

GOVERNMENT OF INDIA
MINISTRY OF PORTS, SHIPPING AND WATERWAYS
LOK SABHA
UNSTARRED QUESTION NO.1500
ANSWERED ON 10.02.2023

INCREASE INTENSITY OF INLAND WATERWAYS

1500. SHRI BRIJBHUSHAN SHARAN SINGH:
SHRI SANGAM LAL GUPTA:

Will the Minister of PORTS, SHIPPING AND WATERWAYS be pleased to state:
पत्तन, पोत परिवहन और जलमार्ग मंत्री

- (a) whether the Government has noticed that increase in intensity of inland waterways is likely to lead to environmental hazards;
- (b) if so, the details thereof along with such routes identified in the country for mitigation;
- (c) whether the Government is planning to include inland waterways in the project lists which requires environmental clearances;
- (d) if so, the details thereof along with the tentative timeline fixed therefor;
- (e) whether the Government is cognizant of the fact that not including inland waterways project in the list of projects for environmental clearance would have long term impact on the environment; and
- (f) if so, the details thereof along with the corrective steps taken by the Government in this regard?

ANSWER

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

- (a) Increase in intensity of inland waterways is likely to reduce environmental pollution/hazards since Inland Water Transport (IWT) is cost-effective as well as environment-friendly mode of transport. The Socio-economic and environmental benefits of IWT Mode are detailed at **Annexure-1**.
- (b) Does not arise.

(c)&(d) As the development of Inland Water Transport is beneficial to environment, there is no proposal to include inland waterways in the project lists which requires environmental clearances.

(e) Development of IWT has least carbon footprint on environment in comparison to existing mode of Road & Rail Transport and would not have long term impact on the environment.

(f) Does not arise.

The Socio-economic and environmental benefits of IWT Mode:

1. Cheaper operating cost and relatively lesser fuel consumption

Factors considered	Rates Considered			Source
	Waterways	Road	Rail	
Energy Consumption	0.0048 Litre/TKm	0.0313 Litre/TKm	0.0089 Litre/TKm	11 th Plan Working Group Report on Shipping & IWT
Vehicle Operating Cost	0.843 Rs./TKm	1.170 Rs./TKm	1.009 Rs./TKm	Planning Commission : TTS Study

2. 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

3. Relatively safer mode of transportation

Factor considered	Rates Considered (Rs/TKm)			Source
	Waterways	Road	Rail	
Accidents	Negligible	0.0620	0.0010	Planning Commission: TTS Study

4. Lesser requirement of land relative to other modes of transportation

Factor considered	Rates Considered (Rs/TKm)			Source
	Waterways	Road	Rail	
Surface occupation	Negligible	0.0002	0.0001	PIANC

5. More environment friendly mode of transportation

Factor considered	Rates Considered (Rs/TKm)			Source
	Waterways	Road	Rail	
Emission of GHGs	0.0006	0.0031	0.0006	12 th Five Year Plan
