GOVERNMENT OF INDIA
MINISTRY OF PORTS, SHIPPING AND WATERWAYS
LOK SABHA
UNSTARRED QUESTION NO- 2026
ANSWERED ON – 02/08/2024

ENVIRONMENTAL CLEARANCE OF INLAND WATERWAY PROJECTS

2026. DR. VINOD KUMAR BIND:
SHRI PRATAP CHANDRA SARANGI:
SHRI MAHENDRA SINGH SOLANKY:

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

(a) whether the increase in intensity of inland waterways is likely to lead to environmental hazards;

(b) if so, whether the Government has identified such routes across India for mitigation;

(c) if not, whether the Government has any proposal to include inland waterways in the project lists which requires environmental clearances;

(d) if so, the tentative timeline 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 of the steps taken thereon so far?

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 environmental-friendly mode of transport. The Socio-economic and environmental benefits of IWT Mode are detailed at **Annexure-1.**

(b) Does not arise.

(c) & (d) The project or activity mentioned in the schedule of EIA Notification 2006, as amended, does not include the projects or activity related to Inland Waterways. Therefore, projects or activity related to Inland Waterways does not attract the provisions of EIA Notification, 2006, as amended. Hence, 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 hence would not have long term impact on the environment.

(f) Does not arise.

Annexure-1

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	11th 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	External cost of pollution (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	Cost (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	Cost (Rs/TKm)			Source
	Waterways	Road	Rail	
Surface occupation	Negligible	0.0002	0.0001	PIANC

5. More environment friendly mode of transportation

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

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