

GOVERNMENT OF INDIA
MINISTRY OF SHIPPING

LOK SABHA

UNSTARRED QUESTION NO.3447
TO BE ANSWERED ON 15th MARCH, 2018
DEVELOPMENT OF INLAND WATERWAYS

3447. SHRI RAJIV PRATAP RUDY:

Will the Minister of SHIPPING be pleased to state:

पोत परिवहन मंत्री

- (a) whether the Government has assessed the impact of siltation in the development of inland waterways and the estimated loss due to this;
- (b) if so, the details thereof along with the remedial measures taken/being taken by the Government in this regard;
- (c) the details of the cargo and passenger traffic through inland waterways along with the financial allocation made for the development of inland waterways during the last four years and the current year, year-wise; and
- (d) the steps taken/being taken by the Government to improve the transportation of freight through inland waterways and also to promote cruise tourism in the country?

ANSWER

MINISTER OF STATE IN THE MINISTRY OF SHIPPING
(SHRI PON. RADHAKRISHNAN)

- (a)&(b): The impact of siltation on navigability in the navigable channel in National Waterways (NWs) is assessed by the Inland Waterways Authority of India (IWAI) by conducting regular hydrographic surveys. The shoal/ siltation locations are identified based on the analysis of hydrographic survey data. Various conservancy measures such as regular bandalling, maintenance dredging and river training works are undertaken to deal with the problem of siltation in the navigable channels and to maintain the safe navigable depth in the NWs.
- (c): Data on cargo traffic on NWs and budgetary allocation for Inland Water Transport from 2013-14 onwards, year-wise, is at **Annex-1**. Ferry services and passenger traffic on waterways is under the purview of the State Governments and data in this regard is not maintained by the IWAI.
- (d): The measures taken by the Government to improve freight transportation on NWs and to promote cruise tourism in the country are at **Annex-2**.

Annex-1**Cargo Movement on National Waterways (NWs)**

(in Million Tonnes)

YEAR	NW-1	NW-2	NW-3	NWs in Goa#	NWs in Maharashtra#	Total
2013-14	3.35	2.48	1.07	-	-	6.90
2014-15	5.05	0.52	0.97	-	-	6.54
2015-16	6.24	0.60	1.06	-	-	7.90
2016-17	4.62	0.61	1.03	15.65	33.29	55.20
2017-18*	2.49	0.48	0.38	6.3	21.16	30.81

*till January, 2018

Inland Waterways in Goa and Maharashtra declared as "National Waterways" under the National Waterways Act, 2016 enforced w.e.f. 12th April, 2016.**Financial allocation for Inland Water Transport during the last five years**

(Rs. in crore)

Year	BE	RE
2013-14	222.14	166.34
2014-15	228.17	143.155
2015-16	326.39	314.11
2016-17	BE 416.01 + EBRs 340	RE 362.31 + EBRs 340
2017-18	BE 303.00 + 660.00 (EBRs)	RE 450.00 + 660.00 (EBRs)

EBRs: Extra Budgetary Resources – Bonds raised by IWAI.

Annex-2**Measures taken to improve the transportation of freight through inland waterways**

(i) The Government has declared 111 (including 5 existing) National Waterways spread over in 24 states under the National Waterways Act, 2016 which came into effect from 12th April, 2016.

(ii) National Waterways – 1, 2, & 3 have been developed with targeted depth of 3.0 m / 2.5 m / 2.0 m respectively with 24 hour navigational facilities and a combination of fixed and floating terminals with mechanized cargo handling facilities at strategic locations to enable movement of vessels in these waterways.

(iii) The Jal Marg Vikas Project (JMVP) for capacity augmentation for navigation on NW-1 (River Ganga) on the Haldia – Varanasi stretch with technical and financial assistance of the World Bank at a cost of Rs. 5,369 crore is being implemented.

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(iv) On NW-4, work for development of fairway in the Vijayawada – Muktyala stretch of river Krishna has commenced. Work for installation of floating terminals at four locations is at an advanced stage.

(v) Under a joint co-operation effort, Government of India and Bangladesh have decided to undertake the fairway development of Sirajganj–Daikhawa & Ashuganj-Zakiganj stretches of Indo- Bangladesh Protocol (IBP) route at a cost of Rs. 305.84 crore on 80:20 cost sharing basis (80% being borne by Government of India & 20% by Government of Bangladesh). This development envisages to provide critical connectivity to the North-Eastern Region through the IBP Route.

(vi) Feasibility studies have been undertaken for the 106 new NWs and as per the feasibility reports completed so far, 36 NWs have been found technically viable and out of these 36 NWs, development activities have been initiated on 8 NWs in 2017-18.

Measures taken to promote cruise tourism in the country

(i) Standardized Operating Procedures (SOPs) for cruise vessels have been revised and operationalised w.e.f. 29th November, 2017 at all major ports.

(ii) The port charges have been reduced and all major ports charge a uniform single rate of \$ 0.35 per GRT for first 12 hrs. of stay w.e.f. 03rd November, 2017 and these will remain in force for a period of three years.

(iii) Cruise Tourists arriving with e-visa are exempted from the requirement of biometric enrolment for a period of three years i.e. till 31.12.2020 to facilitate expeditious immigration clearance.

(iv) Further extension of Cabotage relaxation for foreign flag vessels carrying passengers has been relaxed for a period of five years beyond 05.02.2019 to 05.02.2024.

(v) The Mumbai Port is upgrading the existing cruise terminal with a view to transform Mumbai into an international cruise destination.

(vi) River cruise/ tourism have been a regular feature on National Waterways-1 & 2 since last 3- 4 years. Various companies namely M/s Heritage River Cruises Pvt. Ltd. (formerly known as Pandaw Cruises India Pvt. Ltd.), M/s Vivada Inland Waterways and M/s Assam Bengal Navigation Co. operate their cruise vessels on NW-1 and Sunderbans waterways. M/s Assam- Bengal Navigation Company, M/s Far Horizon Co., are also operating cruise vessels on NW-2. River tourism on NW-3 is already popular among domestic and foreign tourists.
