

GOVERNMENT OF INDIA
MINISTRY OF SHIPPING
LOK SABHA
STARRED QUESTION NO.*232
TO BE ANSWERD ON 27TH DECEMBER, 2018

DEVELOPMENT OF FACILITIES AT PORTS

*232. SHRI LALLU SINGH:
SHRIMATI REKHA VERMA:

Will the Minister of SHIPPING be pleased to state:

पोत परिवहन मंत्री

- (a) the funds allocated, released and utilized for development of port facilities in the main ports of Uttar Pradesh during the current year;
- (b) whether the Government is aware of delay in implementation of some projects in various ports of Uttar Pradesh;
- (c) if so, the details thereof and the reasons therefor along with the reaction of the Government thereto; and
- (d) the steps taken/proposed to be taken by the Government for completing the projects at the said ports at the earliest?

ANSWER
MINISTER OF SHIPPING
(SHRI NITIN GADKARI)

(a) to (d): A Statement is laid on the Table of the House.

Statement referred to in reply to parts (a) to (d) of Lok Sabha Starred Question No.*232 for 27.12.2018 raised by Shri Lallu Singh & Shrimati Rekha Verma, Hon'ble M.P. on "Development of Facilities at Ports"

In the major ports, projects relating to capacity expansion, modernization of infrastructure, rail and road connectivity at the port are undertaken by these ports from their own funds or by raising loan and in certain cases through Public Private Partnership (PPP) mode. However, because of the peculiar nature of Kolkata Port which requires substantial amount of maintenance dredging, Government of India has been supporting Kolkata Port by providing dredging subsidy through budgetary support. In addition, four Ports namely, V.O. Chidambaranar, Cochin, Mormugao and Chennai are being provided budgetary support for various projects. The details of fund released to the five major ports in the above mentioned projects in the last three years are given below:

(Rs. in Crore)					
Sl. No.	Name of the Port	Project	2015-16	2016-17	2017-18
1	Kolkata	Dredging Subsidy	275.55	162.50	167.39
2	V.O Chidambaranar	Capital Dredging and Development of Outer Harbour	27.00	15.00	15.00
3	Cochin	Road Connectivity to ICTT at Vallarpadam and Construction of Subway flyover	-	4.00	13.31
4	Mormugao	Construction of Four lane Port connectivity Road	-	5.00	10.00
5	Chennai	Coastal Road Protection Work	10.00	5.00	14.74

In addition to the above, funds released to the ports under Sagarmala programme during 2015-16 to 2017-18 are at **Annex**.

Uttar Pradesh is a land-locked State. There are no sea ports in Uttar Pradesh. However, multimodal terminals and inter modal terminals, which are in the nature of a river ports, are being constructed under the Jal Marg Vikas Project (JMVP). The JMVP is being implemented at cost of Rs. 5369 crore by the Inland Waterways Authority of India (IWAI) for augmentation of navigation capacity of National Waterway-1 on the Haldia-Varanasi stretch of river Ganga. The locations of the multi modal terminals is Varanasi (Uttar Pradesh), Sahibganj (Jharkhand) and Haldia (West Bengal) and intermodal terminals at Ghazipur (Uttar Pradesh) and Kalughat (Bihar). Work on the multimodal terminal at Varanasi has been completed as per schedule and the terminal was inaugurated by the Hon'ble Prime Minister on 12th

November, 2018. Land acquisition process for Ghazipur intermodal terminal is ongoing and out of the 8.917 ha of land required for the terminal, 5.103 ha has been acquired by the State Government of UP and handed over to IWAI. The mapping and survey of the remaining 3.813 ha of land got delayed due to floods.

The foundation stone for development of the National Waterway-40 (river Ghagra) from Faizabad to Manjhighat was laid on 9th October, 2018. The development of NW-40 includes monthly surveys, fairway development and floating terminals which are to be taken up in 2019-20.

For the Kumbh Mela, 2019, IWAI in consultation with the Government of U.P. is providing 4 floating terminals on NW-110 (river Yamuna) and 5 temporary Jetties at Chatnag, Sirsa, Sitamarhi, Vindhyachal and Chunar between Prayagraj and Varanasi on NW-1 (river Ganga) for embarkment and dis-embarkment of pilgrims.

Funds released to the Major Ports under the Sagarmala Programme during 2015-16 to 2017-18.

(Rs. in Crore)

SI. NO.	Port	Project	2015-16	2016-17	2017-18
1	Cochin	Refurbishment and Capacity enhancement of Coastal liquid terminal - COT and NTB	7.48	5.29	-
2	Kolkata	Improvement of road connectivity to facilitate trade and port users	-	3.75	-
3	Kolkata	Upgradation of the track 10-12-14-16-18-19-20-21- 22 and 23 at EJC yard	-	7.00	4.00
4	Kolkata	Upgrade of existing rail network	-	2.00	1.00
5	Kolkata	2nd Railway Line from Durgachak take off point to 'A' cabin at Durgachak at HDC	20.00	-	-
6	Kolkata	Upgrading berth2 and 11 KPD for coastal	2.51	-	-
7	V.O Chidambaranar	Dredging the dock basin for coastal cargo berth at VOCPT -Dredging in front of dedicated coastal berth	-	-	10.44
8	V.O Chidambaranar	Development and Operation of a full-fledged Truck Parking Terminal adjacent to NH7A opposite to Fisheries college	-	10.00	-
9	V.O Chidambaranar	Coastal berth with dredged depth of 10.0m to handle vessels up to 15000 DWT - length 150m	15.00	-	14.99
10	Visakhapatnam	Construction of coastal Berth	30.00	-	-
11	Visakhapatnam	Construction of grade separator from H-7 area to	-	14.98	-

		Port connectivity Road by passing Convent Junction			
12	Visakhapatnam	2 to 4 laning of port road connectivity to NH – 5 - Phase II	20.00	-	-
13	Chennai	Coastal Cargo Berth	15.00	12.00	
14	Chennai	Development of paved storage yard at Chennai Port for handling export cargo	-	-	13.50
15	Chennai	Construction of Bunker berth	-	-	9.81
16	Jawaharlal Nehru Port	Construction of Coastal Berth	-	-	12.50
17	Mormugao	Passenger Jetty at Vasco Bay	-	-	5.00
18	Mormugao	Full rake wagon handling line with paving 30m wide	-	8.10	-

GOVERNMENT OF INDIA
MINISTRY OF SHIPPING
LOK SABHA
STARRED QUESTION NO. *237
TO BE ANSWERED ON 27TH DECEMBER, 2018

INLAND WATER COMMERCIAL TRANSPORT

*237. SHRI KODIKUNNIL SURESH:

Will the Minister of SHIPPING be pleased to state:

पोत परिवहन मंत्री

- (a) whether the Government has received any proposal to augment the possibilities of inland water commercial transport by means of establishing a multi modal terminal and a dedicated logistics inland waterway in Kerala and especially on the utilization of waterways in Kuttanad region;
- (b) if so, the details thereof;
- (c) whether the Government has conducted any study regarding the possibility of the same through any expert committee; and
- (d) if so, the details thereof?

ANSWER
MINISTER OF SHIPPING
(SHRI NITIN GADKARI)

(a) to (d): A statement is laid on the Table of the House.

Statement referred to in reply to parts (a) to (d) of Lok Sabha Starred Question No.*237 for 27.12.2018 raised by Shri Kodikunnil Suresh, M.P. on “Inland Water Commercial Transport”

(a) to (d): No such proposals for establishing a multi modal terminal and a dedicated logistics inland waterway in Kerala has been received in Inland Waterways Authority of India (IWAI). However, National Waterway (NW)-3 in Kerala from Kollam to Kottapuram of West Coast Canal which also passes through Kuttanad region and Champakara & Udyogamandal Canals (205 km) is fully operational with 24 hours navigational facilities and eight permanent intermodal terminals with storage facilities and mechanised equipment for loading/ unloading of cargo. In addition, ninth terminal at Alapuzha near Mullackal has also been constructed for cargo operation. Details of the intermodal terminals/ infrastructure facilities on operational NW-3 are at Annex.

LIST OF TERMINALS ON NATIONAL WATERWAY - 3

Sl. No.	Locations of Terminals on NW-3
1.	Kottapuram (on West Coast Canal)
2.	Aluva (on Udyogamandal Canal)
3.	Maradu (on Champakara Canal in Kochi)
4.	Vaikkom (on West Coast Canal)
5.	Thanneermukkom (on West Coast Canal near Cherthala)
6.	Trikkunnappuzha (on West Coast Canal)
7.	Kayamkulam (at Airamthengu on West Coast Canal)
8.	Kollam (on West Coast Canal in Kollam city)
9.	Alapuzha (on West Coast Canal in Alapuzha city)

- In addition, there are two terminals viz., Bolghatty & Willingdon island which have been developed in Cochin Port Trust limit for container traffic through Ro-Ro/ Lo-Lo service.

GOVERNMENT OF INDIA
MINISTRY OF SHIPPING

LOK SABHA
UNSTARRED QUESTION NO. 2562
TO BE ANSWERED ON 27TH DECEMBER, 2018

PORT INFRASTRUCTURE FACILITIES

2562. SHRIMATI VANAROJA R.:
SHRI BHARATHI MOHAN R.K.:

Will the Minister of SHIPPING be pleased to state:

पोत परिवहन मंत्री

- (a) whether the Government has allowed private players in the establishment of ports in Tamil Nadu and if so, the details thereof;
- (b) the detailed list of private ports established and to be established in Tamil Nadu along with their capacity for handling of goods with value in INR;
- (c) whether the Government has provided adequate funds for enhancing port infrastructure facilities and also to increase the strength capacity of various ports in Tamil Nadu during the last three years; and
- (d) if so, the details thereof including the funds allocated during the said period for the purpose and the ports constructed/expanded in the State?

ANSWER

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

(a) & (b) Non Major Ports/Private Ports in the State of Tamil Nadu are under jurisdiction of the State Maritime Board/State Government. As per the information furnished by the Tamil Nadu Maritime Board, Private Companies are allowed to develop ports for their captive use as per the Tamil Nadu Minor Ports Development Policy of Tamil Nadu Maritime Board, Government of Tamil Nadu. The list of private ports established and to be established in Tamil Nadu is given at **Annexure I**.

(c) & (d) Expansion, modernization and upgradation of Major Ports in the country is an ongoing process to keep the ports abreast with new technologies and also to promote trade and cargo. The process inter-alia involves construction of new berths and terminals,

mechanization of existing berth and terminals, capital dredging for deepening of drafts for attracting large vessels in port channels, road and rail connectivity etc. Government Budgetary Support (GBS) is provided to ports in respect of projects, like maintenance dredging, connectivity enhancement etc. Non-Major Ports fall under the jurisdiction of State Governments who plan these activities with regard to them. The GBS granted to the V.O Chidambaranar Port and Chennai Port during the last three years is given at **Annexure II.**

In addition, funds are also released to Major as well as Non-major Ports for development/expansion of the Ports under the Sagarmala Programme. Projects worth Rs. 964.906 Cr. have been sanctioned under Sagarmala Programme for the State of Tamil Nadu and out of the sanctioned amount for Rs. 330.95 Cr, Rs. 242.06 Cr. has been released. The projects include development of Cuddalore Port in Tamil Nadu to handle small size vessels, coastal vessels etc. at a cost of Rs. 135 Cr. 50% of the cost of the Projects is to be funded under Sagarmala of which an amount of Rs. 33.75 Cr. has been released.

Annexure I

List of private ports established and to be established in Tamil Nadu:

Sl. No	Name of the Ports	Name of the Company	Ports Established/ to be	Traffic Handled during 2017-
1.	Kattupalli	M/s. Marine Infrastructure Developer Private Limited	Established	338
2.	Ennore Minor Ports	M/s. Coromandel International Limited	Established	32
3.	Panaiyur	M/s. Coastal Tamil Nadu Power Limited	To be Established	-
4.	Silambimangalam	M/s. The Ramco Cements Limited	To be Established	-
5.	Parangipettai	M/s. Porto Novo Maritime Limited	To be Established	-
6.	PY-03 Oil Field	M/s. Hardy Exploration and Production India Inc	Established	-
7.	Thirukkadaiyur	M/s.PPN Power Generating Company Limited	Established	4
8.	Chettinad Tharangampadi	M/s. Chettinad Tharangampadi Port	To be Established	-
9.	Udangudi	M/s. Tamil Nadu Generation and Distribution Corporation Limited	To be Established	-
10.	Kudankulam	M/s. Nuclear Power Corporation of India Limited	To be Established	-

GBS released to Chennai Port & V.O Chidambaranar Port
during 2015-16 to 2017-18

(Rupees in cr.)

Year	Ports	
	Chennai Port	V.O Chidambaranar Port
2015-16	10.00	25.00
2016-17	5.00	15.00
2017-18	14.74	15.00

GOVERNMENT OF INDIA
MINISTRY OF SHIPPING
LOK SABHA
UNSTARRED QUESTION NO. 2603
TO BE ANSWERED ON 27th DECEMBER, 2018

EMISSION FROM SHIPS

2603. DR. NARAMALLI SIVA PRASAD:

Will the Minister of SHIPPING be pleased to state:

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- (a) whether the Government maintains any data on the emissions related to the shipping industry in the country;
- (b) if so, the details thereof including CO₂ , NO_x and SO_x emissions and fuel consumption in the shipping sector; and
- (c) whether the Government is providing any support for research and development into technologies to reduce emissions from ships and if so, the details thereof?

ANSWER

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

(a) & (b): Based on the study for submission of Intended Nationally Determined Contribution (INDC) to United Nations Framework Convention on Climate Change (UNFCCC), the CO₂ emission in 2017 from Coastal Ships registered in India was estimated to be approximately 3.47 Million Tonnes.

There is no measurement exercise carried out yet for NO_x and SO_x emissions, as it is not a mandatory requirement by IMO. Data collection from ships regarding fuel consumption related to emission will be made mandatory from 1st January 2019.

(c): Yes, Madam, India is one of the 10 Lead Pilot Countries (LPC) in International Maritime Organization(IMO)'s Global Maritime Energy Efficiency Partnerships (GloMEEP) project. The project component includes Maritime Energy Efficiency Capacity Building and Public-Private Partnerships (PPP) to catalyze Maritime Sector Energy Efficiency Innovation, Research & Development and Technology Deployment, which primarily aims to catalyze the involvement of private sector in maritime sector energy efficiency activities in developing countries through knowledge sharing, international forums and collaborative pilot efforts in technology assessment and deployment.

GOVERNMENT OF INDIA
MINISTRY OF SHIPPING
LOK SABHA
UNSTARRED QUESTION NO. 2693
TO BE ANSWERED ON 27TH DECEMBER, 2018

INCLUSION OF RIVERS FOR DEVELOPMENT OF WATERWAYS

2693. SHRI PRALHAD JOSHI:

Will the Minister of SHIPPING be pleased to state:

पोत परिवहन मंत्री

- (a) whether the Government has included five rivers from Karnataka in the list of waterways considered as technically feasible for the development of shipping and navigating;
- (b) if so, the details thereof;
- (c) the status of the development of these waterways on the said rivers; and
- (d) the extent to which it is beneficial to use waterways as mode of transportation of goods and carriages across and within States?

ANSWER

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

(a) to (c): Yes, Madam. The details and status of development of the five National Waterways in Karnataka is at **Annex-I**.

(d): Inland Water Transport (IWT) mode is widely recognized as an environment friendly and cost effective mode of transport. As per RITES Report of 2014 on Integrated National Waterways Transportation Grid, 1 litre of fuel moves 24 tonne - km on road, 95 tonne-km on rail and 215 tonne-km on IWT. The cost of movement of freight by the three modes of transport is given below:

Mode	Railways	Highways	IWT
Freight (Rs./T.km)	1.36	2.50	1.06

In addition to the economic and environmental benefits, IWT aims to create for the shippers and logistic players, an alternative to the two dominant modes of transport i.e. road and rail.

STATUS OF DEVELOPMENT OF 5 NATIONAL WATERWAYS IN KARNATAKA

Sl. No.	River/Canal (NWs)	Length (km)	Status
1.	KABINI RIVER (NW-51)	23	Detailed Project Reports (DPRs) are under finalization in consultation with Govt. of Karnataka
2.	GURUPUR RIVER (NW-43)	10	
3.	NETRAVATHI RIVER (NW-74)	30	
4.	KALI RIVER (NW-52)	53	
5.	SHARAVATI RIVER (NW-90)	29	

GOVERNMENT OF INDIA
MINISTRY OF SHIPPING
LOK SABHA
UNSTARRED QUESTION NO. 2695
TO BE ANSWERED ON 27TH DECEMBER, 2018

MONITORING OF NATIONAL WATERWAYS

2695. SHRI MANSHANKAR NINAMA:

Will the Minister of SHIPPING be pleased to state:

पोत परिवहन मंत्री

- (a) whether the Government is having the details of current status and transport efficiency of developed National Waterways;
- (b) if so, the details thereof;
- (c) whether the Government has set up any system for the regular supervision and for deciding the transport efficiency of such waterways and if so, the details thereof; and
- (d) the present number of such functional waterways along with the waterways being used regularly for transportation purpose?

ANSWER

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

(a) to (d): Out of the 111 National Waterways (NWs) declared under the National Waterways Act, 2016, 13 NWs are operational for shipping and navigation and cargo/passenger vessels are moving on them. The details of operational NWs are at **Annex**.

Inland Waterways Authority of India (IWAI) has put in place a structured management and monitoring system with competent and experienced professionals, to ensure that the projects on NWs are qualitatively executed in a time bound manner. In addition, the progress of execution of projects is regularly reviewed at various levels within IWAI and the Government.

Inland Water Transport (IWT) mode is widely recognized as environment friendly and cost effective mode of transport. As per RITES Report of 2014 on Integrated National Waterways Transportation Grid, some of the important benefits of IWT mode compared to rail and road transportation are fuel efficiency and cost savings as given below:

- i. 1 Litre of fuel moves 24 tonne - km on road, 95 tonne-km on rail and 215 tonne-km on IWT.
- ii. Comparative cost for movement of freight.

Mode	Railways	Highways	IWT
Freight (Rs./T.km)	1.36	2.50	1.06

In addition to the economic and environmental benefits, IWT aims to create for the shippers and logistic players, an alternative to the two dominant modes of transport viz. road and rail.

Details of Operational National Waterways

Sl. No.	National Waterway (NW) No.	Length (km)	Location (S)
1.	NW-1: Ganga-Bhagirathi-Hooghly River System (Haldia - Allahabad)	1620	Uttar Pradesh, Bihar, Jharkhand, West Bengal
2.	NW-2: Brahmaputra River (Dhubri - Sadiya)	891	Assam
3.	NW-3: West Coast Canal (Kottapuram - Kollam), Champakara and Udyogmandal Canals	205	Kerala
4.	NW-4: Phase-1 development of the stretch Muktiyala to Vijyawada of river Krishna	82	Andhra Pradesh
5. 6. 7. 8.	Waterways in Maharashtra i) NW-10 (Amba River) ii) NW-83 (Rajpuri Creek) iii) NW-85 (Revadanda Creek - Kundalika River System) iv) NW-91 (Shastri river–Jaigad creek system)	45 31 31 52	Maharashtra
9. 10.	National Waterways in Goa NW-68 – Mandovi – Usgaon Bridge to Arabian Sea (41 km) NW-111 – Zuari– Sanvordem Bridge to Marmugao Port (50 km).	41 50	Goa
11. 12.	National Waterways in Gujarat NW-73- Narmada river- NW-100- Tapi river	226 436	Gujarat &Maharastra
13.	Sunderbans Waterways (NW-97): Namkhana to AtharaBankiKhal in West Bengal.	172	West Bengal (through Indo-Bangladesh Protocol Route)

GOVERNMENT OF INDIA
MINISTRY OF SHIPPING
LOK SABHA
UNSTARRED QUESTION NO. 2724
TO BE ANSWERED ON 27TH DECEMBER, 2018
JAL MARG VIKAS PROJECTS

2724. SHRI SUDHEER GUPTA:
SHRI ASHOK SHANKARRAO CHAVAN:
SHRI T. RADHAKRISHNAN:
SHRI S. R. VIJAYAKUMAR:
KUNWAR HARIBANSH SINGH:
SHRI S. RAJENDRAN:

Will the Minister of SHIPPING be pleased to state:

पोत परिवहन मंत्री

- (a) the present status of implementation of Jal Marg Vikas Project (JMVP);
- (b) the number of inland waterways that are functional in the country as on date;
- (c) whether the World Bank has economically analyzed JMVP and if so, the outcome thereof;
- (d) whether it has been pointed out in the said analysis regarding employment generation in the shipping sector of the country and if so, the details thereof;
- (e) the number of projects running under JMVP along with the timeframe fixed by the Government for its completion, project-wise; and
- (f) the steps taken/ being taken by the Government to execute projects thereunder in a time bound manner?

ANSWER

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

(a), (c) to (f): The Inland Waterways Authority of India (IWAI) is implementing the Jal Marg Vikas Project (JMVP) at a cost of Rs. 5369.18 crore for capacity augmentation of navigation on National Waterway-1 (NW-1) on the Haldia – Varanasi stretch of Ganga-Bhagirathi-Hooghly River system with the technical and financial assistance of the World Bank. Projects worth Rs. 1800 crore (approx.) have commenced on ground in a time period of three years after statutory clearances. Details are at **Annex-I**.

The Detailed Project Report (DPR) of the JMVP was finalized in consultation with the World Bank. The DPR of JMVP indicates an Economic Internal Rate of Return (EIRR) of Return of 21.40%.

It is estimated that about 46,000 direct and 84,000 indirect employment opportunities will be generated on completion of various ongoing projects under JMVP.

To ensure that the projects under the JMVP are qualitatively executed in a time bound manner, IWAI has put in place a structured management and monitoring system consisting of two Technical Support Services Consultants and six Project Implementation Units at the project sites; and a Project Management Unit at the IWAI Head Office, all staffed with competent and experienced professionals. The progress of execution of JMVP is regularly reviewed at various levels within IWAI and the Government.

(b): The details of National Waterways which are operational in the country at present are at **Annex.-II.**

The status of implementation of various sub-projects under Jal Marg Vikas Project as on 30.11.2018

Sl. No.	Sub-project	Time frame for completion	Status of implementation
1.	Fairway Development	March, 2023	Contract for provision of Least Assured Depth (LAD) on the stretch between Farakka and Kahalgaon (146 kms) through Performance Based Assured Dredging was awarded on 09.04.2018 and the work commenced. Tenders for provision of LAD on the Sultanganj-Varanasi stretch are in progress.
2.	Construction of Phase-I of multimodal terminal at Varanasi.	December, 2018	The multimodal terminal was inaugurated by Hon'ble Prime Minister on 12.11.2018.
3.	Construction of Phase-I of the multimodal terminal at Sahibganj.	May, 2019	<ul style="list-style-type: none"> • Date of award of work: 27.10.2016. • Cost at which awarded: Rs.280.90 crore. • Terminal Capacity: 2.24 MPTA • Start date of the project: November, 2016. • Physical progress: 54.81% • Financial progress: Rs.143.33 crore.
4.	Construction of multimodal terminal at Haldia.	December, 2019	<ul style="list-style-type: none"> • Date of award of work: 30.06.2017. • Cost at which awarded: Rs.517.36 crore. • Terminal Capacity: 3.18 MPTA • Start date of the project: July, 2017. • Physical progress: 22.43% • Financial Progress: Rs.75.24 crore.
5.	Construction of intermodal terminal at Kalughat.	August, 2020	Tender process for award of work is in progress.
6.	Construction of intermodal terminal at Ghazipur.	August, 2020	Tender process for award of work is in progress.
7.	Construction of new navigational lock at Farakka.	June, 2019	<ul style="list-style-type: none"> • Date of award of work: 24.11.2016 • Cost at which awarded: Rs.359.19 crore. • Date of commencement of work: December, 2016. • Physical progress: 27.97%. • Financial progress: Rs.83.42 crore.
8.	Integrated Vessel Repair & Maintenance Complexes	December, 2020	The locations of the complexes are at Gaight (Patna) and Sahibganj. Draft Project Reports are under finalization.
9.	Construction of Ro-Ro crossings.	December, 2020	DPRs are under finalization.
10.	Vessel procurement	March, 2020	The process for procurement of two self-propelled Cutter Suction Dredgers is underway.
11	Land Acquisition and	March, 19	1. MMT Haldia: 61 acres of land in the Haldia

	R&R/RAP	<p>Dock Complex have been taken on 30-year lease from the Kolkata Port Trust on payment of Rs.40.22 crore as one-time premium.</p> <p>2. MMT Varanasi: 5.586 ha of land for Phase-I (A) of the Terminal was acquired. Acquisition process for 1.415 ha. of land for road connectivity has been completed.</p> <p>3. Navigation Lock at Farakka: 14.86 ha of land transferred from Farakka Barrage Project (FBP) to IWAI, Ministry of Shipping. Rs.2.36 crore paid to FBP.</p> <p>4. MMT, Sahibganj: 183.13 acres of land has been acquired for the Terminal and mutation completed. 9.24 acres of land required for road connectivity has also been acquired. Rs.93.52 crore paid towards land compensation.</p> <p>R&R Implementation is in progress for 485 project affected families, out of which R&R package has been transferred to 417 families. Land for two Resettlement Colonies at Samadnala and Faltanganj villages has been acquired. The Resettlement Colonies are being set up by the District Administration, Sahibganj, wherein ready-to-move-in houses will be allotted to the project affect families with all civic amenities.</p> <p>5. IMT Kalughat: Acquisition of 5.159 ha. of land for the Terminal by the District Administration, Saran is in progress.</p> <p>6. IMT Ghazipur: Out of the 8.917 ha of land required for the Terminal, 5.103 ha has been acquired and acquisition of 3.813 ha of land by the District Administration, Saran, is in progress.</p> <p>7. Ro-Ro Terminals: Locations with requirement of land for the Ro-Ro Terminals have been identified.</p> <p>8. Vessel Repair & Maintenance Complex at Sahibganj: District Administration, Sahibganj has, after detailed survey, has identified about 56 acres of land for the purpose.Requisition for acquisition has been filed with the District Administration, Sahibganj on 05.11.2018.</p>
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National Waterways - Operational

Sl. No.	National Waterway (NW) No.	Length (km)	Location (S)
1.	NW-1: Ganga-Bhagirathi-Hooghly River System (Haldia - Allahabad)	1620	Uttar Pradesh, Bihar, Jharkhand, West Bengal
2.	NW-2: Brahmaputra River (Dhubri - Sadiya)	891	Assam
3.	NW-3: West Coast Canal (Kottapuram - Kollam), Champakara and Udyogmandal Canals	205	Kerala
4.	NW-4: Phase-1 development of the stretch Muktiyala to Vijyawada of river Krishna	82	Andhra Pradesh
5. 6. 7. 8.	Waterways in Maharashtra i) NW-10 (Amba River) ii) NW-83 (Rajpuri Creek) iii) NW-85 (Revadanda Creek - Kundalika River System) iv) NW-91 (Shastri river–Jaigad creek system)	45 31 31 52	Maharashtra
9. 10.	National Waterways in Goa NW-68 – Mandovi – Usgaon Bridge to Arabian Sea (41 km) NW-111 – Zuari– Sanvordem Bridge to Marmugao Port (50 km).	41 50	Goa
11. 12.	National Waterways in Gujarat NW-73- Narmada river- NW-100- Tapi river	226 436	Gujarat &Maharastra
13.	Sunderbans Waterways (NW-97): Namkhana to AtharaBankiKhal in West Bengal.	172	West Bengal (through Indo-Bangladesh Protocol Route)

GOVERNMENT OF INDIA
MINISTRY OF SHIPPING
LOK SABHA
UNSTARRED QUESTION NO. 2737
TO BE ANSWERED ON 27TH DECEMBER, 2018
PROMOTION OF COASTAL SHIPPING

2737. ADV. M. UDHAYAKUMAR:

Will the Minister of SHIPPING be pleased to state:

पोत परिवहन मंत्री

- (a) whether it is a fact that inland waterways transport is proving to be game changer in India and if so, the details thereof;
- (b) whether it is also true that cargo traffic on National Waterway-1 is expected to touch 21.89 million tonnes by 2021 and if so, the details thereof;
- (c) whether it is also true that this modal shift in transport is another step towards promoting coastal shipping as a cost effective means of transportation; and
- (d) if so, the details thereof?

ANSWER

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

(a) & (b): Inland Water Transport (IWT) mode is widely recognized as an environment friendly and cost effective mode of transport. In addition, IWT aims to create for the shippers and logistic players, an alternative to the two dominant modes of transport i.e. road and rail.

During 2017-18, 55.03 Million Tonnes (MT) of cargo was transported on all National Waterways (NWs) out of which 5.48 MT was transported on National Waterway (NW) -1.

Inland Waterways Authority of India (IWAI) is implementing the Jal Marg Vikas Project (JMVP) for augmentation of navigation capacity of NW-1 on the Haldia-Varanasi stretch. As per the IWT sector development strategy and business development study conducted under JMVP, based on the implementation of various necessary interventions for capacity under JMVP, cargo movement of 21.89 MT has been projected on NW-1 during 2021-22.

(c) & (d): Several NWs connect the hinterland with ports and coastal areas. The development of NWs will provide seamless connectivity for landlocked States and hinterland with ports and coastal routes, thereby integrating inland waterways and coastal shipping.

To promote inland navigation with coastal shipping the Government has recently issued Guidelines for issuance of "Statement of Compliance" (SOC) to inland vessels intending to trade within 5 Nautical Miles from the base line (inshore traffic corridor) in fair season and under fair weather conditions.
