

GOVERNMENT OF INDIA
MINISTRY OF PORTS, SHIPPING AND WATERWAYS

LOK SABHA
UNSTARRED QUESTION NO. 965
ANSWERED ON 24.07.2026

DEVELOPMENT OF INLAND WATERWAYS

965. SMT. MAHIMA KUMARI MEWAR:
SHRI VIJAY KUMAR DUBEY:
SHRI PRAVEEN PATEL:
SHRI CAPTAIN BRIJESH CHOWTA:
SHRI TAPIR GAO:
SHRI KRISHNA PRASAD TENNETI:

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

पत्तन, पोत परिवहन और जलमार्ग मंत्री

- (a) whether the Government has made progress in the development of inland waterways under the Jal Marg Vikas Project and National Waterways and if so, the details thereof;
- (b) whether the Government has taken measures to promote coastal shipping, riverine transport and multimodal logistics and if so, the details thereof;
- (c) the details of role of National Logistics Policy in reducing logistics costs and integrating ports with inland waterways;
- (d) whether the Government has assessed the expected outcomes regarding decongestion of road and rail networks, environmental benefits and growth of the blue economy and if so, the details thereof;
- (e) whether the Government has taken up any projects under the National Logistics Policy/inland waterways, multimodal logistics/coastal shipping/port connectivity in Andhra Pradesh; and
- (f) if so, the details thereof, district-wise including Bapatla district along with their present status and expected economic benefits therefrom?

ANSWER

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

- (a) Progress made in the development of inland waterways under the Jal Marg Vikas Project (JMVP) and National Waterways (NWs) is given at Annexure-I.
- (b) Infrastructure and policy measures taken by the Government for promotion of Inland Water Transport (IWT) on NWs, coastal shipping and multimodal logistics are given at Annexure-II.

(c) The National Logistics Policy (NLP) aims to reduce logistics costs and improve efficiency by promoting seamless multimodal transportation and integrated logistics planning. In the inland waterways sector, the policy supports the integration of ports with NWs through the development of multimodal terminals, last-mile connectivity, digital integration, and multimodal logistics parks. The Government is implementing infrastructure projects such as multimodal terminals, inter-modal terminals, Ro-Ro/Ro-Pax facilities, and navigational fairway development to facilitate seamless cargo movement between ports, inland waterways, railways, and road networks. These initiatives enhance modal shift from road to waterways, improve supply chain efficiency, and contribute to reduce overall logistics costs.

(d) IWT is an alternate mode of transport to the Rail and Road and it helps to reduce congestion in those areas wherever navigable waterways are available. Benefits for movement of per ton cargo by IWT in comparison to Road and Rail in terms of reduced cost and carbon emissions are given at Annexure-III.

(e) & (f) Inland Waterways Authority of India (IWAI), an autonomous organisation under the Ministry of Ports, Shipping and Waterways has undertaken the development of fairway channel in Vijayawada–Muktyala stretch (82 km) of NW-4 in the year 2014. The construction work of IWT terminal facilities at Muktyala (NTR District) and Harischandrapuram (Guntur District) on River Krishna (NW-4) was awarded and the terminal at Muktyala has been completed. In addition, IWAI has also taken up the updation of Detailed Project Report (DPR) of NW-4 comprising of Kakinada–Puducherry Canal integrated with the Krishna and Godavari Rivers. The Commamuru Canal, extending from Vijayawada (Prakasam Barrage) to Pedaganjam Lock (113 km) passes through Bapatla District, forms part of NW-4 and connects with the North Buckingham Canal towards Chennai.

Further, under Sagarmala Scheme, 9 projects worth Rs.1286 crore have been sanctioned related to Coastal Shipping and IWT, Port Connectivity, Coastal Community development and Port modernization in the state of Andhra Pradesh. The details of the projects and their status are given at Annexure-IV. The expected economic benefits are logistics cost reduction & efficiency, employment & skill development, improved evacuation of agriculture and aquaculture produce etc.

Progress of Inland Water Transport Projects/ Schemes on National Waterways:

Sl.	Name of Project	Sanctioned Amount (Rs. in Crore)	Progress as on 30.06.26 (in %)
1	JMVP-1 on NW-1 (Ganga River)	5061.15	81.97
2	JMVP-II (Arth Ganga) on NW-1 (Ganga River)		
3	8 Hybrid Electric Catamaran vessels	144	60.91
4	Comprehensive Development of NW-2 (Brahmaputra River)	639.92	99.96
5	Development of Approach Road from Pandu Port Terminal to NH-27 and Ship Repair Facility at Pandu, Guwahati on NW-2	419.00	96.84 (Approach Road completed)
6	Comprehensive Development of NW-16 (Barak River)	134.72	48.94
7	Development of 23 NW's (Phase-1) (3 existing & 20 new NW's) in various States	266.06	90.00
(i)	NW-3-West Coast Canal (Kottapuram - Kollam), Champakara and Udyogmandal Canals in Kerala		
(ii)	Part of NW-4- Krishna River (Vijayawada – Muktyala) in Andhra Pradesh		
(iii)	NW-5- Dhamra-Paradip via Mangalagadi to Pankopal of Brahmani River in Odisha		
(iv)	NW-8 (Alappuzha-Changanassery Canal) in Kerala		
(v)	NW-9 (Alappuzha-Athirampuzha Canal) in Kerala		
(vi)	NW-10 (Amba River) in Maharashtra		
(vii)	NW-27 (Cumberjua River) in Goa		
(viii)	NW-28 (Dabhol Creek Vashisthi River) in Maharashtra		

	(ix) NW-31 (Dhansiri / Chathe River) in Assam		
	(x) NW-37 (Gandak River) in U.P. and Bihar		
	(xi) NW-40 (Ghaghra River) in U.P. & Bihar		
	(xii) NW-44 (Ichamati River) in West Bengal		
	(xiii) NW-53 (Kalyan-Thane-Mumbai Waterway, Vasai Creek and Ulhas River System) in Maharashtra		
	(xiv) NW-57 (Kopili River -Banthai Gaon Tinali Bus Stop to Chandrapur No.2 confluence with Brahmaputra) in Assam,		
	(xv) NW-64 (Mahanadi River) in Odisha		
	(xvi) NW-68 (Mandovi River) in Goa		
	(xvii) NW-73 (Narmada River) in Gujarat		
	(xviii) NW-86- (Rupnarayan River) in West Bengal		
	(xix) NW-91 (Shastri River - Jaigad Creek System) in Maharashtra		
	(xx) NW-97 (Sundarbans Waterways) in West Bengal		
	(xxi) NW-100 (Tapi River) in Gujarat		
	(xxii) NW-110 (Yamuna River) in Delhi, Mathura and Vrindavan.		
	(xxiii) NW-111 (Zuari River) in Goa		
8	Other 11 National Waterways (NWs) namely; NW-26 (Chenab River), NW-49 (Jhelum River) & NW-84 (Ravi River) in Jammu & Kashmir; NW-46 (Indus River) in Laddhakh, NW-17 (Beas River) & NW-98 (Sutluj River) in Hiamachal Pradesh & Punjab; NW-51 (Kabini River), NW-52 (Kali River), NW-90 (Sharavati River) & NW-105 (Udayavara River) in Karnataka and NW-14 (Baitrani River) in Odisha	242.74	23.19
Total		6907.59	

Infrastructure and policy measures taken by the Government for promotion of Inland Water Transport (IWT) on NWs, coastal shipping and multimodal logistics:

1. Infrastructure measures:

(i) 66 community jetties, 20 floating terminals, 3 Multi-Modal Terminals (MMT), 1 Inter-Modal Terminal (IMT) and 4 Ro-Pax terminals have been constructed on NW-1 in addition to 5 pre-existing permanent terminals.

(ii) 13 floating terminals provided on NW-2 along with MMTs at Pandu, Jogighopa and terminals at Bogibeel and Dhubri. Four dedicated Jetties for cruise vessels have been provided at Jogighopa, Pandu, Biswanath Ghat and Neamati. In addition to this, Jetties for cruise and passengers have been constructed at Sadiya, Lyka and Orium Ghat in Assam.

(iii) 2 existing terminals at Badarpur & Karimganj on NW-16 have been upgraded/renovated and 1 terminal at Sonamura on Gumati river in Tripura on IBP route has been constructed.

(iv) 9 Permanent IWT terminals with godowns and 2 Ro-Ro/Ro-Pax terminals have been constructed on NW-3 in Kerala.

(v) 4 floating concrete jetties have been provided to Govt. of Goa and installed on NW-68.

(vi) 4 Tourist Jetties on NW-4 in Andhra Pradesh have been commissioned and 8 Floating Jetties on NW-110 in Mathura-Vrindavan stretch in Uttar Pradesh, 2 Jetties on NW-73 and 2 Jetties on NW-37 in Bihar have been established.

(vii) A new Navigation Lock at Farakka has been constructed.

(viii) 2 Quick Pontoon Opening Mechanisms (QPOMs) have been constructed on NW-1 to facilitate smooth and faster movement of vessels.

(ix) Fairway maintenance works (river training, maintenance dredging, channel marking and regular hydrographic surveys) have been taken up in various National Waterways 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.

2. Policy Measures:

- **Jalvahak Scheme:** A scheme for providing 35% incentive to promote the utilization of inland waterways transport sector by cargo owners and for

scheduled service for cargo movement on NW-1 and NW-2 and NW-16 via IBP route by Inland & Coastal Shipping Limited (ICSL) has been approved by the Government. The scheme is implemented at a cost of INR 95.42 Crore for three years.

- **Tonnage tax:** An extension of the tonnage tax scheme to inland vessels registered under the Indian Vessels Act, 2021 was announced during the budget presented on 01.02.2025. Inland vessels operating on NWs, rivers, and canals, will be benefited. This move is expected to boost the industry's competitiveness and encourage more cargo owners to use inland waterways for transportation. A tonnage tax system is a special taxation policy for shipping companies where tax is not based on actual profits but on the size (tonnage) of the vessel. It provides stable, predictable, and lower taxation for vessel owners, reducing their financial burden.
- **The National Waterways (Construction of Jetties / Terminals) Regulations 2025** has been notified, allowing private companies to invest and operate Inland Waterways infrastructure by providing a clear regulatory framework to attract private sector investment for facilitating the growth of inland waterways sector.
- **Jalyan & Navic :** To increase ease of doing business in the IWT sector, along the same lines as 'vahan' and 'sarathi', a central data base and portal has been developed for registration of vessels and crew all over the country. This will facilitate registration of vessels and crew digitally and would also provide accurate status on number of vessels and crew in the country and thus help in planning.
- **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 – MMLP 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).
- **IBP Route :** Indo Bangladesh Protocol route no. 5 & 6 between Maia and Sultanganj has been operationalized recently with successful trial movements.
- **Shift of cargo by PSUs:** For modal shift of cargo to waterways, more than 140 PSUs have been approached to plan their movement using IWT mode. They have been requested to outline their current status of cargo movement through the waterways and their plan for modal shift of cargo. Ministries of PNG, Co-operation, Fertiliser, Food & Public Distribution, Heavy industries, Steel and Coal have been requested to advise the PSUs under their jurisdiction to utilise IWT mode as far as possible and earmark certain percentage of their cargo for IWT mode keeping in line the MIV targets.
- **The Coastal Shipping Act, 2025** enacted to introduce a framework of regulation at par with up-to date domestic and international standards to promote the economic activity of coastal shipping. It also aims to reduce the compliance burden and accelerate ease of doing business in India by

expanding the list of entities that can charter vessels in line with changing domestic policy and global best practices. The Act came into force w.e.f. 15.03.2026. Further, Union Budget 2026–27 has announced the launch of a Coastal Cargo Promotion Scheme to increase the share of Inland Waterways and Coastal Shipping from 6% to 12% by 2047.

Annexure-III

Benefits for movement of per ton cargo by IWT in comparison to Road and Rail

(i) Economic mode of Transport (at price level of 2014):

Mode	Freight (Rs/TKm)
Railways	1.36
Highways	2.50
IWT	1.06

Source: Railways- Ministry of Railways, Road- TTSS, IWT – IWAI

(ii) More environment friendly mode of transportation

Factor considered	Rates Considered (Rs/TKm)		
	Waterways	Road	Rail
Emission of GHGs	0.0006	0.0031	0.0006

Source: 12th Five Year Plan

(iii) Less polluting mode of transportation

Factors considered	Rates Considered (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

List of Sagarmala- funded Projects in Andhra Pradesh

Sl. No	Name of Project	Implementing Agency	Status	District	Project Cost (Rs. in crore)	MoPS W Share (Rs. in crore)
1	Construction of coastal Berth at Visakhapatnam port	Visakhapatnam Port Authority (VPA)	Completed	Visakhapatnam	43	30
2	Construction of grade separator from H-7 area to Port connectivity Road by passing Convent Junction - Visakhapatnam Port	National Highways Authority of India (NHAI)	Completed	Visakhapatnam	60	23.17
3	2 to 4 laning of port road connectivity to NH – 5 -Phase II	NHAI	Completed	Visakhapatnam	77.00	20.00
4	Centre of Excellence in Maritime and Shipbuilding - CEMS - AP-18 out of 24 Labs in Andhra Pradesh	Indian Register of Shipping (IRS)	Completed	Visakhapatnam	574.00	36.76

5	Coastal Districts Skill Development Program - Phase I - Andhra Pradesh	Ministry of Rural Development (DDU-GKY)	Completed	Multiple districts	0.14	0.14
6	Development of Fishing Harbour in Juvvaladinne in SPSR Nellore District, Andhra Pradesh	Andhra Pradesh Maritime Infrastructure Development Corporation (APMIDCL)	Completed	Nellore	288	69.14
7	Improvement of Kakinada Anchorage Ports infrastructure in East Godavari district, Andhra Pradesh	Andhra Pradesh Maritime Board	Completed	Kakinada	85.83	36.67
8	Modernisation of Visakhapatnam Fishing Harbour	VPA	Under Implementation	Visakhapatna	178.51	50.00
9	Coastal Districts Skill Development Program - Phase 2 - Andhra Pradesh	Ministry of Rural Development (DDU-GKY)	Under Implementation	Multiple districts	5.98	5.98
