

GOVERNMENT OF INDIA  
MINISTRY OF PORTS, SHIPPING AND WATERWAYS

**LOKSABHA**  
**STARRED QUESTION NO. \*266**  
ANSWERED ON 13.12.2024

**FREIGHT TRANSPORTATION THROUGH INLAND WATERWAYS**

\*266.SHRI DILIP SAIKIA:

SMT. SAJDA AHMED:

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

**पत्तन,पोत परिवहन और जलमार्ग मंत्री**

- (a) the details of the progress made in freight transportation through inland waterways and whether there has been any significant increase in the same during the last ten years;
- (b) the steps taken by the Government to enhance inland water connectivity across the country to facilitate faster movement of goods;
- (c) the development projects being implemented in the field of freight/cargo transportation through waterways in the North-Eastern States of the country including Assam along with number of new waterways added during the last ten years; and
- (d) the details of present status, cost incurred and total fund allocation made for said projects till date?

**ANSWER**

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

(a) to (d)A Statement is laid on the Table of the House.

**STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (d) OF LOK SABHA STARRED QUESTION NO. \*266 FOR 13.12.2024 RAISED BY SHRI DILIP SAIKIA AND SMT. SAJDA AHMED, REGARDING “FREIGHT TRANSPORTATION THROUGH INLAND WATERWAYS”**

(a) Significant progress has been made in freight transportation through inland waterways during last ten years. Cargo movement on National Waterways has increased from 18.10 million ton in 2013-14 to 133.03 million-ton in 2023-24, recording a compound annual growth rate (CAGR) of 22.1%. The number of operational National Waterways has increased from 5 in 2014 to 26 in 2024.

(b)The steps taken by the Government to increase cargo movement through the National Waterways through infrastructure and policy measures to enhance inland water connectivity are at **Annexure-1**.

(c)& (d) The details of major development projects undertaken in the field of freight/cargo transportation through waterways in the North – Eastern States of the country including Assam, total fund allocation, cost incurred and present status are given in **Annexure-2**. In addition, details of project approved/undertaken under Central Sector Scheme (CSS) for development of inland water transport infrastructure in North Eastern States is given at **Annexure-3**.Till 2016, there were 5 National Waterways in the country. In 2016, 106 New NWs were added through the National Waterways Act 2016 taking the tally to 111 NWs. There was only one NW in NER till 2016. Presently, there are 20 NWs in NER.

**Steps taken by the Government to increase cargo movement through the National Waterways indicating the infrastructure and policy measures:**

**(a) Infrastructure measures:**

- (i) Fairway maintenance works (river training, maintenance dredging, channel marking and regular hydrographic surveys) are taken up in various National Waterways (NWs) 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.
- (ii) 49 community jetties, 20 floating terminals, 3 Multi-Modal Terminals (MMTs) and 1 Inter-Modal Terminal (IMT) have been constructed on NW-1 (River Ganga).
- (iii) 12 floating terminals provided on NW-2 (River Brahmaputra) along with one MMT at Pandu and permanent terminals at Jogighopa, Bogibeel and Dhubri. Four dedicated tourist Jetties have been provided at Jogighopa, Pandu, Biswanath Ghat and Neamati with an investment of Rs. 7.09 crores. In addition to above, Jetties for cruise and passengers have been constructed for Sadiya, Lyka and Orium Ghat in Assam.
- (iv) 9 Permanent Inland Water Transport terminals with godowns and 2 Ro-Ro/Ro-Pax terminals have been constructed on NW-3 (West Coast Canal in Kerala).
- (v) 3 floating concrete jetties were provided to Govt. of Goa in 2020 and 1 during September 2022 and installed in Mandovi River (NW-68). 4 Tourist Jetties on part of NW-4 (River Krishna) in Andhra Pradesh have been commissioned and 12 floating jetties on NW-110 (River Yamuna) in Mathura-Vrindavan stretch in Uttar Pradesh, 2 Jetties on NW-73 (River Narmada) & tender has been awarded for construction of 2 Jetties on NW-37 (River Gandak) in Bihar.

**(b) Policy Measures:**

- A scheme for providing 35% incentive to promote the utilization of inland waterways transport sector by cargo owners and for establishing scheduled service for cargo movement on NW-1 and NW-2 and NW-16 via Indo Bangladesh Protocol has been approved by the Government. This scheme is expected to divert 800 million tonne Km cargo on IWT mode, which is nearly 17% of the current cargo of 4700 million tonne Km on NWs. The scheme is at a cost of less than Rs. 100 Crore for three years and can be scaled up or modified depending on the success of the scheme. The scheme also aims to start a scheduled waterway cargo service between Kolkata and Varanasi/Pandu using IWAI vessels through Shipping Corporation of India for demonstration effect and to increase trust of cargo movers/owners in the waterway movement.
- Shift of cargo by PSUs: For modal shift of cargo to waterways, more than 140 Public Sector Units have been approached to plan their movement using Inland Water Transport mode. They have been requested to outline their current status of cargo movement through the waterways and their plan for modal shift of cargo. The Ministry of PNG, Co-operation/ Fertiliser, Food & Public distribution, Heavy industries, Steel and Coal have been requested to advise the PSUs under their

jurisdiction to utilize IWT mode as far as possible and earmark certain percentage of their cargo for IWT mode keeping in line the MIV targets.

- Integration with Ports: World over, waterways are most optimally utilised if they are linked to ports. Kolkata port offers an opportunity of seamless integration with NW1 and can also help in resolving the problem of multi modality. Therefore, Syama Prasad Mookherjee Port, Kolkata has been requested for operation and management of Multi Modal Terminals at Varanasi, Sahibganj, Haldia and Intermodal terminal at Kalughat along with other terminals on NW-1.
- 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 – Freight Village 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).
- River Cruise Tourism: To promote river cruise tourism, number of meetings with cruise operators have been organised. Based on their feedback, steps like provision of shore power at IWAI terminals, extra berthing arrangements, etc. have been made. New cruise circuits have been identified for operationalization. A total of 34 Waterways have been identified for cruise movement and 10 have already been operationalised.
- IBP Route: Indo Bangladesh Protocol route no. 5 & 6 between Maia and Sultanganj has been operationalized recently with successful trial movements.

**Annexure-2**

**Major development projects undertaken by IWAI in NER**

<b>Sl. No</b>	<b>Particulars</b>	<b>Sanctioned Amount (in Rs. Cr.)</b>	<b>Cost Incurred (in Rs. Cr.)</b>	<b>Status</b>
1	Comprehensive Development of NW-2 (River Brahmaputra) from 2020-21 to 2024-25	474.00	405.17	85%
2	Development of Approach Road from Pandu Port Terminal to NH-27 and Development of Ship Repair Facility at Pandu, Guwahati (Assam) on NW-2	388.00	259.44	67%
3	Comprehensive Development of NW-16 (River Barak) from 2020-21 to 2024-25.	148.00	37.05	25%
<b>Total</b>		<b>1010.00</b>	<b>701.66</b>	

**Annexure-3**

<b>Sl. No.</b>	<b>Projects under Central Sector Scheme (CSS)</b>	<b>Cost (in Rs. Cr.)</b>
<b>A</b>	<b>Assam</b>	
1	Construction of Passenger Vessels of different capacities, construction of terminal facilities and capacity building of crews of IWT, Assam on River Brahmaputra NW2 and Barak NW-16.	25.00
<b>B</b>	<b>Mizoram</b>	
1	Preparation of DPR for development of IWT in River Tlawng.	0.89
2	Preparation of DPR for development of IWT in Chhimtuipui.	1.41
<b>C</b>	<b>Nagaland</b>	
1	Preparation of DPR for Promotion of Water Sports & Tourism at Nouna and Shilloi Lake in Nagaland under Central Sector Scheme.	0.90
2	Proposal for preparation of DPR for development of IWT in Doyang Lake.	0.85
<b>D</b>	<b>Tripura</b>	
1	Setting up of linkage with Meghna River system in Bangladesh by developing Gumti River.	24.53
	<b>Total</b>	<b>53.58</b>

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