

GOVERNMENT OF INDIA
MINISTRY OF PORTS, SHIPPING AND WATERWAYS

RAJYA SABHA
UNSTARRED QUESTION NO. 319
ANSWERED ON 21.07.2026

**NATIONAL LOGISTICS POLICY, INLAND WATERWAYS DEVELOPMENT AND
MULTIMODAL CONNECTIVITY**

319. SHRI SHAMBHU SHARAN PATEL:
SHRI SADANAND MHALU SHET TANAVADE:

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

- (a) the year-wise budgetary allocation, expenditure and progress achieved since 2022-23 under the Jal Marg Vikas Project and National Waterways, including State-wise details of operational waterways and projects, especially for Goa;
- (b) the measures taken to promote inland-waterways, coastal shipping and multimodal logistics under the National Logistics Policy, and their impact on cargo movement logistics-costs and connecting ports with inland waterways;
- (c) the measurable outcomes in reducing congestion on road and rail networks, lowering carbon emissions and strengthening the Blue Economy; and
- (d) whether Government proposes an integrated digital cargo platform linking ports, waterways, rail and road to improve logistics efficiency and real-time freight visibility?

ANSWER

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

(a) Year-wise budgetary allocation, expenditure and progress achieved since 2022-23 under the Jal Marg Vikas Project (JMVP) and other projects on National Waterways (NWs) are given at Annexure-I. State-wise operational NWs are given at Annexure-II. There are three Operational NWs in Goa, namely, NW-27 (Cumberjua canal), NW-111 (Zuari River) and NW-68 (Mandovi River) and specific projects thereon are given below.

National Waterways	Project	Status
NW-68 (Mondovi River)	Construction of 4 Jetties	Jetties constructed.

NW-27 (Cumberjua canal), NW-111 (Zuari River) and NW-68 (Mandovi River)	Construction of 10 Jetties	Jetties constructed.
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(b) Measures taken by the Government for promotion of Inland Water Transport (IWT), coastal shipping and multimodal logistics are given at Annexure-III. Due to these measures, the cargo movement on NWs has increased from 18 Million Metric Tons (MMT) in 2013-14 to 218 MMT in 2025-26.

(c) IWT is an alternate mode of transport to the Rail and Road and it helps to reduce congestion in those areas wherever navigable waterways are available. Benefits for movement of per ton cargo by IWT in comparison to Road and Rail in terms of reduced cost and carbon emissions are detailed below:

(i) Economic mode of Transport (at price level of 2014):

Mode	Freight (Rs/TKm)
Railways	1.36
Highways	2.50
IWT	1.06

Source: Railways- Ministry of Railways, Road- TTSS, IWT – IWAI

(ii) More environment friendly mode of transportation

Factor considered	Rates Considered (Rs/TKm)		
	Waterways	Road	Rail
Emission of GHGs	0.0006	0.0031	0.0006

Source: 12th Five Year Plan

(iii) Less polluting mode of transportation

Factors considered	Rates Considered (Rs./TKm)			Source
	Waterways	Road	Rail	
Air Pollution	0.03	0.202	0.0366	Planning Commission : TTS Study
Noise Pollution	Negligible	0.0032	0.0012	Permanent International Association of Navigation Congresses (PIANC)
Soil and Water Pollution	Negligible	0.005	Negligible	PIANC

(d) In order to strengthen multimodal logistics integration through digital platforms, the Government has developed Maritime Single Window (MSW) Sagar Setu as a centralized message

exchanging platform for the maritime sector which is integrated with various stakeholder systems for real-time exchange of vessel, cargo and maritime logistics related information. This platform is integrated with Freight Operations Information System for Railways cargo movement, Unified Logistics Interface Platform for road transport, Indian Customs Electronic Gateway for cargo clearance and other logistics stakeholder platforms to improve cargo visibility, facilitate data sharing, reduce manual interventions and enhance logistics efficiency across various modes of transport. Inland Waterways Authority of India, an autonomous body under the Ministry of Ports, Shipping and Waterways has also developed a digital portal named CAR-D (Cargo Data) Portal which is a web-based portal for collection & compilation, analysis and dissemination of all cargo and cruise movement data on NWs.

Annexure-I

Year-wise budgetary allocation, expenditure and progress achieved since 2022-23 under the Jal Marg Vikas Project and other National Waterways:

Statement of Budget Allocation/Expenditure				(Rs. in Crores)		
Sl. No.	National Waterways (NW)	States	2022-23	2023-24	2024-25	2025-26 (Unaudited)
1. (a)	NW-1 (Ganga-Bhagirathi-Hooghly River Systems) - Jal Marg Vikas Project (JMVP)	Uttar Pradesh, Bihar, Jharkhand & West Bengal	339.22	501.26	501.48	616.27
1. (b)	NW-1 (Ganga-Bhagirathi-Hooghly river Systems) - Other than JMVP	Uttar Pradesh, Bihar, Jharkhand & West Bengal	66.25	163.38	97.72	98.36
2.	NW-3 (West Coastal Canal) NW-8 (Alappuzha-Changanassery) and NW-9 (Alappuzha-Kottayam-Athirampuzha)	Kerala	3.82	4.78	15.26	22.93
3.	NW-4 (Krishna River)	Andhra Pradesh	0.18	0.67	1.22	18.28
4.	NW-5 (Mahanadi Delta Rivers)	Odisha	0.76	26.53	2.24	8.66
	Other Plan Schemes for NWs including new NWs					
	NW-27 (Cumbarjua Canal), NW-68 (Mandovi River) and NW-111 (Zuari River)	Goa				

5.	NW-86 (Rupnarayan River) NW-44 (Ichamati River) and NW-97 (Sunderban Waterways)	West Bengal	4.36	11.25	33.48	77.52
	NW-26 (Chenab River), NW-49 (Jhelum River) and NW-84 (Ravi River)	Jammu and Kashmir				
	NW-51 (Kabini River) and NW-90 (Sharavati River)	Karnataka				
	NW-73 (Narmada River) and NW-100 (Tapi River)	Gujarat				
6.	NW-2 (Brahmaputra River) and NW-16 (Barak River)	Assam	100.18	261.76	432.30	232.46
	Total		514.77	969.63	1083.70	1074.48

Annexure-II

Sl. No.	NW No.	State	National Waterways
1	NW-1	Uttar Pradesh, Bihar, Jharkhand, West Bengal	Ganga-Bhagirathi-Hooghly River System (Haldia-Allahabad)
2	NW-2	Assam	Brahmaputra River (Dhubri-Sadiya)
3	NW-3	Kerala	West Coast Canal
4	NW-10	Maharashtra	Amba River
5	NW-83	Maharashtra	Rajpuri Creek
6	NW-85	Maharashtra	Revadanda Creek-Kundalika River System
7	NW-91	Maharashtra	Shastri River - Jaigad Creek System
8	NW-68	Goa	Mandovi River
9	NW-111	Goa	Zuari River
10	NW-73	Gujarat	Narmada River
11	NW-100	Gujarat	Tapi River
12	NW-4	Andhra Pradesh	Krishna Godavari River Systems
13	NW-97	West Bengal	Sunderbans Waterway
14	NW-16	Assam	Barak River
15	NW-44	West Bengal	Ichamati River
16	NW-94	Bihar	Sone River
17	NW-86	West Bengal	Rupnarayan River
18	NW-5	Odisha	East Coast Canal And Matai River/Brahmani-Kharsua-Dhamra Rivers/Mahanadi Delta Rivers
19	NW-64	Odisha	Mahanadi River
20	NW-23	Odisha	Budha Balanga
21	NW-8	Kerala	Alappuzha-Changanassery Canal

22	NW-9	Kerala	Alappuzha-Kottayam – Athirampuzha Canal
23	NW-14	Odisha	Baitarni River
24	NW-31	Assam	Dhansiri/ Chathe
25	NW-48	Gujarat	Jawai-Luni-Rann Of Kutch River
26	NW-53	Maharashtra	(Kalyan-Thane-Mumbai Waterway, Vasai Creek and Ulhas River)
27	NW-27	Goa	Cumberjua River
28	NW-47	West Bengal	Jalangi River
29	NW-87	Gujarat	Sabarmati River
30	NW-57	Assam	Kopili River
31	NW-110	Uttar Pradesh	Yamuna River
32	NW-40	Uttar Pradesh	Ghaghra River

Measures taken by the Government for promotion of Inland Water Transport, coastal shipping and multimodal logistics

1. Infrastructure measures:

- (i) 66 community jetties, 20 floating terminals, 3 Multi-Modal Terminals (MMT), 1 Inter-Modal Terminal (IMT) and 4 Ro-Pax terminals have been constructed on NW-1 in addition to 5 pre-existing permanent terminals.
- (ii) 13 floating terminals provided on NW-2 along with MMTs at Pandu, Jogighopa and terminals at Bogibeel and Dhubri. Four dedicated Jetties for cruise vessels have been provided at Jogighopa, Pandu, Biswanath Ghat and Neamati. In addition to this, Jetties for cruise and passengers have been constructed at Sadiya, Lyka and Orium Ghat in Assam.
- (iii) 2 existing terminals at Badarpur & Karimganj on NW-16 have been upgraded/ renovated and 1 terminal at Sonamura on Gumati river in Tripura on IBP route has been constructed.
- (iv) 9 Permanent IWT terminals with godowns and 2 Ro-Ro/Ro-Pax terminals have been constructed on NW-3 in Kerala.
- (v) 4 floating concrete jetties have been provided to Govt. of Goa and installed on NW-68.
- (vi) 4 Tourist Jetties on NW-4 in Andhra Pradesh have been commissioned and 8 Floating Jetties on NW-110 in Mathura-Vrindavan stretch in Uttar Pradesh, 2 Jetties on NW-73 and 2 Jetties on NW-37 in Bihar have been established.
- (vii) A new Navigation Lock at Farakka has been constructed.
- (viii) 2 Quick Pontoon Opening Mechanisms (QPOMs) have been constructed on NW-1 to facilitate smooth and faster movement of vessels.
- (ix) Fairway maintenance works (river training, maintenance dredging, channel marking and regular hydrographic surveys) have been taken up in various National Waterways for providing a navigation channel of 35/45 m width and 2.0 / 2.2 / 2.5 / 3.0 m least available depth (LAD) for operation of vessels.

2. Policy Measures:

- **Jalvahak Scheme:** A scheme for providing 35% incentive to promote the utilization of inland waterways transport sector by cargo owners and for scheduled service for cargo movement on NW-1 and NW-2 and NW-16 via IBP route by Inland & Coastal Shipping Limited (ICSL) has been approved by the Government. The scheme is implemented at a cost of INR 95.42 Crore for three years.
- **Tonnage tax:** An extension of the tonnage tax scheme to inland vessels registered under the Indian Vessels Act, 2021 was announced during the budget presented on 01.02.2025. Inland vessels operating on NWs, rivers, and canals, will be benefited. This move is expected to boost the industry's competitiveness and encourage more cargo owners to use inland waterways for transportation. A tonnage tax system is a special taxation policy for shipping companies where tax is not based on actual profits but on the size (tonnage) of the vessel. It provides stable, predictable, and lower taxation for vessel owners, reducing their financial burden.
- **The National Waterways (Construction of Jetties / Terminals) Regulations 2025** has been notified, allowing private companies to invest and operate Inland Waterways infrastructure by providing a clear regulatory framework to attract private sector investment for facilitating the growth of inland waterways sector.
- **Jalyan & Navic :** To increase ease of doing business in the IWT sector, along the same lines as 'vahan' and 'sarathi', a central data base and portal has been developed 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 – MMLP at Varanasi and Integrated Cluster- cum-Logistics Park, Sahibganj have been taken up. NHLML, a PSU under the Ministry of Road Transport and Highways has been engaged for development of these 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).

- **IBP Route** : Indo Bangladesh Protocol route no. 5 & 6 between Maia and Sultanganj has been operationalized recently with successful trial movements.

- **Shift of cargo by PSUs**: For modal shift of cargo to waterways, more than 140 PSUs have been approached to plan their movement using IWT mode. They have been requested to outline their current status of cargo movement through the waterways and their plan for modal shift of cargo. Ministries 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.

- **The Coastal Shipping Act, 2025** enacted to introduce a framework of regulation at par with up-to date domestic and international standards to promote the economic activity of coastal shipping. It also aims to reduce the compliance burden and accelerate ease of doing business in India by expanding the list of entities that can charter vessels in line with changing domestic policy and global best practices. The Act came into force w.e.f. 15.03.2026. Further, Union Budget 2026–27 has announced the launch of a Coastal Cargo Promotion Scheme to increase the share of Inland Waterways and Coastal Shipping from 6% to 12% by 2047.
