

GOVERNMENT OF INDIA
MINISTRY OF PORTS, SHIPPING AND WATERWAYS

LOK SABHA
UNSTARRED QUESTION NO. 3667
ANSWERED ON 21.03.2025

DREDGING IN NATIONAL WATERWAYS

3667. SHRI APPALANAIDU KALISSETTI:

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

पत्तन, पोत परिवहन और जलमार्ग मंत्री

- (a) whether the Government has assessed the total dredging requirement for maintaining navigability in the country's National Waterways (NWs), if so, the details thereof, including estimated annual dredging volume and cost, waterway-wise;
- (b) dredging capacity available with the Inland Waterways Authority of India and other agencies, including the number of dredgers owned, leased and in operation;
- (c) the details of dredging projects undertaken in the last five years, including capital and maintenance dredging, expenditure incurred and status of completion, waterway-wise;
- (d) funds allocated, released and utilized for dredging under various schemes like Jal Marg Vikas Project and Sagarmala, year-wise and waterway-wise;
- (e) the challenges faced in dredging operations, including siltation levels, environmental concerns and delays due to land acquisition or approvals;
- (f) whether the Government has engaged private sector participation or PPP models for dredging, if so, the details thereof; and?
- (g) the measures taken to enhance dredging efficiency, including modernization of equipment, new dredging technologies and any proposed policy reforms?:

ANSWER

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

- (a) As per Inland Waterways Authority of India (IWAI) Act, 1985, IWAI is mandated for regulation and development of shipping and navigation in National Waterways (NWs). Siltation affects navigability of the channel. The navigation channel of 35 to 45 m width for a depth of 2 to 3m is monitored by IWAI in designated operational NWs. Wherever the navigation depth is recorded less, river training measures like bandalling (bottom paneling on mobile beds of the river) and maintenance dredging are taken up in limited shoal length for improving the navigation depth.

(b) 18 Cutter Suction Dredgers (CSDs) with 350 to 500 Cubic meter (cum) rated capacity of each CSD and 2 Hydraulic Surface Dredger (HSD) with 260 BHP and 3 Amphibian dredgers with rated capacity of 120 cum are with IWAI. IWAI does not maintain data regarding availability of dredgers with other agencies.

(c) & (d) No Capital dredging has been undertaken by IWAI in the last five years and only maintenance dredging has been undertaken. Rs 1312.79 Cr has been allocated for fairway maintenance under Jal Marg Vikas Project (JMVP) on NW-1. The details of maintenance dredging projects undertaken and expenditure incurred on NW-1 (Ganga River), NW-2 (the Brahmaputra) in NER and NW-3 (West Coast Canal) in last five years are given in **Annexure**.

(e) The major challenges faced during dredging are Heavy Siltation in NWs and equipment limitations – Limited dredgers available in market with low draft for working in rivers.

(f) IWAI has not undertaken dredging work on PPP model.

(g) The measures taken to enhance dredging efficiency are-

- i. Continuous efforts are made to decrease the dredging quantity by river training measures viz bandalling and channel stabilization works.
- ii. Selection of appropriate dredger – Using the right dredging method based on sediment type and river conditions
- iii. Monitoring Real-Time Data – Using digital monitoring to track sediment removal, depth, and equipment performance.
- iv. Regular Equipment Inspections – Proactive maintenance to prevent equipment breakdowns and reduce downtime.
- v. Procurement of dredgers with different capacity and type having greater efficiency.

ANNEXURE

Annexure referred to in reply to parts (c) & (d) of the Lok Sabha Unstarred Question No. 3667 for reply on 21.03.2025:

1. National Waterway-1 (the Ganga):

Stretches	Expenditure incurred (in Rs. Crores)	Status
Farakka – Kahalgaon (2018- 2023)	212.02 (incl. GST)	Completed
Sultanganj – Mahendarpur (2019-2024)	211.10 (incl. GST)	Completed
Mahendarpur – Barh (2019-2024)	227.64 (incl. GST)	Completed
Tribeni – Katwa (2024-2027)	8.39 (incl. GST)	Ongoing
Katwa – Farakka (2024-2027)	11.90 (incl. GST)	Ongoing
Farakka – Kahalgaon (2024 – 2027)	27.88 (incl. GST)	Ongoing
Sultanganj – Barh (2024-2027)	17.74 (incl. GST)	Ongoing
Barh – Digha (2024-2027)	7.31 (incl. GST)	Ongoing
Digha – Majhaua (2024-2027)	9.50 (incl. GST)	Ongoing
Majhaua – Ghazipur (2024-2027)	7.86 (incl. GST)	Ongoing
Access Channel of Kalughat (2024 – 2025)	0.96 (incl. GST)	Ongoing
Ghazipur – Varanasi (2025 – 2028)	-	Mobilization initiated
Haldia Access Channel	25.22 (incl. GST)	50% cost of 1 st year dredging work and Administrative charge transferred to SMPK

2. National Waterway (NW)- 2(the Brahmaputra):

Name of Project	Expenditure incurred (in Rs. Crores)	Status
Maintenance dredging in NW-2 (2019-2024)	37.19	Departmental dredgers are utilized on need basis

3.National Waterway (NW)- 3(the West Coast Canal):

Name of Project	Expenditure incurred (in Rs. Crores)	Status
Maintenance dredging in NW-3 (2019-2024)	2.09	Departmental dredgers are utilized on need basis
