

GOVERNMENT OF INDIA
MINISTRY OF PORTS, SHIPPING AND WATERWAYS

LOK SABHA
UNSTARRED QUESTION NO. 4791
ANSWERED ON 28.03.2025

CARGO THROUGH INLAND WATERWAYS IN ASSAM

4791. SHRI KAMAKHYA PRASAD TASA:

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

- (a) whether the Government has the data on the volume of cargo handled through inland waterways in Assam over the past five years, if so, the details thereof, including types of cargo and year-wise tonnage;
- (b) the expected impact of the new jetties and dredging activities on cargo, local trade, transportation and passenger movement in Assam;
- (c) whether the Government has the data on the amount of revenue generated from Assam's inland waterway routes over the last five years;
- (d) whether the Government has conducted any assessments on the economic impact of developing the National Waterway-2 (NW-2) on Assam's local economy; and
- (e) if so, the details of the breakdown of the revenue generated and economic impact assessment thereof, year-wise and route-wise?

ANSWER

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

- (a) Details of cargo recorded in past five years on the National Waterways (NWs) in Assam is at Annexure-1.
- (b) Two new jetties at Jogighopa and Bogibeel in Assam have been recently constructed on NW- 2. The jetty at Jogighopa aims at improving the connectivity with neighbouring countries like Bhutan and Bangladesh. Bogibeel terminal aims at improving the connectivity of upper Assam, Arunachal Pradesh and Nagaland with rest of India via Indo-Bangladesh Protocol (IBP) route. The expected impact of the new jetties and dredging activities include augmentation in export / import of local products like- tea, agriculture / horticulture products and increased movement of passengers on NW-2 and NW-16.

(c) The amount of revenue generated from Assam's National Waterways routes over the last five years on account of pilot charges, wharfage, terminal berthing charges including rent, pontoon/jetty hiring charges, interest on deposits etc. is detailed at Annexure-2.

(d) & (e) No such specific year-wise assessment has been done on Assam's local economy. However, development of each National Waterway for promotion of Inland Water Transport has been taken up on the basis of their feasibility studies which shows following economic impacts:

(i) Considerable reduction in pollution from vehicular traffic when inland water transport is developed to take over a major portion of the road traffic.

(ii) Considerable savings in cost of fuel as water transport is quite energy saving.

Annexure-1

National Waterways Cargo Data in Assam 2019-20 to 2023-24(in Metric Tons)						
National Waterways (NW)	2019-20	2020-21	2021-22	2022-23	2023-24	Type of Cargo
NW-2 (Brahmaputra River (Dhubri-Sadiya))	3,92,768	3,07,191	4,28,134	6,29,853	5,89,489	Passengers, Passenger Goods, Motor Cycles, Vehicles, ODC, Crushed Stone
NW-16 (Barak River)	4,417.00	1,032.00	5,088	11,302	3,178.00	Fruites & Vegetables
NW-31 (Dhansiri/Chathe)					7,080	ODC
Grand Total Metric Tonnes	3,97,185	3,08,223	4,33,222	6,41,155	5,99,747	

Annexure-2

<u>F. Years</u>	<u>2019-20</u>	<u>2020-21</u>	<u>2021-22</u>	<u>2022-23</u>	<u>2023-24</u>
<u>Revenue (Rs.)</u>	<u>6612222</u>	<u>3732809</u>	<u>3846650</u>	<u>15572694</u>	<u>7760078</u>
