

LOK SABHA

UNSTARRED QUESTION NO. 696
TO BE ANSWERED ON 7TH FEBRUARY, 2019

ENVIRONMENT/ SOCIAL IMPACT ASSESSMENT OF NATIONAL INLAND WATERWAY-1

696. SHRI JAGDAMBIKA PAL:

Will the Minister of SHIPPING be pleased to state:

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- (a) whether an environment clearance was obtained for the National Inland Waterway No.1 and if so, the details thereof and if not, the reasons therefor;
- (b) whether a Social and an Environment Impact Assessment of the proposed project was conducted and if so, the details thereof and if not, the reasons therefor; and
- (c) the details of negative impacts of the said project on the ecology of Ganga river or the local human population inhabiting the surrounding area, if any?

ANSWER

MINISTER OF STATE IN THE MINISTRY OF SHIPPING
(SHRI PON. RADHAKRISHNAN)

(a) to (c): The Jal Marg Vikas Project (JMVP) is being implemented for augmentation of navigation capacity on the Haldia – Varanasi stretch of National Waterway-1 on Ganga-Bhagirathi-Hooghly River System with technical and financial support of the World Bank. The Ministry of Environment, Forests & Climate Change (MoEF&CC) has concurred with the decision that as per extant legal position, no prior Environment Clearance (EC) is required for maintenance dredging in navigational channel for Inland Waterways including dredging under JMVP. The clearances/approvals and details of public consultation under JMVP are at **Annex.**

To safeguard the environment and ecology, Inland Waterways Authority of India (IWAI) has undertaken Detailed Environment Assessment (EA) for JMVP through renowned consultants as per requirement under the World Bank operational policies. As part of the EA, extensive consultations with stakeholders (including Locals and Civil Society Organisations) were carried out by the Consultants in June, July, September, October and November of 2015 and in February, 2016 along the project Corridor. Additionally, the draft cumulative Impact Assessment Report; the Consolidated Environmental Impact Assessment Report containing the Environment Management Plans (EMPs) for maintenance dredging, barge operations, the

Farakka Navigational Lock, the multimodal terminals at Sahibganj, Varanasi and Haldia, the Executive Summary, and the Consolidated Social Impact Assessment-cum-Resettlement Action Plan were published on the Inland Waterways Authority of India (IWAI) website in May, 2016 for information and comments from the public. These reports were finalised on the basis of comments received from the public and the World Bank.

The National Board for Wildlife (NBWL), MoEF&CC accorded permission for movement and plying of inland vessels through the Turtle Wildlife Sanctuary, Varanasi, Uttar Pradesh on 12th June 2017 as no dredging is proposed in the wildlife sanctuary areas such as Vikramashila Gangetic Dolphin Sanctuary, Bhagalpur and Kashi Turtle Sanctuary, Varanasi.

IWAI commissioned a consultancy in December, 2017 to carry out a special study on the effect of navigational activities on the Gangetic Dolphin. The scope of the study on 'Effect of Navigational Activities on Dolphin in the NW-1' was finalized in a brain-storming session held on 14th October, 2016 at IWAI, Noida with the subject experts from Patna University, Tilka Manjhi Bhagalpur University, Wildlife Institute of India, National Mission for Clean Ganga (NMCG) and also in consultation with the World Bank.

Under the JMVP, a Consultant has been engaged by the IWAI for identification of Risk Assessment (RA) and preparation of Disaster Management Plan (DMP) for National Waterway-1. The objective of consultancy service is to assess the risk associated with ongoing and proposed cargo and passenger movement and other navigational activities including maintaining fairway through NW-1 and identifying abatement measures towards developing a proposal for integration of IWT related disasters into existing District Disaster Management Plan (DDMP).

Clearances/approvals received and Public Consultations under Jal Marg Vikas Project (JMVP):

Clearances and approvals received

- Wildlife clearance for the movement of vessels through Kashi Turtle Wildlife Sanctuary, Varanasi: The National Board for Wildlife (NBWL), MoEF&CC recommended for movement and plying of inland vessels through the Turtle Wildlife Sanctuary, District Varanasi, Uttar Pradesh vide letter dated 12th June, 2017 of UP State Board for Wildlife.
- CRZ Clearance for the Multimodal Terminal at Haldia: The MoEF&CC granted the CRZ clearance for Multimodal Terminal at Haldia on 6th November 2017.
- Oil Spill Disaster Contingency Plan approved by Indian Coast Guard, Haldia on 22nd December 2016.
- National Ganga River Basin Authority (NGRBA) examined and supported the proposal for construction of New Navigational Lock at Farakka on 28.02.2016
- The ICAR-Central Inland Fisheries Research Institute (ICAR-CIFRI), Barrackpore had carried out a special study on the 'Impact assessment of coal transportation through barges along the National Waterway-1 (Sagar to Farakka) along river Ganga. The study revealed no significant changes in water quality parameters.
- In addition, a Project Oversight Committee (POC) is constituted to provide critical guidance and evaluation of the project. Representatives of the States, through which NW-1 passes, are included in this Committee to facilitate closer interaction, sharing and dissemination of views on issues that may concern the respective State Governments. The Committee comprises of senior representatives of IWAI, Central Water Commission and concerned State Governments of Uttar Pradesh, Bihar, Jharkhand and West Bengal. The Committee is expected to meet once in three months at IWAI, Noida or in the capital or project sites of any of the four States.

Public consultations

Detailed Environmental Assessment (EA) has been undertaken for all the proposed components to identify the environmental issues associated with the Jal Marg Vikas Project (JMVP). The Environmental Impact Assessment was carried out in line with the World Bank Operational Policies, IFC Guidelines and MoEF&CC Guidelines.

The environmental assessments were carried out in substantial consultation with stakeholders, to ensure that the environmental assessment and other compliance requirements are in alignment with the policies and procedures as specified by the Government of India and the World Bank Group safeguard policies.

Stakeholder's view and perception was assessed through informal and formal public consultation meetings. The different stakeholder's viz. government officials, NGOs, village panchayats (village administration), people (male, female) were contacted and consulted during the course of the study. Stakeholders were informed about the project components and likely environmental impacts before seeking their views. In each consultation, all efforts were made to have adequate participation from women as well. Consultations have been carried

out for the project in two stages. First stage consultation was undertaken during impact assessment process to identify the concerns of people, which were duly addressed through appropriate mitigation measures. Second stage consultation was undertaken after preparation of EIA report to assess the adequacy and acceptability of the proposed mitigation measures and management plan.

Period of Public Consultation

Haldia Terminal:	September, 2015
Farakka Lock:	June, 2015
Sahibganj Terminal:	July-November, 2015
Varanasi Terminal:	October-November, 2015
Buxar Area:	February, 2016
Patna:	February, 2016

The draft ESIA reports (the CIA, the Consolidated EA containing the EMPs for maintenance dredging and barge operations; the stand-alone EMPs for Farakka Lock, Sahibganj, Varanasi and Haldia Terminals; and the Executive Summary, and Consolidated Social Impact Assessment cum Resettlement Action Plan) were disclosed on the IWAI website in May, 2016.

Based on the comments from stakeholders, the EIA reports were revised in September, 2016. These revised versions of the ESIA reports are uploaded on IWAI website in December, 2016.

An executive summary of consolidated EA report is available for public scrutiny in local language (Hindi and Bengali) versions at IWAI website. EIA report for entire Jal Marg Vikas Project and its executive summary is also disclosed at IWAI website and as per provisions of World Bank disclosure policies.

Any new investments in future that require use of a safeguard instrument such as an EIA reports will also follow the World Bank operational policies for public consultation and for disclosure.

Public consultations ensured involvement of public, NGO, experts in the project's pre-planning stage itself and addresses of their concerns and expectations from the project. The community members, government officials and NGO members opined that the proposed project would contribute to social and economic development of the region. The proposed project would contribute to increased employment opportunities for the local people during and after project implementation. The communities welcomed the project and all were in favour of the project. However, some of the fishermen and land holders have raised some concerns about the fishing activities/yield and the compensation to be given. Major issues highlighted during consultations were adequate compensation against the land, loss of livelihood, provision of alternate employment, river water pollution, fish yield and disruption of fishing activities. Each of the issues raised by stakeholders was analysed for practical and scientific basis, and for developing an appropriate mitigation, management and monitoring plan, depending on its importance and practicality.

List of National Waterways in the State of Maharashtra

Sl. No.	National Waterway
1.	National Waterways-4 Krishna – Godavari including Kakinada and Eluru canal and North and South Buckingham canals.
2.	Amba (NW-10)
3.	Dabhol Creek- Vashishti River (NW-28)
4.	Revadanda Creek- Kundalika River (NW-85)
5.	Savitri (Bankot Creek) (NW-89)
6.	Kalyan – Thane - Mumbai Waterway - Vasai Creek -Ulhas River (NW-53)
7.	Narmada (NW-73)
8.	Tapi (NW-100)
9.	Shashtri River-Jaigad Creek (NW-91)
10.	Rajpuri Creek (NW-83)
11.	Arunawati-Aran (NW-11)
12.	Wainganga- Pranahita (NW-109)
13.	Nag (NW-72)
14.	Manjara (NW-70)
15.	Panganga-Wardha (NW-78)

**List of National Waterways allocated for development to Jawaharlal Nehru Port Trust
(JNPT)**

Sl. No.	NWs Number	Name of Waterways	Distance (Km.)	Remarks
1.	NW-10	Amba River	45	DPR under Preparation
2.	NW-11	Arunavati – Aran River	98	Feasibility Reports being finalized
3.	NW-28	Dabhol Creek – Vashisti River	45	DPR under Preparation
4.	NW-53	Kalyan-Thane-Mumbai Waterway Vasai Creek Ulhas River	145	DPR under consideration. Being prepared by Thane Municipal Corporation
5.	NW-70	Manjara River	242	Feasibility Reports being finalized
6.	NW-72	Nag River	60	Feasibility Reports being finalized
7.	NW-78	Penganga-Wardha River	265	Feasibility Reports being finalized
8.	NW-85	Revdanda Creek – Kundalika River	31	DPR under Preparation
9.	NW-89	Bankot Creek – Savitri River	46	DPR under Preparation
10.	NW-100	Tapi River	436	DPR under Preparation
11.	NW-109	Wainganga-Pranahita River	164	Feasibility Reports being finalized

Cargo transported on National Waterways**(in Million Tonnes)**

YEAR	NW-1	NW-2	NW-3	NWs in Goa#	NWs in Maharashtra#	NWs in Gujarat #	Total
2014-15	5.05	0.52	0.97	-	-	-	6.54
2015-16	6.24	0.60	1.06	-	-	-	7.90
2016-17	4.62	0.61	1.03	15.65	33.29	NA	55.20
2017-18	5.48	0.56	0.42	11.09	25.96	11.52	55.03

Inland Waterways in Goa, Maharashtra and Gujarat declared as “National Waterways” on 12th April, 2016.

GOVERNMENT OF INDIA
MINISTRY OF SHIPPING

LOK SABHA
UNSTARRED QUESTION NO.727
TO BE ANSWERD ON 7TH FEBRUARY, 2019

SEAPLANE SERVICE ON GANGA RIVER

727. SHRI A. ARUNMOZHITHEVAN:

Will the Minister of SHIPPING be pleased to state:

श्री अ. अरुणमोहितेवान्

- (a) whether the Government proposes to start seaplane and helicopter services on 1680 km. length of the Ganga River for passenger transport;
- (b) if so, the details thereof;
- (c) whether the Government has any proposal to start such services from other areas also; and
- (d) if so, the details thereof?

ANSWER

MINISTER OF STATE IN THE MINISTRY OF SHIPPING
(SHRI PON. RADHAKRISHNAN)

(a) & (b) There is no proposal so far to start seaplane and helicopter operations on 1680 km. length of Ganga river for passenger transport.

(c) & (d) Under Regional Connectivity Scheme (RCS) UDAN version 3.0 of Ministry of Civil Aviation, the routes connecting the following six water aerodrome sites have been awarded to start such services:-

- (i) Guwahati River Front
- (ii) Nagarjuna Sagar
- (iii) Sabarmati River Front
- (iv) Shatrunjay Dam
- (v) Statue of Unity (Sardar Sarovar Dam)
- (vi) Umrangso Reservoir

GOVERNMENT OF INDIA
MINISTRY OF SHIPPING
LOK SABHA

**UNSTARRED QUESTION NO. 769
TO BE ANSWERED ON 7TH FEBRUARY, 2019**

LAND ACQUISITION UNDER SAGARMALA PROGRAMME

769. SHRI A.P JITHENDER REDDY:

Will the Minister of SHIPPING be pleased to state:

శ్రీ ఆంధ్ర ప్రదేశ్ లోని సాగర్మలా పథకం కింద భూముల సాగు

- (a) whether the Government is facing certain issues regarding land acquisition to accomplish the Sagarmala programme and if so, the details thereof and the quantum of area under dispute, State-wise;
- (b) whether it is true that no container was ever shipped on inland waterways of India since independence until November, 2018 and if not, the details thereof;
- (c) the funds spent on development of industrial clusters and coastal communities so far;
- (d) whether intended targets in the aforesaid two fields have been met and if not, the reasons therefor;
- (e) whether any investigation has been made into the fake Sagarmala website created and if so, the details and the outcome thereof along with the action taken thereon;
- (f) whether victims have been compensated by the Government and if so, the details thereof; and
- (g) the number of accidents about fishing boats hit by large vessels since 2014 and the number of fatalities, year-wise along with the measures taken to reduce the number of such accidents in future?

ANSWER

MINISTER OF STATE IN THE MINISTRY OF SHIPPING
(SHRI PON. RADHAKRISHNAN)

- (a) Among the identified projects under Sagarmala programme, seven projects are facing land acquisition issues. The details are annexed.
- (b) First containerized movement from Kolkata Port to Multimodal Terminal Varanasi through National Waterway (NW)-1(Ganga- Bhagirathi - Hooghly river system) took place in November,2018.
- (c)&(d) Under the Port-led industrialization and coastal community development components of Sagarmala Programme, expenditure of Rs. 1,05,644 Cr has been incurred since the start of the programme till 2017-18.

These projects were planned for execution in a phased manner. A total of 506 projects costing Rs. 3.86 Lac Crore have been planned for award over a 4 year period from

2016 to 2020, out of which more than 50% projects or 267 projects costing Rs. 2.63 Lac Crore have already been awarded.

266 projects costing Rs. 1.8 Lac Crore were scheduled to be completed by 2020, out of which more than a third or 105 projects costing more than Rs. 16,500 Crore have already been completed in just 2 years from the release of the National Perspective Plan.

(e)&(f) Ministry of Shipping on 6 Sept 2018 noticed that a fake website www.sagarmala.org.in with a false advertisement about recruitment of Engineer trainees and Diploma trainees was being used to dupe innocent job seekers by taking money in the name of Govt. job. The Ministry of Shipping immediately filed an FIR and got the website taken down. On 1st October, 2018, it was again noticed that a new fake website www.sagarproject.com with the same modus operandi as earlier was being used. Ministry of Shipping again referred the matter to Delhi Police and this matter was clubbed with the earlier FIR. As on date, Delhi Police is investigating the case.

(g) The number of accidents about fishing boats hit by large vessels since 2014 and the number of fatalities are presented in the table below:

Year	Number of collision incidents reported between Indian merchant vessels and Fishing vessels	Number of fatalities
2014	Nil	Nil
2015	01	Nil
2016	01	Nil
2017	05	3 dead, 4 missing
2018	04	5 dead, 10 missing

Following are the preventive measures taken to reduce number of incidents/accidents of fishing boat hit by large vessels,

1. The Directorate General of Shipping has proposed the establishment of a Traffic Separation Scheme (TSS) off the south-west coast of India to prevent such type of collision incidents. The initial and the subsequent revisions of the draft proposal for the establishment of TSS off the south-west coast of India has been circulated to agencies of Central and State Government for their inputs.
2. The Directorate General of Shipping has established ships' routing (such as Traffic Separation Schemes [TSS], Safety Fairways, etc.) in the past, so as to improve safety of navigation in converging areas of traffic and in areas where the density of traffic is great or where freedom of movement of shipping is inhibited by restricted sea-room, the existence of obstructions to navigation, limited depths or unfavorable meteorological conditions. A ships routing helps in preventing or reducing the risk of pollution, loss of lives and other damage to the marine environment caused by ships colliding or grounding or anchoring in or near environmentally sensitive areas.

Sr. No.	Name of the Project	Implementing Agency	State	Land to be acquired
1	JNPT - 6 to 8 laning of NH-4B- SH-54 and Amra Marg	NHAI	Maharashtra	1.35 Ha
2	New Line from Angul to Sukhinda	Indian Railways	Odisha	508 Acres
3	New Line from Haridaspur to Paradip	Indian Railways	Odisha	142.5 Ha
4	Rail line Hospet-Hubli-Londa-Tinaighat-Vasco da Gama -352.28 km including Vasco-Madgaon-Kulem-Castle Rock Section	Indian Railways	Goa	181 Ha
5	New ICD Development in Hyderabad -MMLP Nagulapally	CONCOR	Telangana	74 acres
6	New ICD development in Central Rajasthan -MMLP Phulera	CONCOR	Rajasthan	291 Acres
7	Kotipalli- Narsapur New BG Line - 57.21 Km	Indian Railways	Andhra Pradesh	735 acres

**GOVERNMENT OF INDIA
MINISTRY OF SHIPPING**

LOK SABHA

**UNSTARRED QUESTION NO. 863
TO BE ANSWERED ON 07.02.2019**

CONSTRUCTION OF RIVER PORTS

863: SHRI K. ASHOK KUMAR:

Will the Minister of SHIPPING be please to state:

- (a) whether it is a fact that the three logistics costs in India was 18% which is higher as compared to other nations and if so, the details thereof;
- (b) whether it is also true that the Government is considering to construct river ports like airports and if so, the details thereof;
- (c) whether the Government expects from the States only the allocation of land to construct river ports and nothing else; and
- (d) if so, the details thereof?

ANSWER

**MINISTER OF STATE IN THE MINISTRY OF SHIPPING
(SHRI PON. RADHAKRISHNAN)**

- (a): There is no official study to estimate the logistics costs as a percentage of GDP in India. Some credible studies have estimated the logistics cost to be in the range of 13-14% of the GDP.
- (b): At present, no specific proposal to construct river ports like airports is under consideration by the Inland Waterways Authority of India (IWAI). However, IWAI has been maintaining permanent terminals at GR Jetty-2 (Kolkata) Pakur, Farakka, Patna (Gaighat-both high level and low level Jetties) and Varanasi (Multimodal Terminal) in National Waterway-1(Ganga- Bhagirathi-Hoogly river system between Allahabad and Haldia), Pandu (both high level and low level Jetties with BG link), IWT-cum- Ro-Ro Terminal at Dhubri (Assam) in National Waterway-2 (River Brahmaputra between Dhubri and Sadiya) and Kottapuram, Maradu, Aluva, Vaikom, Thannermukkom, Trikkunnappuzha, Kayamkulam, Kollam, Bolghatty and Willingdon Island in National Waterway-3 (West Coast Canal along with Champakkara & Udyogamandal canals). Besides, floating terminals on need basis are being maintained by IWAI at 20 locations in NW-1 and at 11 locations in NW-2. In addition, IWAI is constructing Multimodal Terminals at Sahibganj (Jharkhand) and Haldia (West Bengal) on NW-1 as part of the Jal Marg Vikas Project.
- (c) & (d): To construct permanent terminals on National Waterways, apart from acquisition of appurtenant land, other necessary support is taken in the matters of law and order, water, electricity etc. which come under the purview of State Governments.

GOVERNMENT OF INDIA
MINISTRY OF SHIPPING
LOK SABHA
UNSTARRED QUESTION NO. 865
TO BE ANSWERED ON 7TH FEBRUARY, 2019

EXECUTION OF PROJECTS UNDER SAGARMALA PROGRAMME

865. SHRIMATI POONAM MAHAJAN:

Will the Minister of SHIPPING be pleased to state:

श्रीमती पूनम महाजन:

- (a) whether any projects are being executed in Mumbai Port Trust under the aegis of Sagarmala programme;
- (b) if so, the salient features of the programme and its National Perspective Plan with respect to Maharashtra; and
- (c) the number of projects sanctioned by Sagarmala Development Company Limited and the funds sanctioned through Central financial assistance for the purpose?

ANSWER

MINISTER OF STATE IN THE MINISTRY OF SHIPPING
(SHRI PON. RADHAKRISHNAN)

a) Yes Madam. Two projects namely, “Upgrading and modernization of International Cruise Terminal” and “Modernisation of Sassoon Dock Fishing Harbour ” have been taken up at Mumbai Port under Sagarmala and are currently under implementation.

b) Sagarmala Programme envisages promoting port-led development in the country. Sagarmala programme has 4 components namely, Port Modernization & New Port Development, Port Connectivity Enhancement, Port-linked Industrialization and Coastal Community Development. As part of the programme, a National Perspective Plan has been prepared and 601 projects having a total estimated infrastructure investment of Rs. 8.8 Lac Cr have been identified. Of these, 105 projects with cost of Rs. 0.17 Lac Cr is completed, and 414 projects with an estimated cost of Rs. 4.16 Lac Cr are under various stages of implementation & development.

Under National Perspective Plan ,114 projects with an estimated cost of Rs. 2.35 lakh Cr.have been taken up in the state of Maharashtra. Of these, 14 projects worth Rs, 5,740 Cr is completed and 86 projects worth Rs. 73,482 Cr are under different stages of implementation and development.

c) The Sagarmala Development Company Limited (SDCL) has been incorporated for providing funding support through equity investment to project SPVs in-line with objectives of Sagarmala Programme. However, Ministry of Shipping has sanctioned financial assistance of Rs. 441.56 Cr for 31 projects having total project cost of Rs. 1488.9 Cr and Rs.225.72 Cr has been released to Govt. of Maharashtra under Sagarmala.

GOVERNMENT OF INDIA
MINISTRY OF SHIPPING

LOK SABHA

UNSTARRED QUESTION NO.866
TO BE ANSWERED ON 7TH FEBRUARY, 2019

PROMOTION OF SHIPPING ROUTE WITH BANGLADESH

866. SHRI KUNDARIYA MOHAN BHAI KALYANJI BHAI:

Will the Minister of SHIPPING be pleased to state:

क्या कोई गाड़ियाँ हाल में सीआरए के माध्यम से बांग्लादेश भेजी गईं ?

- whether any trucks were sent to Bangladesh recently via sea route;
- if so, the details and the benefits thereof;
- whether the Government is exploring new avenues for promotion of shipping, commerce and trade through it; and
- if so, the details thereof and the roadmap prepared for the same ?

ANSWER

MINISTER OF STATE IN THE MINISTRY OF SHIPPING
(SHRI PON. RADHAKRISHNAN)

(a) & (b) Yes, Madam. Details of trucks sent directly to Bangladesh through sea route since October 2017 are given below:-

Sl. No.	Name of Port	No. of trucks
1.	Kolkata Port	1226
2.	Chennai Port	912
Total		2138

Benefits of sending trucks through sea routes are

- it reduces load on rail and road traffic.
- it saves fuel consumption and offers a greener alternatives to cargo movement.
- it is cost effective compared to Road and Rail mode of transport.
- it reduces carbon foot-print.

(c) & (d) Yes, Madam. A Coastal Shipping Agreement was signed between India and Bangladesh in June 2015. The Standard Operating Procedure (SOP) between the two countries was also signed in November 2015 to implement the Coastal Shipping Agreement. As per the Agreement, sea transport from India to Bangladesh is treated as coastal movement, making it eligible for 40 percent concession on vessel-related and cargo related charges. Apart from above, Haldia Dock Complex under Kolkata Port Trust has been declared as a Transshipment Port for containerised cargo originating from/destined to Bangladesh to attract more cargo movement through sea-route. Further to enhance the trade, an agreement on the use of Chittagong and Mongla Ports in Bangladesh for movement of goods to and from India was signed between the two countries in October 2018.

GOVERNMENT OF INDIA
MINISTRY OF SHIPPING

LOK SABHA
UNSTARRED QUESTION NO.868
TO BE ANSWERED ON 7TH FEBRUARY,2019

NEW PORTS

868. DR.UDIT RAJ:

Will the Minister of Shipping be pleased to state:

क्या नई नौकाओं के लिए नए बंदरगाहों का निर्माण किया जा रहा है?

- a) the number of new shipping and dry ports proposed to be built up by the Government; and
- b) the number of the existing and new ports which have been/ are to be connected with rail line?

ANSWER

MINISTER OF STATE IN THE MINISTRY OF SHIPPING
(SHRI PON. RADHAKRISHNAN)

- (a) Six possible locations have been identified for development of green field port under the Sagarmala Programme. Letters of Intent have been issued to developers for development of nine Inland Container Depots.
- (b) All the 12 Major Ports under the administrative control of Government of India are already connected with rail line.

GOVERNMENT OF INDIA
MINISTRY OF SHIPPING

LOK SABHA
UNSTARRED QUESTION NO. 880
TO BE ANSWERED ON 7TH FEBRUARY, 2019

FEASIBILITY STUDY ON INLAND WATERWAYS

880. SHRIMATI VASANTHI M.:

Will the Minister of SHIPPING be pleased to state:

श्रीमती वसन्ती म.:

- (a) whether it is a fact that the Government has completed feasibility study on introduction of inland waterways on many rivers across the country;
- (b) if so, the details thereof;
- (c) whether it is also true that the Government is likely to order detailed project report as soon as the States express their willingness and if so, the details thereof;
- (d) whether the Government did not expect any money for the project from the States other than their participation in the special purpose vehicle; and
- (e) if so, the details thereof?

ANSWER

MINISTER OF STATE IN THE MINISTRY OF SHIPPING
(SHRI PON. RADHAKRISHNAN)

(a) to (c) : To promote Inland Water Transport in the country, 111 (including 5 existing and 106 new) National Waterways (NWs) spread over 24 states have been declared under the National Waterways Act, 2016. Feasibility studies have been undertaken by the Inland Waterways Authority of India (IWAI) for the 106 new NWs. The Feasibility studies are shared with the concerned State Governments' and based on their comments/suggestions and outcome of these reports, a view is taken to prepare Detailed Project Report (DPR) on the development of NWs. As per the Detailed Project Reports (DPRs) completed so far, 30 NWs have been found to be technically viable. Their list is at **Annex-1**. Out of these 30 NWs, development activities have been initiated on 10 NWs listed at **Annex-2**.

(d) & (e) : IWAI is undertaking development of National Waterways for purposes of shipping and navigation from the Government Budgetary Support (GBS)/Internal and Extra Budgetary Resources (IEBR) and multilateral funding provided by the Central Government. Necessary support is requested from the State Governments from time to time as per requirement for matters related to acquisition of land, law and order, water, electricity etc. which come under the purview of State Governments.

LIST OF 30 NATIONAL WATERWAYS FOUND FEASIBLE:

Sl. no.	River/Canal (NWs)	States	Length (km)
1	GHAGHRA RIVER (NW-40)	U.P & Bihar	354
2	KOSI RIVER (NW-58)	Bihar	236
3	GANDAK RIVER (NW-37)	Bihar & U.P.	296
4	SUNDERBANS WATERWAY (NW-97)	West Bengal	201
5	CUMBERJUA RIVER (NW-27)	Goa	17
6	MANDOVI RIVER (NW-68)	Goa	41
7	ZUARI RIVER (NW-111)	Goa	50
8	BARAK RIVER (NW-16)	Assam	121
9	RUPNARAYAN RIVER (NW-86)	West Bengal	45
10	SUBANSIRI RIVER (NW-95)	Assam	106
11	BAITARNI RIVER (NW-14)	Odisha	48
12	MAHANADI -LUNA RIVER (NW-64)	Odisha	98
13	AMBA RIVER (NW-10)	Maharashtra	45
14	REVADANDA CREEK - KUNDALIKA RIVER (NW-85)	Maharashtra	31
15	MAHI RIVER (NW-66)	Gujarat	247
16	NARMADA RIVER (NW-73)	Gujarat & Maharashtra	226
17	TAPI RIVER (NW-100)	Gujarat	173
18	SUBARNAREKHA RIVER (NW-96)	Odisha	30
19	AJOY (AJAY) RIVER (NW-7)	West Bengal	19
20	ICHAMATI RIVER (NW-44)	West Bengal	63
21	KABINI RIVER (NW-51)	Karnataka	23
22	CHAPORA RIVER (NW-25)	Goa	25
23	DABHOL CREEK - VASHISHTI RIVER (NW-28)	Maharashtra	45
24	MAPUSA - MOIDE RIVER (NW-71)	Goa	27
25	SAVITRI RIVER (BANKOT CREEK) (NW-89)	Maharashtra	45
26	GURUPUR RIVER (NW-43)	Karnataka	10
27	ALAPPUZHA- CHANGANASSERY CANAL (NW-8)	Kerala	29
28	ALAPPUZHA- KOTTAYAM - ATHIRAMPUZHA CANAL (NW-9)	Kerala	52
29	KOTTAYAM-VAIKOM CANAL (NW-59)	Kerala	19
30	Kalyan-Thane-Mumbai Waterway, Vasai Creek and Ulhas river (NW- 53)	Maharashtra	145

List of 10 viable NWs on which development activities have been initiated

Name of the Waterway	Status and Time-frame
1. River Barak (NW-16)	Development at a cost of Rs. 76.01 crore for years 2016-17 to 2019-20 for Phase -1 of NW-16 from Silchar to Bhanga has commenced. Maintenance dredging for fairway development work in Silchar-Bhanga stretch has commenced. Consultant has been engaged for the upgradation of terminals at Badarpur, Karimganj and new floating terminal at Silchar. Waterway is operational with limited infrastructure facility.
2. River Gandak (NW-37)	Development at a cost of Rs. 12.91 crore for years 2017-18 to 2018-19 including fairway maintenance work has commenced. Waterway is operational with limited infrastructure facility.
Waterways in Goa 3. NW-27-Cumberjua 4. NW 68 – Mandovi 5. NW 111 – Zuari	A proposal for the development of NWs in Goa at an estimated cost of Rs. 22.65 crore for years 2017-18 to 2018-19 has been approved. Work is proposed to be executed through Government of Goa with the assistance of Mormugao Port Trust. A Tripartite MoU has been signed for the commencement of works. Tendering for 4 floating jetties is under process. NWs of Goa are operational.
6. Alappuzha– Kottayam – Athirampuzha Canal (NW-9)	Proposal for development of the waterway at an estimated cost of Rs. 1.60 crore for years 2017-18 to 2018-19 has been approved. Night navigation facilities has been procured and installed. Dredging is proposed departmentally. Waterway is already operational for ferry services.
7. River Rupnarayan (NW-86)	Proposal for development of the waterway at an estimated cost of Rs. 24.00 crore for years 2017-18 to 2018-19 has been approved. Work has been awarded for setting up of floating terminal. Tendering for dredging is at an advanced stage. Waterway is operational.
8.Sunderbans Waterways (NW-97)	Proposal for the development of waterway at an estimated cost of Rs. 18.10 crore for years 2017-18 to 2018-19 has been approved. Work order has been issued for dredging. Waterway is part of Indo-Bangladesh Protocol route and already operational for vessels.
9. River Kosi (NW-58)	Project proposal sanctioned for Rs. 15.68 crore for years 2018-19 to 2019-20 to develop the waterway with minimum required infrastructure (bandalling, channel marking, floating terminals and conducting monthly survey etc.). Waterway is operational.
10. River Ghagra (NW-40)	An amount of Rs. 11.60 crore for years 2018-19 to 2019-20 has been approved for fairway development by bandalling and day channel marking, creation of floating terminals and monthly surveys. Waterway is operational.

