

GOVERNMENT OF INDIA  
MINISTRY OF PORTS, SHIPPING AND WATERWAYS

**RAJYA SABHA**  
**UNSTARRED QUESTION NO. 956**  
ANSWERED ON 11.02.2025

**DEVELOPMENT OF INLAND WATERWAYS IN BIHAR**

956. DR. BHIM SINGH:

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

- (a) the details of efforts being made by the Ministry for the development and effective use of inland waterways in Bihar; and
- (b) the details of the progress made as on date and future plans to promote freight and passenger transport through waterways on the Ganga River?

**ANSWER**

MINISTER OF PORTS, SHIPPING AND WATERWAYS  
(SHRI. SARBANANDA SONAWAL)

(a) Inland Waterways Authority of India (IWAI) an autonomous organisation under Ministry of Ports, Shipping and Waterways has undertaken implementation of the Jal Marg Vikas Project (JMVP) to augment the capacity of National Waterway - 1(NW-1), the Ganga River from Varanasi to Haldia, which includes the stretch passing through Bihar also to enhance inland water transport efficiency and reliability of the National Waterway-1. Details of projects undertaken for the development and effective use of waterways in Bihar are given at **Annexure-1**.

(b) JMVP has achieved the progress of 64.91 % till January 2025. The details of infrastructure and policy measures to promote freight and passenger transport through waterways on the River Ganga are at **Annexure-2**.

**Details of projects undertaken for the development and effective use of waterways in Bihar:**

The following development projects implemented in Bihar under Jal Marg Vikas Project.

1. Development of Intermodal Terminal at Kalughat - completed.
2. Development of community jetty at 21 locations in Bihar – completed
3. Installation of 1 nos. of Quick Pontoon Opening Mechanism - completed.
4. Fairway development least assured depth (2019 -2024) from Sultanganj – Mahenderpur (74 km) – completed
5. Fairway development least assured depth (2019 -2024) from Mahenderpur – Barh (71 km) – completed
6. Fairway development from (2024 – 2027) Sultanganj – Mahenderpur – Barh (145 Km) – ongoing.
7. Fairway development from (2024 – 2027) Barh – Digha (74 km) – ongoing
8. Fairway development from (2024 – 2027) Digha – Majhawa (95 km) – ongoing.
9. Fairway development for Kalughat access channel (12.5 km) – ongoing
10. Development of National Inland Navigation Institute “IWT Center of Excellence” in Patna – ongoing.

**The details of infrastructure and policy measures to promote freight and passenger transport through waterways on the River Ganga (NW-1):**

(I) Infrastructure measures:

- 49 community jetties, 20 floating terminals, 3 Multi-Modal Terminals (MMTs) and 1 Inter-Modal Terminal (IMT) have been constructed on NW-1 (River Ganga) in U.P., Bihar, Jharkhand & W.B.

(II) Policy Measures:

- Jalvahak Scheme- A scheme for providing 35% incentive to promote the utilization of inland waterways transport sector by cargo owners and for establishing scheduled service for cargo movement on NW-1(the Ganga) and NW-2 (the Brahmaputra) and NW-16 (the Barak) via Indo Bangladesh Protocol Route has been approved by the Government. This scheme is expected to divert 800 million tonne Km cargo on IWT mode, which is nearly 17% of the current cargo of 4700 million tonne Km on NWs. The scheme is at a cost INR 96.42Crore for three years and can be scaled up or modified depending on the success of the scheme. Scheduled waterway cargo service commenced between Kolkata and Varanasi/Pandu using IWAI vessels through Shipping Corporation of India for demonstration effect and to increase trust of cargo movers/owners in the waterway movement.
- Shift of cargo by PSUs : For modal shift of cargo to waterways, more than 140 Public Sector Units have been approached to plan their movement using Inland Water Transport mode. They have been requested to outline their current status of cargo movement through the waterways and their plan for modal shift of cargo. The Ministry of PNG, Co-operation/ Fertiliser, Food & Public distribution, Heavy industries, Steel and Coal have been requested to advise the PSUs under their jurisdiction to utilise IWT mode as far as possible and earmark certain percentage of their cargo for IWT mode keeping in line the MIV targets.
- Integration with Ports: World over, waterways are most optimally utilised if they are linked to ports. Kolkata port offers an opportunity of seamless integration with NW1 and can also help in resolving the problem of multi modality. Therefore, Multi Modal Terminals at Varanasi, Sahibganj, Haldia and Intermodal terminal at Kalughat along with other terminals on NW-1 are being transferred to Shyama Prasad Mookherjee Port, Kolkata for operation and management.
- Digitalisation : To increase ease of doing business in the IWT sector, along the same lines as ‘vahan’ and ‘sarathi’, development of a central data base and portal has been initiated for registration of vessels and crew all over the country. This will facilitate registration of vessels and crew digitally and would also provide accurate status on number of vessels and crew in the country and thus help in planning.
- Cargo Aggregation: The cargo movement on the waterways suffer from problems of multimodality because of lack of industries along the waterways. Therefore, projects for development of cargo aggregation hub – Freight Village at Varanasi and Integrated Cluster-

cum-Logistics Park, Sahibganj have been taken up. National Highways Logistics Management Limited (NHLML), a PSU under the Ministry of Road Transport and Highways has been engaged for development of these Multi Modal Logistic Parks (MMLPs). The work of Rail connectivity for three MMTs has been assigned to M/s Indian Port and Rail Company Ltd. (A PSU under MoPSW).

- Data Collection: There is also a need to reform the system of gathering of data of cargo and passenger movement on the NWs. A study by M/s Ernst & Young has been commissioned to capture the cargo/passenger movement on the waterways and suggest institutional structure to capture the cargo/passenger movement accurately.
- River Cruise Tourism: To promote river cruise tourism, number of meetings with cruise operators have been organised. Based on their feedback, steps like provision of shore power at IWAI terminals, extra berthing arrangements, etc. have been made. New cruise circuits have been identified for operationalization.

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