

GOVERNMENT OF INDIA
MINISTRY OF PORTS, SHIPPING AND WATERWAYS
LOK SABHA
UNSTARRED QUESTION NO. 4947
ANSWERED ON 31/03/2023

DEVELOPMENT OF SIX NATIONAL WATERWAYS

4947. SHRI CHANDRA SEKHAR SAHU:

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

- (a) whether the Government has taken note of the immense untapped potential of the river system in Odisha with respect to inland waterways;
- (b) if so, whether there is any proposal for the development of six National Waterways identified by the Inland Waterways Authority of India (IWAI) in Odisha;
- (c) if so, the present status of each of the National Waterways identified by the IWAI particularly in Odisha;
- (d) the quantum of funds allocated, released and utilized by the Inland Waterways Authority of India (IWAI) to develop phase I of the system in Odisha during the last three years, year-wise;
- (e) whether any measure likely to be introduced to lay out Phases II and III of the waterway system in the country particularly in Odisha; and
- (f) if so, the details thereof and if not, the reasons therefor?

ANSWER

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

(a to c) Yes, Sir. Out of the declared six National Waterways in Odisha, only two National Waterways i.e. NW-5 (East Coast Canal integrated with Brahmani River and delta river of Mahanadi) and NW-64 (Mahanadi River), have been identified by the Inland Waterways Authority of India (IWAI) for development. The details of work taken up for development of NW-5 and NW-64 are given at Annex-I. The other declared National Waterways in Odisha i.e. Baitarni River (NW-14), Birupa- Badi Genguti Brahmani River System (NW-22), Budha Balanga River (NW-23) and Subarnrekha River (NW-96) have not been found feasible for cargo as per study. However, Baitarni River (NW-14) and Budha Balanga River (NW-23) have been found feasible for tourism and ferry services.

(d) The quantum of funds allocated & utilized by the Inland Waterways Authority of India (IWAI) to develop Phase I of the system, year-wise, for the last three and current year is at Annex-II.

(e)&(f) IWAI has already initiated the development works for the Phase-I of the waterway i.e. the stretch between Paradip/Dhamra to Pankapal and appointed a Transaction Advisor in order to evaluate the options of development of waterway through PPP frame work. The Phase-II and III development of the waterway system depends on completion of Phase-I.

Status of works taken up by IWAI on NW-5 in Odisha

Sr. No.	Details
1	Mahanadi -Brahmani delta, Matai river and East Coast canal was declared as National Waterway-5 (NW-5) in November 2008 for a length of 588 km.
2	Development of NW-5 from Pankapal - Dhamra Port – Mangalgadi– Paradip Port covering 212 km is being developed in phase-I with the following activities
a.	Monthly Longitudinal Thalweg Survey for a length of 212 Km assessing depth and horizontal/ vertical clearance for cross structures/bridges.
b.	Consultancy / Work has been completed for: Preparation of Detailed Project Report (DPR) followed by Front End Engineering Design (FEED) for hydraulic interventions, modification of cross structures for Navigational clearances. Environmental clearance (EIA & EMP) including CRZ and Wildlife Clearance- MoEF&CC informed on 05 th Jan, 2021 that no EC is required. Only CRZ & Wild life clearances are to be obtained from Govt. of Odisha.
3	Navigational clearance below existing power lines from Dhamra / Paradip to Pankapal on deposit basis through Govt. of Odisha is nearing completion.
4	Under new initiative Movement of Gypsum started from IFFCO Riverine Jetty on NW-64 (Mahanadi) to Paradip Port. Nearly 3,34,193 MT have been shipped till 28 th Feb.2023. This will clear the huge accumulation of approx. 52 million MT of gypsum at the plant. There is an MoU between IWAI and Ultra Tech cement for transport of the gypsum to its plants around Hooghly-Ganga River systems in West Bengal and Bihar.
5	An EoI has been published for development of the Waterway Transport on rivers Brahmani (NW-5) and Mahanadi (NW-64) under PPP for connecting ports of Paradip and Dhamra to Kalinganagar-Talcher mining and industrial areas. Recently, IWAI has engaged the Consultant to providing the Transportation advisory services for development and operationalization of NW-5 & NW-64 through PPP mode.

Annex-II

The quantum of funds allocated by the Inland Waterways Authority of India (IWAI) to develop Phase I of the system, year-wise, for the last three and current year

Sr. No.	Year wise	Sanction amount approved from H.O. (Rs. In cr.)	Actual expenditure (Rs. In cr.)
1	2019-20	11.70	5.20
2	2020-21	5.16	0.71
3	2021-22	6.81	1.88
4	2022-23	17.95	0.72
