

GOVERNMENT OF INDIA  
MINISTRY OF PORTS, SHIPPING AND WATERWAYS

**LOK SABHA**  
**STARRED QUESTION NO. \*93**  
ANSWERED ON 05.12.2025

**GODAVARI WATERWAY CONNECTIVITY FOR NTPC RAMAGUNDAM**

\*93. SHRI VAMSI KRISHNA GADDAM:

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

**पत्तन, पोत परिवहन और जलमार्ग मंत्री**

- (a) the feasibility studies conducted for developing waterway connectivity to transport coal for National Thermal Power Corporation (NTPC) Ramagundam by utilizing Godavari river navigation from Adriyala coal mine in the State of Telangana;
- (b) the development plans for inland waterway transport corridors connecting Ramagundam thermal power station to reduce transportation costs and environmental impact;
- (c) the integration strategy for National Waterway-4 with power generation infrastructure in Peddapalli district and the timeline by which such connectivity is expected to be made operational;
- (d) the budgetary allocations made for dredging and infrastructure development on Godavari river to facilitate bulk cargo movement including coal and industrial raw materials; and
- (e) the coordination framework established between the Government and power sector PSUs for utilizing waterway transport to reduce logistics costs for thermal power plants in Telangana?

**ANSWER**

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

- (a) to (e) A statement is laid on the Table of the House.

**STATEMENT REFERRED TO IN REPLY TO PART (a) TO (e) OF LOK SABHA  
STARRED QUESTION NO. \*93 FOR ANSWER ON 05.12.2025 RAISED BY HON'BLE  
MP SHRI VAMSI KRISHNA GADDAM REGARDING "GODAVARI WATERWAY  
CONNECTIVITY FOR NTPC RAMAGUNDAM"**

(a) & (b) National Thermal Power Corporation (NTPC) Ramagundam has a dedicated Merry-Go-Round Rail (MGR) system that connects the power plant to Adriyala Coalfields for supply of coal, whereas the movement of coal from Adriyala Coalmines through Inland Water Transport (IWT) mode will have extra loading/unloading leading to additional logistics cost and time as mentioned below:

(i) First, loading for road and transport about 11 km from Coal mine sites and unloading at the bank of Godavari,

(ii) Second, loading at the bank of Godavari and movement through IWT for about 11 km, and unloading from vessels at bank of Godavari,

(iii) Third, loading to road transport for about 2 km for NTPC plant, and unloading at NTPC Ramagundam Plant.

Thus, the IWT connectivity for NTPC Ramagundam is uneconomical for total distance of 24 km by Road and IWT because the existing Rail transport of coal involves one loading at coal mines and one unloading at NTPC plant having direct connectivity with dedicated MGR.

(c) Does not arise.

(d) The feasibility of River Godavari (a constituent of NW-4) was conducted and it was found non feasible due to presence of 3 weirs, 21 barrages, 5 dams and 14 check dams without navigation locks.

(e) A Task Force has been constituted under the Chairmanship of Chairman, Inland Waterways Authority of India an autonomous body under the Ministry of Ports, Shipping and Waterways with representatives of various stakeholder Ministries/ organizations as Members to focus on cargo handling and movement on Inland Waterways.

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