Dhubri and Fakirganj (U/S Hatsingimari) (Assam) and
4. Wellingdon Island and Bolghaty (Kerala).

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