

# **STATISTICS OF INLAND WATER TRANSPORT 2014-15**



**Government of India  
Ministry of Road Transport & Highways  
Transport Research Wing  
New Delhi**

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## P R E F A C E

Transport Research Wing (TRW) in the Ministry of Road Transport and Highways is the nodal agency for providing information/data on various facets of Shipping and Inland Water Transport. The present issue "Statistics of Inland Water Transport 2014-15" is the 22<sup>nd</sup> issue in the series.

2. The present volume gives an overview of the current status of Inland Water Transport (IWT). Besides it consists of 8 sections covering navigable waterways and infrastructure, cargo movement on waterways, commodity/route wise cargo movement, IWT activities across States/UTs, IWT activities undertaken by private and public sector companies, plan outlays/expenditure for IWT sector, accidents related to inland waterways and Inland Waterways in select countries.

3. Though, the information contained in the volume is obtained from a large number of source agencies spread across both public and private sector, with the cooperation of the various stakeholders, we have been successful in reducing the time lag in bringing out collated data to less than a year. We hope to receive their continued cooperation in future also.

I take this opportunity to thank all who have contributed to improve and complete this issue. Suggestions from the users of information are welcome to improve quality and coverage. The officers and staff of the TRW deserve special mention for the considerable effort put in by them leading to the release of this publication.

(Rajive Kumar)

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## C O N T E N T S

Tables	SUBJECT	Page No.
	<b>INLAND WATERWAYS TRANSPORT - AN OVERVIEW</b>	i-xviii
	<b>SECTION - 1 : NAVIGABLE WATERWAYS &amp; INFRASTRUCTURE</b>	
1.1	Navigable Waterways in India	1 to 5
1.2	Infrastructure Facilities Available on National Waterways	6 to 10
1.3	Infrastructure Facilities Available on State Waterways	11 to 12
	<b>SECTION - 2 : CARGO MOVED ON VARIOUS WATERWAYS</b>	
2.1	Cargo Movement on National Waterways	13
2.2	Details of Cargo Moved on National Waterways	14 to 29
	<b>SECTION - 3 : COMMODITY-WISE ROUTE-WISE CARGO CARRIED, FREIGHT EARNED, INCOME AND EXPENDITURE OF CIWTC</b>	
3.1	Traffic and Freight Earnings of Central Inland Water Transport Corporation (CIWTC)	30
3.2	Cargo Carried and Freight Earned by CIWTC - Commodity-wise	31
3.3	Commodity-wise, Route-wise Cargo Carried, Freight Earned and Tonne Kms. Performed by CIWTC	32 to 33
3.4	Income and Expenditure of CIWTC	34
3.5	Source-wise Earnings of CIWTC	35
3.6	Financial Position of CIWTC	36
	<b>SECTION - 4 : IWT ACTIVITIES - STATE-WISE</b>	
4.1	Number of IWT Vessels with valid Certificate of Survey - By Type	37
4.2	Number of Passengers and Cargo Carried By Inland Water Vessels	38
	<b>SECTION - 5 : IWT ACTIVITIES - PRIVATE COMPANIES/PUBLIC UNDERTAKINGS</b>	
5.1	IWT Vessels with valid Certificate of Survey -Owned by Private Companies/Public Undertakings - By Type	39 to 40
5.2	Cargo/Passengers Carried and Freight Collected - Company	41 to 44
	<b>SECTION - 6 : PLAN OUTLAY &amp; EXPENDITURE FOR IWT SECTOR</b>	
6.1	Plan Wise Financial Performance of IWT Sector from 10th Five Year Plan to 11th Five Year Plan including part of 12th Five Year Plan	45

Tables	SUBJECT	Page No.
	<b>SECTION - 7 : INLAND WATERWAYS TRANSPORT ACCIDENTS</b>	
7.1	No. of Accidents, Persons Injured and Killed by Drowning (Boat Capsize) during 2014	46
	<b>SECTION - 8 : INLAND WATERWAYS IN SELECT COUNTRIES</b>	
8.1	Length of Navigable Inland Waterways in Europe and USA in 2010,2011 and 2012	47
8.2	Length of Navigable Inland Waterways by Permissible Carrying Capacity of Vessels - 2012	48 to 49
8.3	Inland Waterways Vessels in Service at the end of 2012	50
8.4	Goods Transport by Type of Transport on National Territory 2012	51
	<b>APPENDICES</b>	
	Appendix- I	
	Appendix- II	

# **Inland Water Transport: An Overview**

## **INTRODUCTION**

India is endowed with a variety of navigable waterways comprising river systems, canals, back waters, creeks, and tidal inlets. However, navigation by mechanized crafts is possible only over a limited length covering about half of the reported navigable waterways. The navigable waterways are confined to a few States and location specific. The Inland Water Transport (IWT) is functionally important in regions covered by the Brahmaputra and the Ganges in the North East and Eastern parts of the country, Kerala, Goa and in the deltas of the rivers of Krishna and Godavari where IWT offers natural advantages. IWT has an important role to play in many parts of the country since it offers an economic, energy efficient, employment intensive and almost pollutant free mode of transport service. In spite of the merits of IWT, its operation is constrained by several factors like shallow water, narrow width during dry weather, siltation and bank erosion, inadequate vertical and horizontal clearances in a large number of overhead structures making navigation throughout the year a daunting task.

## **POLICY INITIATIVES AND MILESTONES**

2. Before 1950, there was no proper institutional set up for the development of IWT. A beginning was made during the First Plan when the Ganga-Brahmaputra Water Transport Board was set up as a Joint Venture of the Central Government and State Governments of Uttar Pradesh, Bihar, West Bengal and Assam. Its objective was to coordinate the efforts of the participating Governments in developing water transport on the Ganga and Brahmaputra Systems. Subsequently, the Government of India established the Inland Water Transport Directorate in the then Ministry of Shipping and Transport in 1965. In March, 1967, the Ganga-Brahmaputra Water Transport Board was merged with the IWT Directorate. Also, Central Inland Water Transport Corporation Ltd. (CIWTC) was set up at Kolkata in 1967 after taking over the assets and liabilities of the erstwhile River Steam Navigation Company Ltd.

3. In pursuance of the recommendations of the National Transport Policy Committee (NTPC), the Inland Waterways Authority of India (IWAI) was set up on October 27, 1986 by an Act of Parliament in 1985 for development, maintenance and regulation of National Waterways for shipping and navigation in the country. Three basic IWT related infrastructure for development of waterways are:

(a) Fairway or navigational channel with desired width and depth



(b) Terminals for berthing of vessels, loading/unloading of cargo and for providing interface with road and rail; and

(c) Navigational aid for safe navigation.

4. The Ministry of Shipping is entrusted with the overall responsibility of development of inland water transport in the country. Besides, assistance is being provided to States by the Central Government under Centrally Sponsored Schemes to develop waterways, terminals, navigational aids and undertake survey and studies related to IWT. The assistance under this scheme used to be upto 50% by way of loan on reimbursement basis. However, the pattern of assistance was revised in 2002-03 to 100% in the form of grant under the scheme to the North Eastern States, (including Sikkim) and 90% grant to other states for the development of Inland Water Transport. An Inland Vessel Building Subsidy Scheme was also in place since April, 2002 upto 31<sup>st</sup> March 2007. Under this scheme, subsidy up to 30% cost of Inland Vessel built in India for operation on National Waterways (NWs), Sunderbans and Indo-Bangladesh protocol routes could be availed. With a view to attract private sector participation in IWT a number of promotional measures and fiscal incentives have been provided. IWAI Act was amended in September 2001 to facilitate promotion of Joint Venture by IWAI; equity participation of Government/IWAI has been limited to a ceiling of 40% for BOT project; Tax exemptions similar to National Highways notified for IWT and customs duty concessions for specified IWT equipments were notified in 2002.

#### **INLAND WATERWAYS AUTHORITY OF INDIA**

5. The Inland Waterways Authority of India (IWAI) was set up under the Inland Waterways Authority of India Act, 1985 is entrusted with the regulation and development of Inland Waterways for the purpose of inland shipping and navigation. Its important functions are:

- (i) Conducting surveys and investigations and techno-economic feasibility for developing inland water transport mode;
- (ii) Development and regulation of National Waterways for shipping and navigation by providing conservancy measures, river training works, setting up infrastructural facilities etc.;
- (iii) Other connected/subsidiary functions include regulation of traffic, coordination with other modes of transport for movement on the National Waterways maintenance of Pilot age etc;
- (iv) To assist and advise central and State Government on matters relating to Inland Water Transport.



### **Box 1: Inland Water Transport (IWT): A Historical Perspective**

The commercial history of India gives a glorious account of growth of navigation on inland waterways. The location of a large number of towns on waterways, which were also centers of trade and commerce, much before railways, indicate the value of this mode in the past.

The era of mechanical propulsion in India started in 1823 when the first propelled craft-Diana-weighing 89 tonnes, sailed with passengers from Kulpi road to Calcutta, a distance of 80 kms on the Hooghly. In 1834, a regular monthly steamer service was established between Calcutta and stations upstream on the Ganga for carrying the East India Company's officials and stores. In 1842, a regular fortnightly service grew up between Calcutta and Agra on the river Yamuna. By 1863, a regular steam service commenced between Calcutta and Assam. A network of steamer services soon developed extending as far as Garh-Mukteshwar on the river Ganga in Uttar Pradesh, about 645 kms from Allahabad, and Ayodhya on the river Ghagra, about 325 kms at its confluence with the Ganga.

In the 19<sup>th</sup> century navigation by power crafts and country boats played a dominant role in development of trade and commerce along river banks and catchment areas of the navigable river and canal system. Bulk of traffic was, however, carried in country boats plying from Delhi and Nepal border to Assam. At its peak in 1876-77 country boat traffic registered at Calcutta were about 180,000 cargo boats, at Hooghly 124,000 cargo boats, and at Patna about 62,000 cargo boats.

The advent of railways and extension of its network marked a turning point for water-transport in India. To start with, construction of main railway lines gave a spurt to river traffic as the two modes supplemented each other, with waterways providing feeder service to railways. This complementarily between IWT and railways was, however, short-lived. The decline of navigation started by about 1860. By that time extension of East Indian Railways had begun to make itself felt. With an increase in rail network new centers of economic activity away from waterways developed. Gradually, IWT lost its superiority.

Source: Chapter 15, Inland Water Transport, Report of the National Transport Policy Committee, Government of India, Planning Commission, May 1980

## **NAVIGABLE WATERWAYS & INFRASTRUCTURE**

6. Length of waterways along with its navigable length is an indicator of inland water potential of a state. Table 1 gives Total and Navigable length of Waterways reported across States/UTs. It is observed that the maximum length of waterways is in the State of Assam with 5290 kms followed by West Bengal with 4741 kms. However, the ratio of the navigable length to the total length of the river/canal better reflects the potential for IWT.

As per the available data presented in Table 1, it is observed that the ratio of navigable length to the total length is about 96.88% in the State of West Bengal; by contrast, in case of Gujrat the ratio of navigable length to total length is a mere 15.62%. Other States with good inland water transport prospects are Goa, Maharashtra and Bihar where waterways navigable length is 90.84, 73.14 and 62.40% respectively of the total length of rivers/lands/lakes reported by these states. Fourteen states have reported river length as well as navigable length for 131 rivers. These 131 rivers have total length of 27962 Km of which 45.57% is navigable length.

<b>Table 1 : Total and Navigable Length of Waterways in different States –2014-15 (In kms) *</b>			
<b>State</b>	<b>Total Length of the Rivers/ Canals/ Lakes in State (Km.)</b>	<b>Navigable Length (Km.)</b>	<b>Percentage of Navigable Length to Total Length</b>
Andhra Pradesh	3579	804	22.46
Assam	5290	1682	31.80
Bihar	2229	1391	62.40
Goa	273	248	90.84
Gujarat	653	102	15.62
Karnataka	2862	1215	42.45
Kerala	2779	845.2	30.41
Maharashtra	631	461.5	73.14
Orissa	1378	508	36.87
Nagaland**	937	375	40.02
Mizoram	238	81	34.03
Tamil Nadu	27	12	44.44
Uttar Pradesh**	2345	425 @	18.12
West Bengal	4741	4593	96.88
... Not Available ** Pertains to 2007-08, @ Navigable length Pertains to NW I for Allahabad-Buxar stretch in Uttar Pradesh. * The information for each State has been compiled for only those rivers for which both Total length & Navigable length have been reported by the State.			

## **CARGO MOVEMENT ON MAJOR WATERWAYS**

7. Table 2 provides a snap view of cargo moved on the three national waterways, waterways of Goa and Maharashtra which carry most of the cargo traffic on India's Inland Waterways. The total cargo movement on India's waterways comprising the three national waterways and waterways in the State of Goa and Maharashtra was 365.37 lakhs tonnes in 2014-15 as against 322.63 lakhs tonnes in 2013-14, reflecting an increase of 13.3 %. In terms of tonnage, Goa and Maharashtra accounted for 2.2 % and 74.9 % respectively of the total cargo volume in 2014-15 with balance 22.9 % being accounted by the 3 National Waterways. In terms of tonne km (movement of one tonne of cargo over a distance of one km) there was an increase of 17 % in 2014-15 over 2013-14. Maharashtra waterways accounted around 75% of the total cargo movement on inland waterways across India. In case of Goa and Maharashtra, high volume of cargo movement was carried over relatively short average distances

of about 42.82 Kms and 17.88 Kms respectively leading to their intensive use. However, in the three National Waterways the volume of cargo traffic was relatively much small. In case of National Waterway II (The Brahmaputra) and National Waterway III (Champakara canal, Udyogmandal canal and West Coast canal) the distance traversed by cargo was on an average around 20.38 Kms and 10.90 Kms respectively in 2014-15. In case of National Waterway I (Ganga- Bhagirathi-Hooghly) the average distance over which cargo moved was relatively much longer at around 444.73 Kms.

<b>Table 2: Cargo Movement on Waterways</b>					
<b>Sl. No.</b>	<b>Details of Waterway</b>	<b>Cargo Moved ( lakh tonnes)</b>		<b>Tonne Kms (in lakh )</b>	
		<b>2013-14</b>	<b>2014-15</b>	<b>2013-14</b>	<b>2014-15</b>
<b>1</b>	<b>National Waterway No. I</b>	33.49(10.4)	50.50(13.8)	18512(76.5)	22459(79.4)
<b>2</b>	<b>National Waterway No. II</b>	24.75(7.7)	24.92(6.8)	594(2.5)	508(1.8)
<b>3</b>	<b>National Waterway No. III</b>	10.66(3.3)	8.44(2.3)	116(0.5)	92(0.3)
	<b>Sub Total NWs</b>	68.90(21.4)	83.86(22.9)	19222(79.5)	23059 (81.5)
<b>4</b>	<b>Goa Waterways</b>	5.99(1.8)	7.94(2.2)	270(1.1)	340 (1.2)
<b>5</b>	<b>Maharashtra Waterways</b>	247.74(76.8)	273.57(74.9)	4691(19.4)	4892(17.3)
	<b>Grand Total</b>	<b>322.63(100.0)</b>	<b>365.37(100.0)</b>	<b>24183(100.0)</b>	<b>28291 (100.0)</b>
<p><b>Source :</b> (i) Inland Waterways Authority of India for National Waterways  (ii) Data for Goa Waterways include the data received from Ports department, Govt of Goa and the data received from the Mormugao Port Trust (MPT).  (iii) Maharashtra Maritime Board for Maharashtra Waterways.</p> <p><b>Note</b></p> <p>1. Cargo handled in Kolkata-Bangladesh-Kolkata route is included in the traffic on National Waterway No. I. The route is a link between NW-I &amp; NW-II through Bangladesh</p> <p>2. Figure within brackets indicates percentage to the total.</p>					

## NATIONAL WATERWAYS (NW)

### **Box 2: Criteria for declaration of National Waterway**

- It should possess capability of navigation by mechanically propelled vessels of minimum 300 tonnes (DWT) capacity (45m x 8m x 1.2m);
- It should have a fairway of minimum 40m wide channel with 1.4m depth in case of rivers and minimum 30m wide channel with 1.8m depth in case of canals. Exception may be given in case of irrigation-cum-navigation canals based on request of the concerned State Govt in order to safeguard the interest of irrigation;
- It should be a continuous stretch of minimum 50 kms; the only exception to be made to waterway length is for urban conglomerations and intra-port traffic; and
- It should pass through and serve the interest of more than one States or connect a vast and prosperous hinterland and major port, or either pass through or connect a strategic region where development of navigations is considered necessary to provide logistic support for economic development or national security, or connect place not served by any other mode of transport.

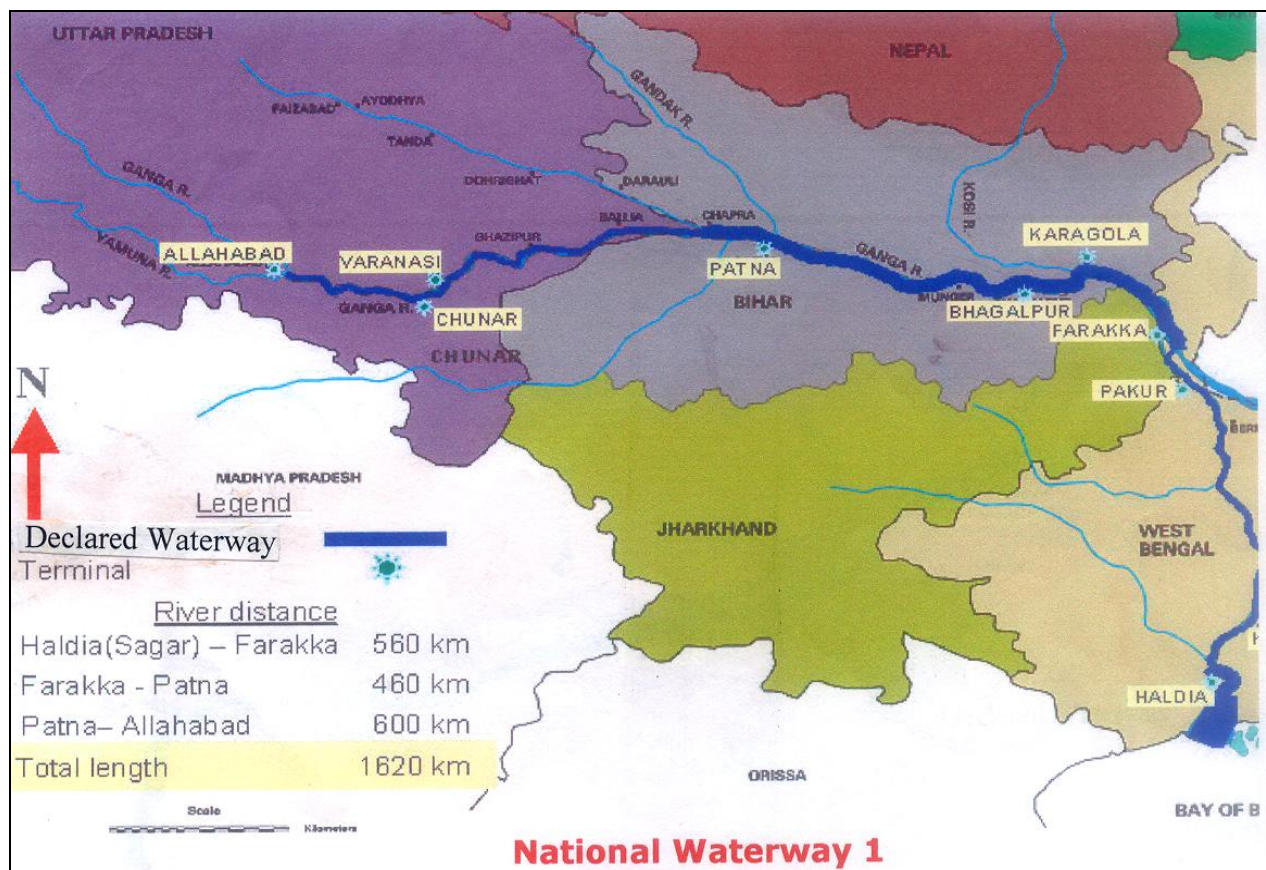
8. To promote Inland Water Transport (IWT) in the country, five waterways have been declared as National Waterways so far are:
- (a) Allahabad-Haldia stretch (1620 kms) of Ganga-Bhagirathi-Hooghly river system was declared National Waterway- 1 in October, 1986.
  - (b) Sadiya-Dhubri stretch (891 kms) of the Brahmaputra river was declared National Waterways-II in September, 1988.
  - (c) Kottapuram-Kollam stretch (168 kms) of the West Coast Canal along with Champakara canal (14 kms) and Udyogmandal canal (23 kms) was declared National Waterways-III in February, 1993.(Total 205 kms)
  - (d) Kakinada- Pondicherry canals along with Godavari and Krishna rivers (1078 km) –as NW-4.
  - (e) East Coast Canal integrated with Brahmani river and Mahanadi delta rivers (588 km) as NW-5.

Out of these five NWs, first three waterways have already been developed substantially with fairway of required depth & width, navigational aids & terminal facilities for loading/unloading of cargo & ingress/ egress of the passengers and cargo & passenger vessels are moving on these NWs. A World Bank aided project for capacity augmentation of NW-1 has been sanctioned and it is under implementation.

## National Waterways-I (The Ganga-Bhagirathi-Hooghly)

9. The National Waterway No. 1 has been divided into three stretches for operational convenience and is being developed for shipping and navigation. Over the years, schemes for river conservancy works have been undertaken along with the issues connected with river depth and navigability, repair of vessels, terminal maintenance and other related works. Least Available Depth (LAD) of 2m round the year is being maintained between Haldia and Patna (1020 km) and; LAD of 1.5m between Patna-Varanasi (363 km) for most part of the year. However, LAD of 1.5 metre is maintained only for 4-5 monsoon months in a year between Varanasi and Allahabad stretch (237 Km).

The volume of freight movement on National Waterways-I was 50.50 lakh tonnes in 2014-15 as against 33.49 lakh tonnes in 2013-14 reflecting an increase of 50.79 %. The volume of cargo movement by VIVADA IWL vessels increased to 2.5 lakh tonnes in 2014-15 from 2.1 lakh tonnes in 2013-14, the volume of cargo moved by other private operators increased considerably during 2014-15 as compared to 2013-14. Other private operators moved 25.13 lakh tonnes of cargo on NW-I in 2014-15 as against 20.94 lakh tonnes cargo on NW-I in 2013-14. However, no operation were reported to be carried out by CIWTC during 2014-15.

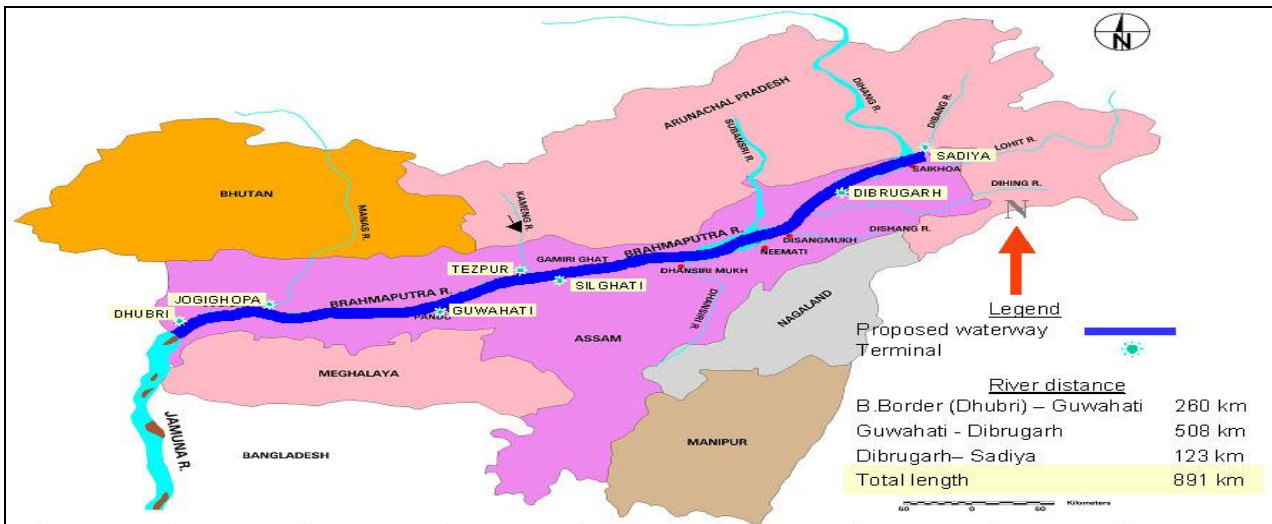


10. The composition of cargo movement on National Waterway I over the years is shown in Table 3 below. Building material accounted for 40.5% of total cargo movement along the NW-I during 2014-15, followed by Coal (34.4%) and food items (10.4%). These three items together accounted for about 85% of the total cargo moved on NWI during 2014-15.

<b>Table 3 : Composition of Cargo Moved on National Waterway- I (In Tonnes)</b>					
<b>Name of the Commodity</b>	<b>2010-11</b>	<b>2011-12</b>	<b>2012-13</b>	<b>2013-14</b>	<b>2014-15</b>
Building Material	1492395(79.5)	1529401(46.2)	1727685(63.6)	1997301(59.6)	2044784 (40.5)
Fertilizers	7500 (0.4)	-	52000 (1.9)	36800 (1.1)	132299 (2.6)
Food items	9110 (0.5)	15000 (0.5)	345179 (12.7)	394935(11.8)	527048(10.4)
Miscellaneous	41984 (2.2)	22509 (0.7)	13842 (0.5)	11476 (0.3)	17690 (0.4)
Mix	-	1459428(44.1)	21800 (0.8)	8250 (0.2)	65312 (1.3)
Ore/Minerals	2648 (0.1)	550 (neg.)	229000 (8.4)	112000 (3.3)	242000 (4.8)
POL/POL products	324111 (17.3)	281954 (8.5)	247341 (9.1)	212063 (6.3)	250418 (5.0)
Coal	-	1205 (neg.)	79590 (2.9)	561456 (16.8)	1736492(34.4)
Iron steel	-	-	-	14857(0.4)	34166(0.7)
<b>Total NW I</b>	<b>1877748 (100.0)</b>	<b>3310047 (100.0)</b>	<b>2716437 (100)</b>	<b>3349138 (100)</b>	<b>5050209 (100)</b>
<b>Note: Figure within brackets indicates percentage to the total. Neg. - negligible</b>					

### **National Waterways No. II (The Brahmaputra)**

11. Since its declaration as National Waterway II various developmental activities have been taken up on the Sadiya-Dhubri stretch of Brahmaputra. Some of the schemes undertaken to improve navigability include river conservancy works such as bandalling, channel marking and hydrographic surveys. Pilotage services have also been provided to the vessels plying on this waterway. River conservancy works for maintaining navigable depth are taken up on a year to year basis. LAD of 2 metres between Dhubri and Dibrugarh (768 km) is maintained for most part of the year. However, between Dibrugarh and Sadiya, LAD of 1.5 metres could be maintained only during monsoon months.



12. The total cargo traffic on NW II was 24.91 lakh tonnes during 2014-15 as against 24.75 lakh tonnes during 2013-14 reflected an increase of 0.16 lakh tonnes. Commodity-wise composition of cargo movement over the years indicates that the cargo moved on this waterway is of miscellaneous nature.

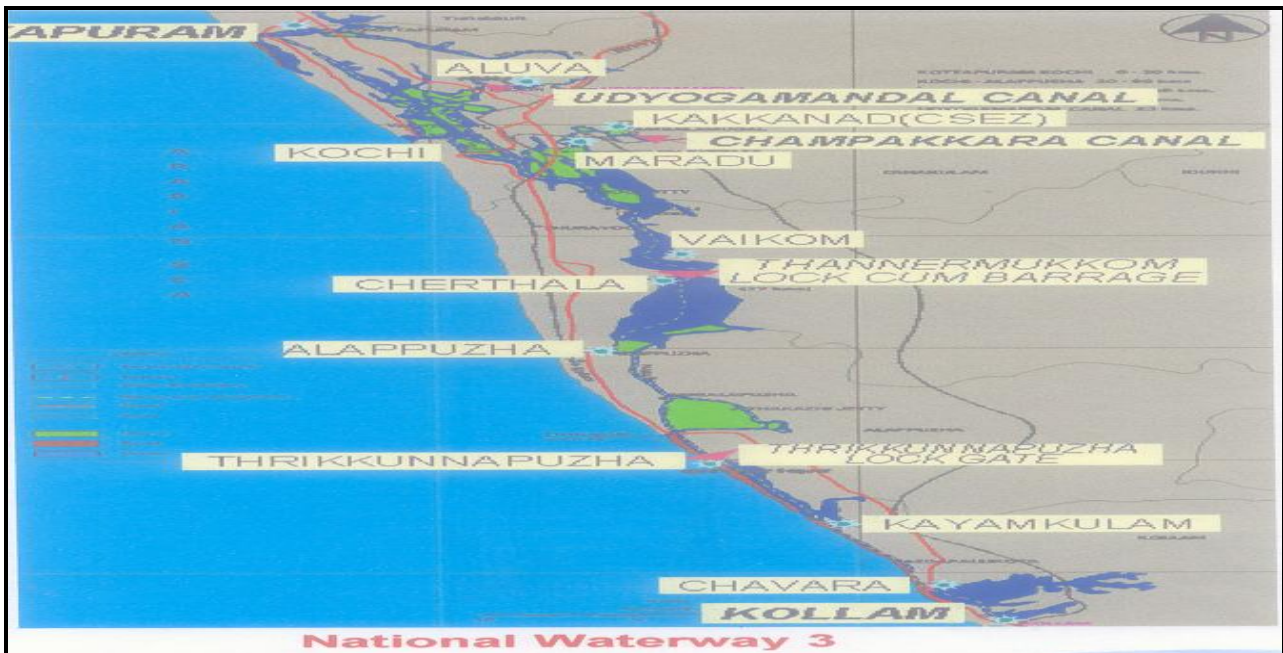
Commodity	2010-11	2011-12	2012-13	2013-14	2014-15
Building Material	-	-	-	-	-
Food items	600 (neg.)	-	-	-	-
Miscellaneous	2163145 (100.0)	2406448 (100.0)	2426805 (100.0)	2475349 (100.0)	2491720 (100.0)
Mix	-	-	-	-	-
Ore/Minerals	-	-	-	-	-
POL/POL Products	-	-	-	-	-
<b>Total NW II</b>	<b>2163745</b> <b>(100.0)</b>	<b>2406448</b> <b>(100.0)</b>	<b>2426805</b> <b>(100.0)</b>	<b>2475349</b> <b>(100.0)</b>	<b>2491720</b> <b>(100.0)</b>

**Note: Figure within bracket indicates percentage to the total.**  
**Neg. – negligible**

### **The National Waterway No. III (West Coast Canal)**

13. The National Waterway No. III consists of three main stretches viz. Champakara Canal, Udyogmandal canal and West Coast canal. It runs parallel to the coastline. Fairway maintenance works including maintenance, dredging, channel marking are taken up on a year to year basis. Capital dredging for widening and deepening of canal has been completed between Kochi and Thakazhi jetty and large parts of Kochi-Kottapuram stretch is under progress.





14. The total volume of cargo moved on National Waterway III has been fluctuating over the past few years. It has, however, gone down from 10.66 lakh tonnes in 2013-14 to 8.44 lakh tonnes in 2014-15 recording a decrease of 20.8%. The cargo composition of freight traffic shows that Mix items (60.7%) Fertilisers (27.5%) and chemicals (11.5%) were the major commodities moved through NW-III during 2014-15.

<b>Table 5 : Composition of Cargo Moved on National Waterway - III (In Tonnes)</b>					
<b>Commodity</b>	<b>2010-11</b>	<b>2011-12</b>	<b>2012-13</b>	<b>2013-14</b>	<b>2014-15</b>
Chemicals	96804 (11.0)	61005 (4.5)	89074 (7.2)	124782 (11.7)	96773 (11.5)
Fertilisers	328468 (37.1)	308807 (23.0)	306034 (24.8)	262974 (24.7)	231951 (27.5)
Food items	144740 (16.3)	131720 (9.8)	141000 (11.4)	18000 (1.7)	-
Mix	94067 (10.6)	687946 (51.2)	538670 (43.6)	606760 (56.9)	512490 (60.7)
Ore/Minerals	59546 (6.7)	15063 (1.1)	72163 (5.8)	28542 (2.7)	262 (neg)
POL/POL products	162069 (18.3)	139229 (10.4)	89462 (7.2)	24948 (2.3)	2221 (0.3)
<b>Total NW III</b>	<b>885694</b> <b>(100.0)</b>	<b>1343770</b> <b>(100.0)</b>	<b>1236403</b> <b>(100.0)</b>	<b>1066006</b> <b>(100.0)</b>	<b>843697</b> <b>(100.0)</b>
<b>Note : Figure within brackets indicate percentage to the total</b>					

15. The total cargo moved through all the three National Waterways (NW) increased by 21.7% to 83.86 lakh tonnes during 2014-15 from 68.90 lakh tonnes during 2013-14. In 2014-15, share of cargo moved in volume terms across the three national waterways i.e NW I, (The Ganga- Bhagirathi- Hooghly) NW II (The Brahmaputra) and NW III (Champakara canal, Udyogmandal canal and west Cost canal) has been 60.2%, 29.7%, and 10.1% respectively of the total cargo moved in national waterways. In terms of tonne kilometers, the share of NW I, NW II and NW III is 97.4%, 2.2% and

0.4% of the total tonne kilometers moved. The highest share of NW I in tonne kilometers reflects long average distance traversed by cargo of 445 kms compared with an average distance of 20 kms for NW II and average distance of 11 kms for NW III in the year 2014-15. Table 6 gives cargo movement of National Waterways in Tonnage and Tonne Kilometers.

<b>Table 6 : Cargo Movement on National Waterways</b>							
<b>Sl. No.</b>	<b>Details of Waterway</b>	<b>Cargo Moved ( lakh Tonnes)</b>			<b>Tonne Kms (in lakh )</b>		
		<b>2012-13</b>	<b>2013-14</b>	<b>2014-15</b>	<b>2012-13</b>	<b>2013-14</b>	<b>2014-15</b>
<b>1</b>	<b>National Waterway No. I</b>	27.16(42.6)	33.49(48.6)	50.50 (60.2)	15119 (95.5)	18512 (96.3)	22459 (97.4)
<b>2</b>	<b>National Waterway No. II</b>	24.27(38.0)	24.75(35.9)	24.92 (29.7)	580(3.7)	594(3.1)	508 (2.2)
<b>3</b>	<b>National Waterway No. III</b>	12.36(19.4)	10.66(15.5)	8.44 (10.1)	139(0.9)	116(0.6)	92(0.4)
	<b>Total NWs</b>	<b>63.79 (100.0)</b>	<b>68.90 (100.)</b>	<b>83.86 (100.0)</b>	<b>15838 (100.0)</b>	<b>19222 (100.0)</b>	<b>23059 (100.0)</b>
<p><b>Source: Inland Waterways Authority of India for National Waterways. Cargo handled in Kolkata-Bangladesh-Kolkata route is included in the traffic on National Waterway No.I. The route is a link between NW-I &amp; NW-II through Bangladesh</b></p> <p><b>Note : Figure within brackets indicate percentage to the total</b></p>							

16. The details of the commodity composition of the cargo moved on the National Waterways I, II and III taken together are presented in Table 7. It may be seen there from that the movement of Coal has shown significant increase and Mix items & Chemicals Products have shown decrease in volume terms on the National Waterways in 2014-2015.

<b>Table 7: Composition of Cargo Moved on national waterways ( In tonnes)</b>					
<b>Commodity</b>	<b>2010-11</b>	<b>2011-12</b>	<b>2012-13</b>	<b>2013-14</b>	<b>2014-15</b>
Building Material	1492395 (30.3)	1529401 (21.7)	1727685 (27.1)	1997301 (29)	2044784 (24.4)
Chemicals	96804 (2.0)	61005 (0.9)	89074 (1.4)	124782 (1.8)	96773 (1.2)
Fertilisers	335968 (6.8)	308807 (4.4)	358034 (5.6)	299774 (4.4)	364250 (4.3)
Food items	154450 (3.1)	146720 (2.1)	486179 (7.6)	412935 (6.0)	527048 (6.3)
Miscellaneous	2205129 (44.7)	2428957 (34.4)	2440647 (38.3)	2486825 (36.1)	2509410 (29.9)
Mix	94067 (1.9)	2147374 (30.4)	560470 (8.8)	615010 (8.9)	577802 (6.9)
Ore/Minerals	62194 (1.3)	15613 (0.2)	301163 (4.7)	140542 (2.0)	242262(2.9)
POL/POL Products	486180 (9.9)	421183 (6.0)	336803 (5.3)	237011(3.4)	252639(3.0)
Coal	-	1205 (0.0)	79590 (1.2)	561456(8.1)	1736492(20.7)
Iron & Steel	-	-	-	14857(0.2)	34166(0.4)
<b>Total</b>	<b>4927187 (100.0)</b>	<b>7060265 (100.0)</b>	<b>6379645 (100.0)</b>	<b>6890493 (100.0)</b>	<b>8385626 (100.0)</b>

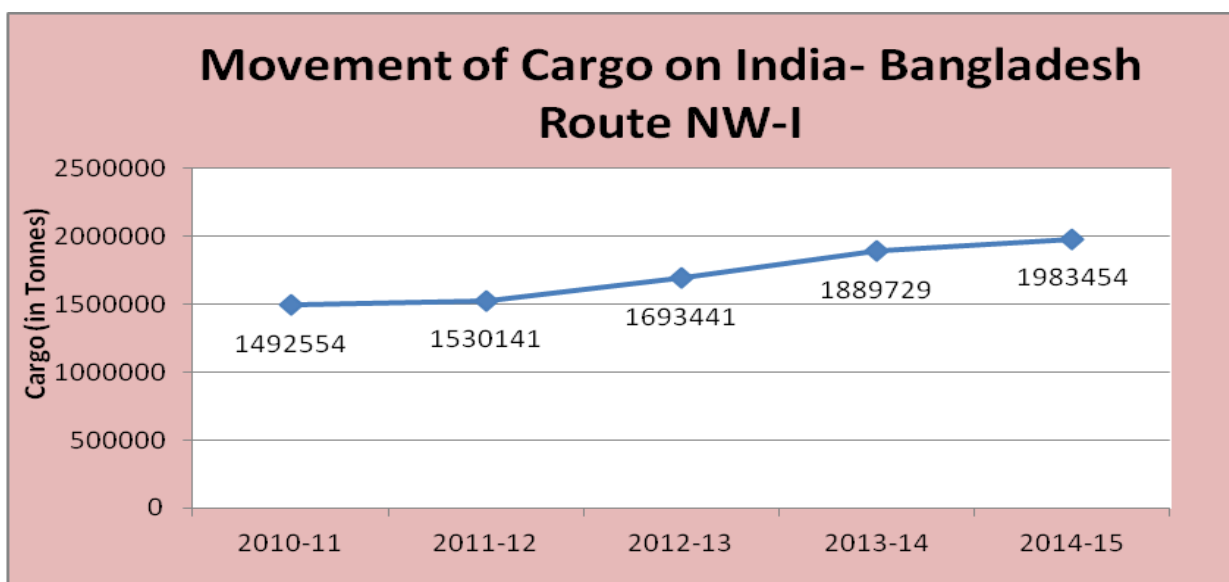
**Note : Figure within brackets indicate percentage to the total**

### **Box: 3- Indo-Bangladesh Protocol for Inland Water Transport**

An Inland Water Transit and Trade Protocol exist between India and Bangladesh under which inland vessels of one country can transit through the specified routes of the other country. The existing protocol routes are (i) Kolkata-Pandu-Kolkata, (ii) Kolkata-Karimganj-Kolkata, (iii) Rajshahi-Dhulian-Rajshahi and (iv) Pandu-Karimganj-Pandu. For inter-country trade, four ports of call have been designated in each country. These are: Haldia, Kolkata, Pandu and Karimganj in India and Narayanganj, Khulna, Mongla and Sirajganj in Bangladesh. Under the protocol, 50:50; cargo sharing by India and Bangladesh vessels is permitted both for transit and inter country trade. While the protocol permits vessels of either country to carry Indo- Bangladesh trade cargo and prohibits one country's vessels carrying intra- country traffic of the other, Bangladesh vessels are permitted to carry Indian domestic cargo transiting Bangladesh.

### **Cargo carried on Indo -Bangladesh Waterway Route**

17. Movement of cargo along India Bangladesh route of National Waterways I have shown growth of 4.9% in year 2014-15 over that in 2013-14. The cargo moved over this route has increased to 1983454 tonnes in 2014-15 against 1889729 tonnes in 2013-14. The graph inserted below depicts trend in cargo movement on India-Bangladesh route National Waterway-I during the years 2010-11 to 2014-15.



18. The table 8 shows the cargo and the main commodities carried on India-Bangladesh route on National Waterway-I during the years 2010-11 to 2014-15.

<b>Table 8: Movement of Cargo ( in Tonnes) on India- Bangladesh route of NW I*(Tonnes)</b>						
<b>Route</b>	<b>2010-11</b>	<b>2011-12</b>	<b>2012-13</b>	<b>2013-14</b>	<b>2014-15</b>	<b>Commodities</b>
India to Bangladesh	1492554	1530141	1693441	1889729	1983454	Flyash, Salt in bulk, Rice, Wheat POL, Coal, Slag Gypsum, HSD, Edible Oil, Iron Ingots, Cement, Bone crushed, Cement Clinker, Dolomite Powder
<b>Total</b>	<b>1492554</b>	<b>1530141</b>	<b>1693441</b>	<b>1889729</b>	<b>1983454</b>	
<b>*Data pertains to cargo carried on Indian registered vessels only.</b>						

## **NATIONAL WATERWAYS 4 & 5**

19. Two remaining water ways which had been declared by the Government as National Waterways are:

- (i) The Kakinada – Puducherry stretch of Canals and the Kaluvelly Tank; Bhadrachalam – Rajahmundry stretch of River Godavari and Wazirabad – Vijayawada stretch of River Krishna (NW-4, 1078 km); and
- (ii) The Talcher –Dhamra stretch of river Brahmani, Geonkhali-Charbatia stretch of East Coast Canal, Charbatia-Dhamra stretch of Matai river and Mangalgadi- Paradip stretch of Mahanadi delta rivers (NW5, 588 km) Gazette notifications for both these waterways were published on 25.11.2008.

20. Development of NW-4&5 was delayed due to the initial attempt for developing the waterways through Public Private Partnership (PPP) mode after declaration of these waterways which subsequently was not found to be feasible. Therefore, effort is being made to develop these two waters under Gross Budgetary Support & External funding.

#### **NATIONAL WATERWAY 4 (KAKINADA-PUDUCHERRY CANALS WITH GODAVARI AND KRISHNA RIVERS)**

21. The stretches of the waterway (1078 kms) which has been declared as National Waterways (NW) are as follows:

- |  |   |         |
|--|---|---------|
| (i) Godavari river from Bhadrachalam to Rajahmundry          | - | 171km.  |
| (ii) Krishna River from Wazirabad to Vijayawada              | - | 157 km. |
| (iii) Kakinada canal from Rajahmundry                        | - | 50 km.  |
| (iv) Eluru canal from Rajahmundry to Vijayawada              | - | 139 km. |
| (v) Commamur canal from Vijayawada to Pedaganjam lock        | - | 113 km. |
| (vi) North Buckingham canal from Pedaganjam lock to Chennai- | - | 316 km. |
| (vii) South Buckingham canal from Chennai to Mercanum        | - | 110 km  |
| (viii) Kaluvelli tank from Mercanum to Puducherry            | - | 22km.   |

22. The waterway is located in the States of Andhra Pradesh (810Km), Andhra Pradesh & Telangana Boarder (78 Km), Tamil Nadu (188 km) and Union Territory of Puducherry (2 Km). Out of 1078 km, 39 km stretch within Chennai city (from Ennore to Shollinganalur) has been excluded for development due to encroachment of canal. This waterway runs through rural and Urban centres like Chennai, Vijayawada, Rajahmundry, Kakinada, Eluru, Bhadrachalam &Wazirabad and hence provide a vital link between rural areas and Urban centres. Besides, bulk cargo namely coal, cement & fertilizers, it would help movement of agriculture products from rural area to Urban centres and industrial goods from Urban centres to rural areas. Further it also connects sea ports of Kakinada, Krishnapatnam, Ennore, Chennai and upcoming new ports at Dugarajapatnam and other minor ports in east coast for facilitating the import/export of cargo from/to hinterland. The waterway in consultation with the State Govts is proposed to be developed as class-III waterways against class II as originally envisages for facilitating the movement of economic size of cargo vessels in the entire stretch of the waterway. Different studies are being taken up for finalizing the project proposal and execution of the development activities in phases.

23. In addition to the movement of cargo, the waterway system shall be developed for facilitating passenger & tourist movement through cruise vessels. Besides, the development shall provide a host of social benefits e.g. employment generation, reduction in pollution, providing port- hinterland connectivity, reduction in road maintenance and road accidents, increase in economic activities etc.

## **NATIONAL WATERWAYY-5 (EAST COAST CANAL ALONG WITH BRAHMANI AND MAHANADI DELTA RIVER SYSTEM).**

24. The stretch-wise break-up of NW-5 is as given below:-

i)	Rivers Brahmani- Kharsua- Dhamra (Talcher- Dhamra)	-	265 km
ii)	Matai river (Charbatia- Dhamra)	-	39 km
iii)	Mahanadi delta rivers (Mangalgadi- Paradeep)	-	67 km
iv)	East Coast Canal (Geonkhali- Charbatia)	-	<u>217 km</u>
	Total	=	588 km

25. A MoU has been signed by Inland Waterways Authority of India a statutory organization under Ministry of Shipping with Govt. of Odisha, Paradip Port Trust (PPT) and Dhamra Port Company Limited (DPCL) on 30.06.2014 for developing the commercially viable stretch of 332 km under two phases.

- 1st Phase : for 206 km. from Pankapal to Dhamra & Paradip.
- 2nd Phase : for 126 km. from Talcher to Pankapal.

The main components of the project are:-

- Fairway i.e development of navigation channel for facilitating the movement of Cargo Vessels of above 1500 tonnes capacity with required depth & width through dredging, river training, bank protection, construction of barrages with navigational locks and other control structures i.e. check dams etc.
- Navigational aids
- Terminal facilities at 4 locations Talcher, Pankopal, Paradip & Dhamra for facilitating the loading & unloading of cargo.
- Cargo Vessels of suitable capacity & types

26. In order to provide the desired fairway with the construction of a series of barrages along with suitable navigation locks and check dams various studies are being undertaken for formulating the project proposal and mode of execution. Action has also been initiated for providing a multi modal terminal facilities at Talcher, Pankopal, Dhamra & Paradip. The state-of-art navigational aid shall also be provided for safe movement of the vessels.

Simultaneously, the basic development activities such as dredging, widening & temporary terminal facilities are being executed for operation of cargo vessels initially on trial and subsequently on regular basis.

27. A fresh study is also in progress for finding the feasibility of the individual components of the inland navigation system through PPP mode.

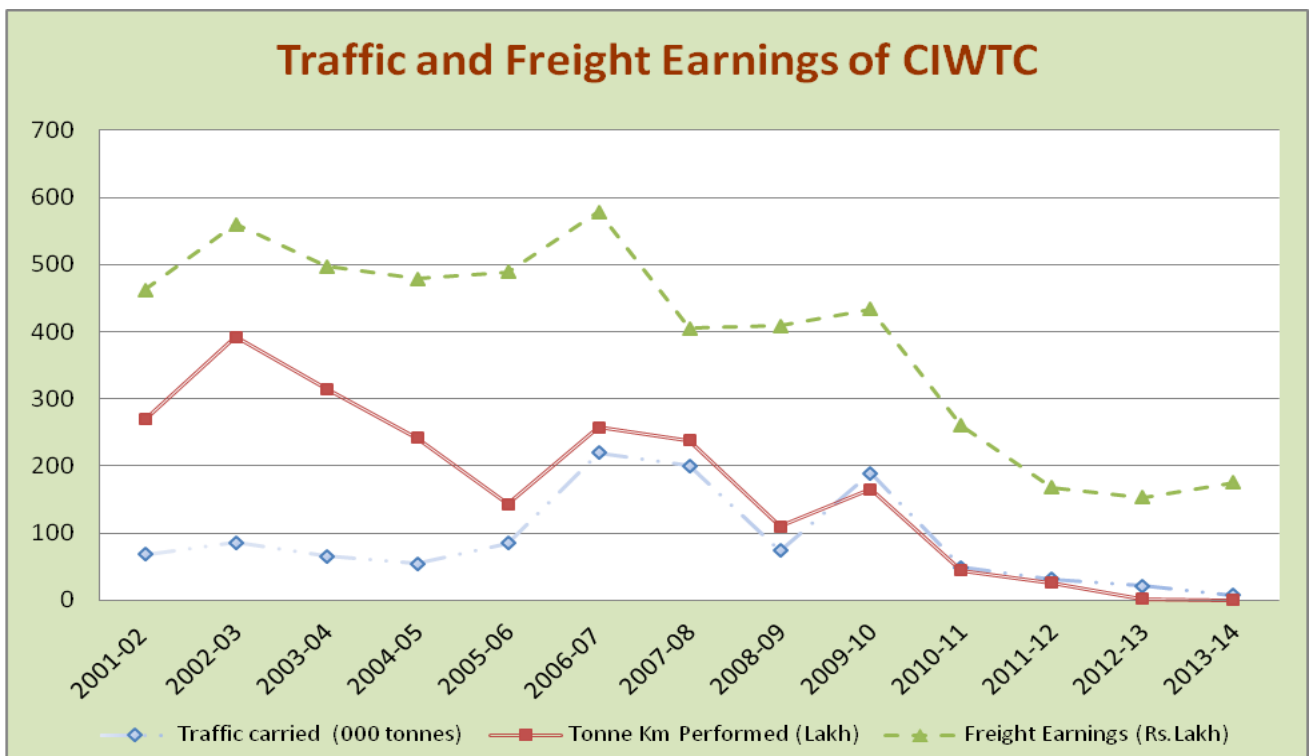
## **CENTRAL INLAND WATER TRANSPORT CORPORATION (CIWTC LTD)**

28. Central Inland Water Transport Corporation Ltd. (CIWTC) was established as a Government of India undertaking in the year 1967. (CIWTC took over the assets and liabilities of the River Steam Navigation Company Ltd. which was looking after Inland Water Transport services on river Barak). It is primarily responsible for transportation of cargo through inland waterways spread across Kolkata-Bangladesh-Assam and Allahabad-Haldia-Budge. It was operating on different routes on National

Waterways-I and II including the protocol routes through Bangladesh and other parts of the country in Eastern and Northern India.

29. River services Division (RSD) is the division of CIWTC Ltd., which has its main terminal at Kolkata and branch offices at Haldia, Patna, Karimganj, Badarpur, Dhubro, Pandu and Guwahati. For running, repair and maintenance of its own crafts, the RSD has two workshops, one at Kolkata (West Bengal) and the other at Pandu (Assam).

30. Following graphs gives a picture of long term trend in traffic and earning of CITWC up to 2013-14.





## IWT ACTIVITIES – STATE GOVERNMENT

31. The number of vessels deployed and volume of cargo carried on Inland Waterways across the reporting States & UTs is given in Table 9.

State/UT	Number of Vessels				Volume of Cargo Carried ( thousand tonnes)			
	2011-12	2012-13	2013-14	2014-15	2011-12	2012-13	2013-14	2014-15
<b>Andhra Pradesh</b>	111	...	...	...	...	...	...	...
<b>Assam</b>	209	22	182	182	37.72	71.79	338.53	178.73
<b>Bihar</b>	138	138	138	138	2.40	2.40	2.40	2.40
<b>Goa</b>	172	313	159	225	14469.90	3275.82	284.17	190.01
<b>Karnataka</b>	473	66	66	66	3887.00	78.40	58.72	50.50
<b>Kerala</b>	5513	13821	13689	13819	5756.12	5555.21	2831.87	2912.06
<b>Maharashtra</b>	603	577	588	743	19950	24196	24774	27357
<b>Orissa</b>	279	342	...	409	...	...	...	...
<b>West Bengal</b>	2635	2623	2042	2032	9996	10347	11452	14728
<b>TOTAL (reporting states)</b>	<b>10133</b>	<b>17902</b>	<b>16864</b>	<b>17614</b>	<b>54099.14</b>	<b>43526.62</b>	<b>39741.69</b>	<b>45418.70</b>

... Not Available

## PERFORMANCE OF COMPANIES ENGAGED IN IWT

32. The data received from 26 IWT companies shows that amongst the private companies the maximum number of powered vessels were held by Sesa Sterlite Ltd, Goa followed by West Bengal Surface Transport Corporation and Jindal ITF Ltd. The Maximum cargo of 1033.78 thousand tonnes was carried by Sesa Sterlite Ltd, Goa.

33. Cargo moved by top 10 private companies in decreasing order of cargo moved along with the number of powered vessels employed in 2014-15 is given below in Table 10.

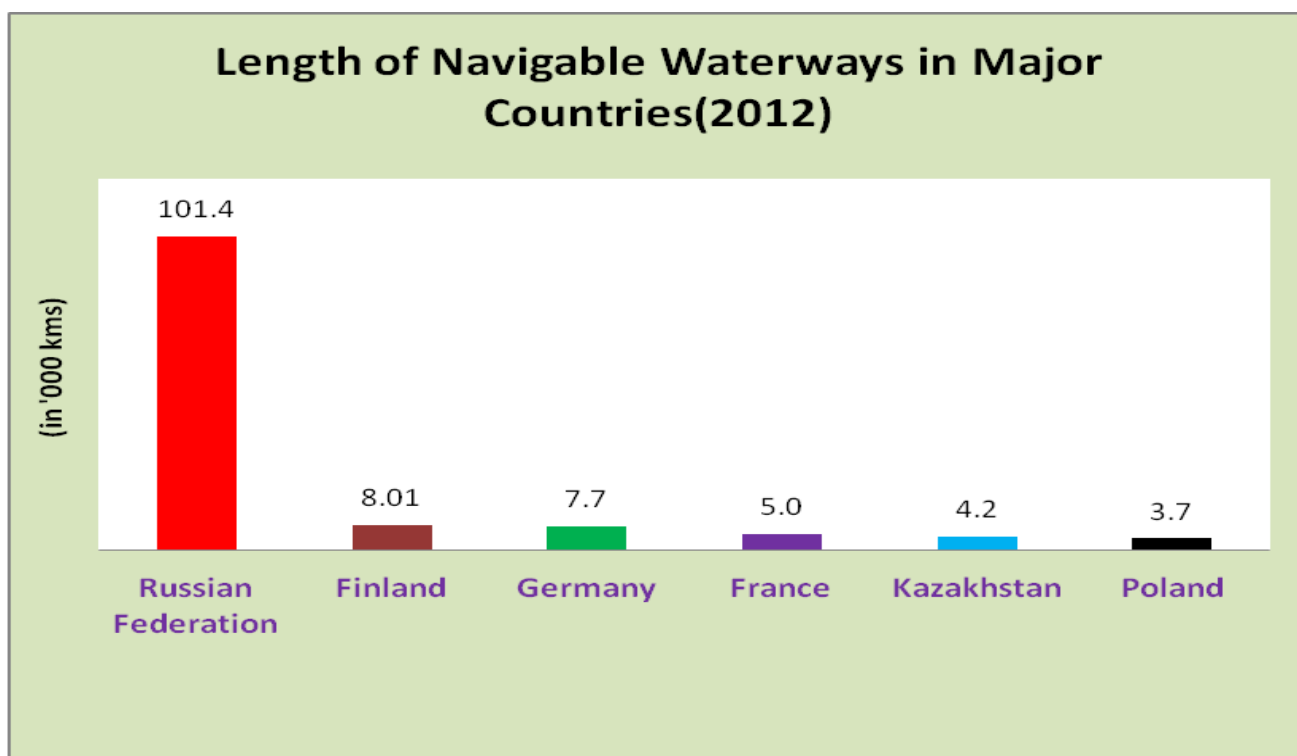
Name of the Company	No. of Vessels	Cargo moved ('000 tonnes)
1. Sesa Sterlite Ltd. Goa.	34	1033.78
2. VIVADA Inland Waterways Ltd, Kolkata	14	512.79
3. Sesa Resources Ltd Goa	3	137.02
4. Eastern Navigation Pvt. Ltd, Kolkata	11	68.42
5. Jindal ITF Ltd.	18	58.28
6. Soham Shipping Private Ltd.	4	35.27
7. West Bengal Surface Transport Corporation	26	27.42
8. Jain Navigation	2	7.26
9. K.S. Singhi	1	3.31
10. Pradeep Boating Co. , Kolkata	1	0.78

## INLAND WATERWAYS TRANSPORT ACCIDENTS

34. The total number of accidents on inland waterways during the year 2014 was 180 out of which 32 were reported in Uttar Pradesh followed by Madhya Pradesh with 26 accidents. The number of deaths during the year due to boat mishaps were highest in Uttar Pradesh at 46 followed by Madhya Pradesh at 29. A striking feature observed in all the States (Table No. 7.1) is that the number of persons died due to boat mishaps is more than the number of persons injured on waterways unlike in the road accidents.

## INLAND WATERWAYS IN SELECT COUNTRIES

35. The maximum length of Navigable Inland Waterways belongs to Russian Federation with 101,381 Kms followed by Finland with 8,014 Kms, Germany with 7,676 Kms., France with 4,996 Kms., Kazakhstan with 4,151 Kms and Poland with 3,659 Kms. in the year 2012. However, the maximum quantity of Goods carried was in Germany at 223 million tonnes, followed by Russian Federation at 138 million tonnes and France at 66 million tonnes.



**Source:** Annual Bulletin of Transport Statistics for Europe & North America, 2015(UN Publication).

**SECTION – 1**

**NAVIGABLE WATERWAYS  
AND INFRASTRUCTURE**

Table No. 1.1

## Navigable Waterways in India

(In Kms.)

Sl. No.	State/Rivers/Canals/Lakes	2014-15	
		Total Length of the Rivers/Canals/Lakes in the State	Navigable Length
1	2	3	4
<b>1</b>	<b>ANDHRA PRADESH</b>		
(i)	Godavari	1530	171
(ii)	Krishna	1400	157
(iii)	Others **	649	476
	<b>Total</b>	<b>3579</b>	<b>804</b>
<b>2.</b>	<b>ASSAM</b>		
(i)	Brahmaputra	2800	891
(ii)	Borak	900	121
(iii)	Subansiri	468	111
(iv)	Dhansiri	135	25
(v)	Manash	375	104
(vi)	Aie	...	64
(vii)	Beki	85	55
(viii)	Jiabhoroli	90	60
(ix)	Puthimari	...	64
(x)	Disang	25	25
(xi)	Kopili	50	50
(xii)	Dikhow	92	40
(xiii)	Katakhal/Dhaleswari	150	120
(xiv)	Sonai	...	48
(xv)	Mahura	...	32
(xvi)	Buridihing	120	80
(xvii)	Chiri	...	42
(xviii)	Jiri	...	64
	<b>Total</b>	<b>5290</b>	<b>1996</b>
<b>3.</b>	<b>BIHAR</b>		
(i)	Ganga	510	510
(ii)	Gandak	300	300
(iii)	Koshi	233	160
(iv)	Ghaghra	100	100
(v)	Sone	226	31
(vi)	Mahananda	140	...
(vii)	Burhi Gandak	400	...
(viii)	Punpun	200	...
(ix)	Phalgu Harihar	300	...
(x)	Kiul	100	...
(xi)	Kari Koshi	150	...
(xii)	Chandan	100	...
(xiii)	Karamnasha	144	...
(xiv)	Others	860	290
	<b>Total</b>	<b>3763</b>	<b>1391</b>

Table No. 1.1 (Contd...)

## Navigable Waterways in India

(In Kms.)

Sl. No.	State/Rivers/Canals/Lakes	2014-15	
		Total Length of the Rivers/Canals/Lakes in the State	Navigable Length
1	2	3	4
4	<b>GOA</b>		
	(i) Mandovi	78	66
	(ii) Zuari	68	68
	(iii) Mapusa	27	27
	(iv) Chapora	34	32
	(v) Tiracol	29	23
	(vi) Sal	20	15
	(vii) Others	17	17
	<b>Total</b>	<b>273</b>	<b>248</b>
5	<b>GUJARAT *</b>		
	(i) Narmada	161	50
	(ii) Tapti	140	15
	(iii) Ambica	136	20
	(iv) Auranga	75	4
	(v) Purna	141	13
	<b>Total</b>	<b>653</b>	<b>102</b>
6	<b>KARNATAKA</b>		
	(i) Sharavathi	80	27
	(ii) Tungabhadra	375	375
	(iii) Malaprabha	230	230
	(iv) Ghataprabha	160	160
	(v) Krishna	325	125
	(vi) Cauvery	270	34
	(vii) Kabini	117	30
	(viii) Gurupur	80	20
	(ix) Gangolli	48	20
	(x) Bheema	860	125
	(xi) Udyavara	37	14
	(xii) Netravathi	96	26
	(xiii) Kali	184	29
	<b>Total</b>	<b>2862</b>	<b>1215</b>
7	<b>KERALA</b>		
	(i) Manjeswar	16	3.2
	(ii) Uppala	50	...
	(iii) Shiriya	67	4.8
	(iv) Mogral	34	...
	(v) Chandragiri	105	12.8
	(vi) Chittari	25	...
	(vii) Nileswar	46	11.2
	(viii) Karingode	64	24
	(ix) Kavyayi	31	9.6
	(x) Peruvamba	51	16
	(xi) Ramapuram	19	6.4
	(xii) Kuppam	82	24
	(xiii) Valapattanam	110	44.8
	(xiv) Anjara Kandy	48	27.2
	(xv) Telcicherry	28	21.6
	(xvi) Mahe	54	24
	(xvii) Kuthiadi	74	9.6
	(xviii) Korapuzha	40	24.8

Table No. 1.1 (Contd...)

## Navigable Waterways in India

(In Kms.)

Sl. No.	State/Rivers/Canals/Lakes	2014-15	
		Total Length of the Rivers/Canals/Lakes in the State	Navigable Length
1	2	3	4
(xix)	Kallai	22	9.6
(xx)	Chaliyar	169	68.4
(xxi)	Kadalundy	130	43.2
(xxii)	Tirur	48	9.6
(xxiii)	Bharathappuja	209	40
(xxiv)	Keecheri	51	...
(xxv)	Puzhakkal	29	...
(xxvi)	Karivannur	48	24
(xxvii)	Chalakkudy	130	16
(xxviii)	Periyar	244	72
(xxix)	Muvattei puzha	121	25.6
(xxx)	Meenachil	78	41.6
(xxxi)	Manimala	90	54.4
(xxxii)	Pamba	176	73.6
(xxxiii)	Achan coil	128	32
(xxxiv)	Pallickal	42	2
(xxxv)	Kallada	121	40
(xxxvi)	Ithikkara	56	16
(xxxvii)	Ayroor	17	1
(xxxviii)	Vamanapuram	88	11.2
(xxxix)	Mamom	27	1
(xL)	Karamana	68	...
(xLi)	Neyyar	56	...
	<b>Total</b>	<b>3092</b>	<b>845.2</b>
<b>8</b>	<b>MAHARASHTRA ****</b>		
(i)	Dande River	2	1
(ii)	Pangere River	2	1
(iii)	Girye River	3	1
(iv)	Kajali River	35	5
(v)	Kalbadevi River	10	2
(vi)	Are River	6	1
(vii)	Jog River	10	5
(viii)	Kelshi River	10	3
(ix)	Savitri River(Bankot to Mahad)	45	40
(x)	Kal River	6	4
(xi)	Vaitarna River	24	9
(xii)	Ulhas River	32.5	28
(xiii)	Mahim River(Bay)	1.5	1
(xiv)	Amba River	23	20
(xv)	Patalganga River/Creek (Aware to Kharpada)	11	6.5
(xvi)	Kundalika River	16	16
(xvii)	Mandad River(Rajpuri to Mandad)	14	10
(xviii)	Mhasla River(Turmad to Mhasla)	9	5
(xix)	Vashisti River(Dabhol to Govalkot)	45	38
(xx)	Jagbudi River(Karambavne to Khed)	20	20
(xxi)	Shastri River/Jaiqad Creek(Jaiqad to Kurudunda)	45	40
(xxii)	Rajapur River(Musakazi to Rajapur)	30	30
(xxiii)	Vagothan River/Vijaydurg Creek(Vijaydurg to Kharepatan)	38	22
(xxiv)	Gad River(Kalaval Creek)	13	7
(xxv)	Terekhol River/Creek(Terekhol to Banda)	28	28
(xxvi)	Karli River(Malva)	23	13
(xxvii)	Others	129	105
	<b>Total</b>	<b>631</b>	<b>461.5</b>

Table No. 1.1

## Navigable Waterways in India

(In Kms.)

Sl. No.	State/Rivers/Canals/Lakes	2014-15	
		Total Length of the Rivers/Canals/Lakes in the State	Navigable Length
1	2	3	4
<b>9</b>	<b>ORISSA</b>		
(i)	Mahanadi	493	199
(ii)	Brahmani	541	277
(iii)	Baitarani	344	32
(iv)	Subarnarekha	...	50
(v)	Budha Balanga	...	35
(vi)	Dhamara	...	20
(vii)	Salandi	...	17
(viii)	Panchputra	...	21
(ix)	Parnei	...	45
(x)	Hatel	...	30
(xi)	Bansagadal	...	32
(xii)	Hansua	...	37
(xiii)	Tirkota	...	18
(xiv)	Jamboo	...	6
(xv)	Gobari	...	16
(xvi)	Ramchandi	...	16
(xvii)	Kharansi	...	14
(xviii)	Batigharia	...	14
(xix)	Birupa	...	110
(xx)	Genguti	...	45
(xxi)	Luna	...	37
(xxii)	Devi	...	20
(xxiii)	Pradhi	...	15
(xxiv)	Kadha	...	30
(xxv)	Kusavadra	...	25
(xxvi)	Daya	...	9
(xxvii)	Rajua	...	7
(xxviii)	Makara	...	11
(xxix)	Others **	...	367
	<b>Total \$</b>	<b>1378</b>	<b>1555</b>
<b>10</b>	<b>TAMIL NADU</b>		
(i)	Anantha Victoria Marthandavarna	27	12
(ii)	North Buckingham Canal	58	...
(iii)	Central Buckingham Canal	7	...
(iv)	South Buckingham Canal	105	...
	<b>Total</b>	<b>197</b>	<b>12</b>
<b>11</b>	<b>UTTAR PRADESH***</b>		
(i)	Gomti	960	...
(ii)	Rapti	778	...
(iii)	Ghaghra	1116	...
(iv)	Ganga	2345	425 #
(v)	Sai	760	...
(vi)	Tons	485	...
	<b>Total</b>	<b>6444</b>	
<b>12</b>	<b>WEST BENGAL</b>		
(i)	Hooghly	580	580
(ii)	Mahananda	206	58
(iii)	Ajoy	174	174
(iv)	Jalangi	232	232



Table No. 1.1 (Contd...)

## Navigable Waterways in India

(In Kms.)

Sl. No.	State/Rivers/Canals/Lakes	2014-15	
		Total Length of the Rivers/Canals/Lakes in the State	Navigable Length
1	2	3	4
(v)	Dwarka	129	129
(vi)	Bakreswar	102	102
(vii)	Damodar	437	437
(viii)	Dwarekeswar	103	103
(ix)	Silabati	135	135
(x)	Kumari	347	347
(xi)	Ichamati	232	232
(xii)	Others@	2064	2064
	<b>Total</b>	<b>4741</b>	<b>4593</b>
<b>13</b>	<b>NAGALAND***</b>		
(i)	Doyans	185	105
(ii)	Tizu/Zungki	287	90
(iii)	Dhansiri/Chathe	170	75
(iv)	Dikhu	120	52
(v)	Tapi-Yangnyu	95	18
(vi)	Tsurang/Disai	60	15
(vii)	Others	20	20
	<b>Total</b>	<b>937</b>	<b>375</b>
<b>14</b>	<b>MIZORAM</b>		
(i)	R. Tlawng (Dhaleswari)	238	81
(ii)	R. Kolodyne (Chhimtuipui)	...	...
(iii)	Khawthlang Tuipui	...	...
(iv)	R. Tuichawng	...	...
(v)	Tul River	...	...
(vi)	Others	...	...
		<b>238</b>	<b>81</b>

\* Relates to 2012-13

\*\* Including Canals.

\*\*\* Relates to 2007-08

\*\*\*\* Relates to 2013-14

@ Includes 268 Kms. each of Total Length and Navigable Length pertaining to canals.

... : Not available

# Navigable length Pertains to NW I for Allahabad-Buxar stretch in Uttar Pradesh is available.

\$ Total length is less than navigable length as length of canals is not provided whereas navigable length of canals is provided.

Source: IWT Directorate of states &amp; IWAI.

**Table No. 1.2****Infrastructure Facilities Available on National Waterways (As on 31-3-2015)**

Place	Size of Vessels that can be accommodated (DWT)	No. of Berths	Cargo Handling Equip. and their Capacity	Type and Extent of Storage Facility Available	Remarks
1	2	3	4	5	6

**National Waterway No.1****1. Haldia - Farakka : (560 Km) ,Depth - 2.8 to 3.0**

(i) Haldia	1500	Two(Floating)	...	One godown of size 12x30m and open storage (1630 sq.m.).	Being used for loading of fly ash, embark/disembark of tourists and logistic support. About 1.5 lakh tons fly ash loaded in 2014-15.
ii) Budge Budge - kolkata	1500	One(Floating)	Crane Pontoon	...	A new floating Jetty has been developed and being used for transportation of food grains by FCI from Kolkata to Northeast region through Indo- Bangladesh protocol route.
(iii) a) BISHN/G.R. Jetty-1,Kolkata	1500	One(Floating)	...	Open storage- 15 sqm.	Being used for loading of fly ash, embark/disembark of tourists and logistic support. About 1.5 lakh tons fly ash loaded in 2014-15.
(iii) b) G.R. Jetty-2,Kolkata	3000	Fixed RCC Jetty 70 m berth	...	Transit shed of size 25m x 46m and open storage ( 4000 sqm)	A permanent RCC jetty has been constructed and operational since November ,2013.
(iv) Botanical garden, Kolkata	1500	One(Floating)	...	...	Being used for embark/disembark tourists & logistics support.
(v) Shantipur	600	One(Floating)	...	...	Being used for embark/disembark tourists & logistics support.
(vi) Swaroopganj	600	One(Floating)	-	-	Being used for embark/disembark tourists & logistics support. One DGPS station is operational.
(vii) Katwa	600	One(Floating)	...	...	Being used for embark/disembark & logistics support.
(viii) Hazardwari	600	One (floating)	...	...	Being used for embark/disembark & logistics support.
(ix) Pakur (Putimari)		One(fixed)	...	...	May be used for loading/unloading and logistics support.
(x) Farakka	1500	One(fixed)	...	...	May be used for loading/unloading and logistics support.
(a) Owned by Farakka Barrage Project	2500	One(fixed)	...	...	May be used for loading/unloading and logistics support.
(b) Owned by Jindal ITF	(two vessels at a time)	Jetty with conveyor	Two EoT	...	Being used for unloading NTPC coal.
(c) IWA's Floating jetties	600	Two(Floating)	...	...	Being used for embark/disembark of tourists & logistics support.

**2. Farakka - Barh : (400 km), Depth- 2.1 to 2.5**

(xi)Rajmahal (Manglaghat)	600	One(Floating)	...	-	Being used for embark/disembark of tourists and logistics support.
(xii) Sahibganj (Samudarghat)	600	One(Floating)	...	-	Being used for loading of stone chips and embark/disembark facility. Construction of permanent IWT multi model terminal is planned.

**Table No. 1.2 (Contd...)**
**Infrastructure Facilities Available on National Waterways (As on 31-3-2015)**

Place	Size of Vessels that can be accommodated (DWT)	No. of Berths	Cargo Handling Equip. and their Capacity	Type and Extent of Storage Facility Available	Remarks
1	2	3	4	5	6
(xiii) Bateshwarsthan	600	One (Floating)	...	-	Being used for embark/disembark of tourists and logistic support.
(xiv) Bhagalpur	600	One(floating)	...	Total land area 3.86 acres. Open storage - 1000 sqm.	Being used for stationing of IWT vessels, embark/disembark of tourists and logistic support. One DGPS station is operational .
(xv) Munger	600	One (Floating)	...	Total land area 3.40 acres. Open storage - 1000 sqm.	Being used for embark/disembark of tourists and logistic support.
<b>3. Barh-Ghazipur : (290 km),Depth - 1.6 to 2.0</b>					
(xvi) Semaria	600	One(floating)	...		Being used for embark/disembark of tourists.
(xvii) a) Patna	600	Fixed RCC ( Low & High) Jetties of 50m & 70m berth respectively	2 Shore cranes 1 Container crane	Open storage and Transit Shed of size 45 x 15m and sufficient storage space.	Low and high level permanent Jetties are operational since 2008 & 2012 respectively and capable for handling of containers & general cargo. Besides bunkering facility is also available. One DGPS station is operational.
(xvii) b) Patna	600	One (Floating)	Crane Pontoon	...	Being used for embark/disembark of tourists and logistic support during leanest period.
(xviii) Buxar	600	One (Floating)	...	...	Being used for embark/disembark of tourists and logistic support.
<b>4. Ghazipur-Allahabad : (370 km) ,Depth -1.2 to 1.5</b>					
<b>* In Chunar- Allahabad stretch (198 km) no RC works was undertaken.</b>					
(xviii) Ghazipur/ Rajghat	300	One(floating)	...	...	Being used for embark/disembark of tourists and logistic support.
(xix) Varanasi	300	One(floating)	...	Total land area 5.586 hectare .Open storage- 3000 sqm.	Being used for embark/disembark and logistic support. Construction of permanent IWT multimodel terminal is planned.
(xx) Allahabad	300	One (floating)	...	Total Land area- 8.759 hectare . Open storage -3000 sqm.	Being used for embark/disembark of tourists and logistic support.

**Note :**

- 1) Floating terminals with pontoon/crane can be shifted and provided at any location along waterway on need basis.
- 2) A jetty with conveyor facility has been developed by M/s Jindal ITF Ltd. At NTPC Farakka under the tripartite MoU signed between NTPC, Jindal and IWAI for transportation of 3 MMTPA imported coal and being used for unloading of the coal.
- 3) A floating jetty has been developed by IWAI at Budge Budge, Kolkatta and being used for transportation of food grains by FCI from Kolkata to north east region through Indo- Bangladesh Protocol route.
- 4) DGPS stations at Swaroopganj, Bhagalpur and Patna have been commissioned. Construction of another DGPS Station at Varanasi is underway.
- 5) River notices are issued on fortnightly basis during lean season and monthly basis during flood season.
- 6) 24 hours navigation aids being provided in Tribeni-Varanasi sector (1187 km) only. Day channel marking being provided in Tribeni- Allahabad sector ( 1424 km).

**Table No. 1.2 (Contd...)****Infrastructure Facilities Available on National Waterways (As on 31-3-2015)**

Place	Size of Vessels that can be accommodated (DWT)	No. of Berths	Cargo Handling Equip. and their Capacity	Type and Extent of Storage Facility Available	Remarks
1	2	3	4	5	6

**National Waterways No. 2****1. Bangladesh Border-Pandu: (255 km), Depth - 2.5**

(a) Dhubri	600	One(floating)	Crane prontoon	-	(i) Storage facility is being developed (ii) DGPS station is commissioned (iii) Construction of an RCC Ro- Ro terminal in progress.
(b) Jogighopa	600	One(floating)	Crane pontoon	Open storage facility available	(i) DGPS station is commissioned
(c) Pandu	600	One(low level RCC jetty) + One High level RCC jetty	One Container crane of 75 T capacity, two tyre mounted crane of 20 T capacity	(i)2 transit sheds of 75 x 21 m each (ii) open storage facility also available	(i) BG siding is completed. (ii) Approach road is available

**2. Pandu-Neamati : (374 km), Depth - 2.5**

(d) Tezpur	600	One(floating)	Crane prontoon	-	Open storage facility available DGPS station is commissioned.
(e) Silghat	600	One(floating)	-		
(f) Neamati	600	One (floating)	Crane prontoon	-	

**3. Neamati-Dibrugarh : (123 km), Depth- 1.5**

(g) Bogibeel	600	One (floating)	-	-	
(i) Sengajan/Panbari	600	One (floating)	Crane prontoon	-	

**4. Dibrugarh-Sadiya (Oriumghat) : (139 km),Depth - 2.0**

(j) Oakland/ Dibrugarh	600	One(floating)	-	-	DGPS station is commissioned.
(k) Oriumghat	600	One (floating)	-	-	1.77 hectare land acquired for development of terminal.

**Note:**

- 1) Floating pontoons can be provided at any location along waterway on demand.
- 2) Night navigation facilities are available between Bangladesh Border and Silghat (440km).
- 3) River notices issued on regular monthly/fortnightly basis.
- 4) Different Global Positioning System(DGPS) Stations to cover entire waterway are provided at Dhubri, Jogighopa,Silighat and Dibrugarh.

**Table No. 1.2 (Contd...)****Infrastructure Facilities Available on National Waterways (As on 31-3-2015)**

Place	Size of Vessels that can be accommodated (DWT)	No. of Berths	Cargo Handling Equip. and their Capacity	Type and Extent of Storage Facility Available	Remarks
1	2	3	4	5	6

**National Waterways No. 3****1. Kochi-Kottapuram : (30 km), Depth-2.0**

(a) Kottapuram	350.0	One fixed	One 18 T crane & 3 T Fork lift	Covered storage (20m x 20m) and open storage (approx. 1500-2000 Sqm)	Terminal has a road connectivity.
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**2. Udyogmandal Canal : (23 km),Depth -2.0**

(b) Aluva	350.0	One fixed	One 18 T crane & 3 T Fork lift	Covered storage (20m x 20m) and open storage (approx. 1500-2000 Sqm)	Terminal has a road connectivity.
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**3. Champakara Canal : (14 km), Depth - 2.0**

(c) Ernakulam GC (Maradu)	350.0	One fixed	One 18 T crane & 3 T Fork lift	Covered storage (20m x 20m) and open storage (approx. 1500-2000 Sqm)	(i) Terminal has a road connectivity.
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(d) Kakkanad (CSEZ)					(ii) Only Land for terminal acquired.
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**4. Kochi - Chavara : (107 km) , Depth - 2.0**

(e) Vaikom	350.0	One fixed	One 18 T crane & 3 T Fork lift	Covered storage (20m x 20m) and open storage (approx. 1500-2000 Sqm)	Terminal has road connectivity.
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(f) Chertala (Thanneermukkom)	350.0	One fixed	One 18 T crane & 3 T Fork lift	Covered storage (20m x 20m) and open storage (approx. 1500-2000 Sqm)	(i) Terminal has road connectivity.
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(g) Alapuzha					(ii) Construction of Terminal is nearing completion.
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(h) Trikunnappuzha	350.0	One fixed	One 18 T crane & 3 T Fork lift	400 Sqm Covered storage (20m x 20m) and open storage (approx. 1500-2000 Sqm)	Terminal has road connectivity.
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(l) Kayamkulam	350.0	One fixed	One 18 T crane & 3 T Fork lift	Covered storage (20m x 20m) and open storage (approx. 1500-2000 Sqm)	(i) Terminal has road connectivity.
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(j) Chavara					(ii) Only land for terminal acquired.
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**Table No. 1.2 (Contd...)****Infrastructure Facilities Available on National Waterways (As on 31-3-2015)**

Place	Size of Vessels that can be accommodated (DWT)	No. of Berths	Cargo Handling Equip. and their Capacity	Type and Extent of Storage Facility Available	Remarks
1	2	3	4	5	6
<b>5. Chavara- Kollam : (31 Km), Depth -2.0</b>					
(k) Kollam	350.0	One fixed	One 18 T crane & 3 T Fork lift	Covered storage (20m x 20m) and open storage (approx. 1500-2000 Sqm)	Terminal has road connectivity.
<b>6. CPT Area : Depth -2.2</b>					
(l) Willingdon island	12 TEU	One berth for container vessels	5 T Crane through agency	5000 sqm open storgae	These terminals have been constructed for container movement to ICTT, Vallarpadam. Operation commenced w.e.f. 23.02.2011.
(m) Bolgatty island	16 TEU	One berth for container vessels	40 T Crane through agency	8000 sqm open storgae	

Note :-

- 1) Channel marks for 24 hrs navigation provided on the entire waterway.
- 2) River notices issued on regular fortnightly basis.
- 3) Depth is in meters and about 330 days in a year.

Table No. 1.3

## Infrastructure Facilities Available on State Waterways (As on 31-3-2015)

Sl. No.	Navigational Channel	Depth (Meters)	Availability and Capacity of Terminals					Remarks
			Place	Size of vessels that can be accommodated (DWT)/dimension	No. of berths	Cargo handling equip. and their capacity	Type and extent of storage facility available	
1	2	3	4	5	6	7	8	9
1	<b>ANDHRA PRADESH</b>	NIL	NIL	NIL	NIL	NIL	NIL	NIL
	<b>Godavari River</b>							
	Kakinada Canal	2.98/1.98	Z-Medaoadu to Kovvur	--	--	--	--	
	Samarlakota Canal	2.17/1.95	Dowlaiswaram- Kakinada	--	--	--	--	
	G.E. Banak Canal	2.86/2.13	Vemagiri- Tallarevu	--	--	--	--	
	Amalapuram Canal	2.225/1.890	Bobbarlanka-Challapalli Lock	--	--	--	--	
	<b>Krishna River</b>							
	Eluru Canal	--	--	--	--	--	--	Through the canals noted in Col.(1) are designed for Navigation Canal long back i.e. 100 to 150 years at present no Inland Water Facility is being utilized.
	Ryves Canal	--	--	--	--	--	--	
	Polraj Canal	--	--	--	--	--	--	
	Campbell Canal	--	--	--	--	--	--	
	Bantumilli Canal	--	--	--	--	--	--	
	Bandar Canal	--	--	--	--	--	--	
	K.E.B. Canal	--	--	--	--	--	--	
2	<b>BIHAR</b>	2 metres	(I) (a) Sahebganj- Manihari	134'x31' 80'x15'x7"	2 Nos. 1 Nos.	Nil Nil	Nil Nil	- -
			(II) Kahalgaon-Tintanga	55x13'3"x4'8' 60'x16'x6'	1 Nos. 2 Nos.	Nil Nil	Nil Nil	- -
			(III) Sultanganj - Agwani	70'x18'x6'	2 Nos.	Nil	Nil	-
			(IV) (a) Munghyr- Raighat	56'x14'x6' 58'x16'x5'8 47'x13'x5'8 60'x16'x5'5'	1 Nos. 1 Nos. 1 Nos. 1 Nos.	Shore crane- 2 Pontoon crane-2 Container crane-1	Godown	-
			(V) Buxar-Ujirghat	-	-	-	-	At IWAI terminal
3	<b>GOA</b>							
	Panaji Port (River Mandoi)	3.30 metres	Panaji	75 Mtrs Length	1	-	-	Ports jetty being used by vessels calling in the Ports

Table No. 1.3 (Contd...)

## Infrastructure Facilities Available on State Waterways (As on 31.3.2015)

Sl. No.	Navigational Channel	Depth (Meters)	Availability and Capacity of Terminals					Remarks
			Place	Size of vessels that can be accommodated (DWT)/dimension	No. of berths	Cargo handling equip. and their capacity	Type and extent of storage facility available	
1	2	3	4	5	6	7	8	9
<b>4</b>	<b>ORISSA</b>							
	<b>Balugaon Sector</b>							
	Balugaon-K.Prasad	Varies between 2 to 10 metres	Lake Chilka	30 ft and above	2	-	NA	Passenger waiting hall & Jetty are available at Balugaon & Krishna Prasadgarh.
	Balugaon-Kalijai	2 to 10 Metres	Lake Chilka	40 ft and above	2	-	-do-	Block wall at kalijai is available for berthing & landing. kalijai.
	Balugaon-Nuapada	2 to 4 Metres	Lake Chilka	30 ft	2	-	-do-	No Jetty and waiting hall is available at Nuapada.
	Balugaon-Satapada	2 to 4 Metres	Lake Chilka	30 ft	2	-	-do-	Passenger waiting hall & Jetty are available at Satapada.
	<b>Astarang Sector</b>							
	Nuagarh-Sribantpur	2 to 10 Metres	River Devi	26 ft	3	-	-do-	Jetty & Wating hall is available for the services of passenger.
	<b>Chandabali Sector</b>							
	Chandabali-Rajnagar	Varies between 7 to 10 metres	River Baitarani/ Brahmani	52 ft	13	-	-do-	Jetty & waiting hall are available at Chandbali, Nalitapatia, Chardia & Raj Nagar.
	Chandabali-Talucha	Varies between 7 to 20 metres	Baitarani/Kharastrot/	50 ft	10	-	-do-	-
	Chandabali-Aradi	Varies between 7 to 18 meters	Brahmani	35'	3	-	-do-	Both Jetty and waiting hall is available at Aradi.
<b>5</b>	<b>TAMILNADU</b>	41.46	Thekkady	Vessel 1 (kannagi) Length-8.5m Breadth-3m Depth-1.4m	-	-	-	-
	<b>Periyar Lake in Kerala ( Under lease in T.N. )</b>			Vessel 2(Jairatna) Length-11.5m Breadth-2.4m Depth-1.6m	-	-	-	-
	Anantha Victoria Marthandavarma Canal (AVM)	4 m (Average)	Kanyakumari District of Tamil Nadu	3.5 m	-	-	-	-
<b>6</b>	<b>MIZORAM</b>							
	1. R. Tlawng	3.0	(a) Hortoki	15	1	20 T	Available	
			(b) Bairabi	10	2	15 T	Available	

Source : State Govts.



**SECTION – 2**

**CARGO MOVED ON  
VARIOUS WATERWAYS**

**Table No. 2.1****Cargo Movement on National Waterways,  
Goa & Maharashtra Waterways**

Sl.No.	Details of Waterway	Distance (Kms)	Cargo Moved (lakh Tonnes)		Tonne Kms (in lakh)	
			2013-14	2014-15	2013-14	2014-15
1	2	3	5	5	7	7
1	National Waterway No. I (Allahabad-Haldia stretch of Ganga – Bhagirathi – Hooghly river system)	1620	33.49	50.50	18512	22459
2	National Waterway No. II (Sadiya-Dhubri stretch of Brahmaputra River system)	891	24.75	24.92	594	508
3	National Waterway No. III (Kollam-Kottapuram stretch of West Coast Canal along with Champakara Canal and Udyogmandal Canal)	205	10.66	8.44	116	92
	Sub Total NWs	2716	68.90	83.86	19222	23059
4	Goa Waterways	202	5.99	7.94	270	340
5	Maharashtra Waterways	453	247.74	273.57	4691	4892
	<b>Grand Total</b>	<b>3371</b>	<b>322.63</b>	<b>365.37</b>	<b>24183</b>	<b>28291</b>

Source: Inland Waterways Authority of India for National Waterways

Data for Goa Waterways include the data received from Ports department, Govt of Goa and the data received from the Mormugao Port Trust (MPT) and Maharashtra Maritime Board for Maharashtra Waterways.

**Table No. 2.2****Details of Cargo Moved on National Waterways (National Waterway No.I) - THE GANGA**

(In tonnes)

Sl. No.	River/Stretch	Approximate Distance (Kms)	2012-13	2013-14	2014-15	Cargo generally moved
1	2	3	4	5	6	7
<b>A. CIWTC(^)</b>						
1	(I)Saugar-Diamond Harbour/Haldia /Kolkatta/ Kolkatta Internal	144/80	19650	...	...	Pulses,Logs,Salt,Iron Ore,Steel, Fly Ash,Aluminium block, Fertilizer, Container, ODC,Sand Clips
2	Haldia-Internal	2.00	1650	...	...	Sand, Clips
3	Kolkata- Ichamati River at Basirhat	2.00	...	8250	...	Sand, Clips
<b>Sub Total (A)</b>			<b>21300</b>	<b>8250</b>	<b>0</b>	
<b>B. VIVADA IWL</b>						
1	Haldia-Sagar	35	...	...	4410	HSD/FO/LDO
2	Haldia-Budge-Budge	78/84	95072	66607	71309	FO, LDO, HSD
3	Haldia-NSD	106	52969	54595	...	LO,HSD, Lube Oil, FO
4	Haldia-Diamond Harbour	29	...	...	535	FO
5	Budge-Budge-NSD	21/19	2656	...	1533	MSD, HF
6	Halida- J'Ham	10	...	...	20637	FO, HSD
7	Budge-Budge-KPD	21	916	...	758	FO, HSD
8	Haldia-Namkhana	46	3923	305	1625	HF, HSD
9	Budge-Budge-Pujali	5	...	434	...	LDO
10	Haldia-Haldia Oil Barge	3	...	16948	66420	HSD
11	Haldia-Haldia Oil Jetty	3	66057	70724	40838	FO
12	Surninam-KPD	2	1031	140	0	FO
13	Surninam-NSD	1	...	...	206	HSD, HF
14	Haldia-HOB	3	24717	...	...	
15	Haldia-KPD	105	...	...	42122	
16	Haldia- Noorpur	43	...	...	24	
17	Budge Budge - Kolkatta	21	...	2310	...	HF, HSD
<b>Sub Total (B)</b>			<b>247341</b>	<b>212063</b>	<b>250418</b>	

^ : Data for the year 2012-13 & 2013-14 is taken from monthly returns.

**Table No. 2.2  
(Contd...)**

**Details of Cargo Moved on National Waterways (National Waterway No.I) - THE GANGA**

(In tonnes)

Sl. No.	River/Stretch	Approximate Distance (Kms)	2012-13	2013-14	2014-15	Cargo generally moved
1	2	3	4	5	6	7
<b>C. OTHER PRIVATE OPERATORS</b>						
<b>1 TIRUPATI VESSEL( P)LTD.</b>						
1	Budge- Budge(Kol)- Khulna	497	99534	104484	69648	Flyash
2	Budge- Budge Narayanganj	884	285858	308004	313023	Flyash
3	Budge- Budge- Mongla	484	...	...	970	Flyash
<b>2 RELIANCE EXPORT CORPORATION</b>						
1	T.T.Shed-Narayanganj	910	7153	...	...	Flyash
2	Budge- Budge Narayanganj	884	-	2646	...	Flyash
3	IWAI BISN Jetty-Narayanganj	909	-	1374	1401	
<b>3 Maitrayee Shipping &amp; Logistics</b>						
1	IWAI BISN Jetty-Narayanganj	909	4955	7494	21899	Flyash
2	IWAI BISN Jetty-Khulna	522	699	636	660	Flyash
3	T.T.Shed-Narayanganj	910	25233	11184	2464	Flyash
4	T.T.Shed-Mongla	510	2180	...	...	Flyash
5	Budge Budge- Naryanganj	884	44984	33923	14933	Flyash
6	Budge Budge- Khulna	497	2525	...	...	Flyash
7	Sri Ram Jetty - Narayanganj	905	-	2790	665	Flyash
8	Budge Budge - Karimganj	1332	-	642	...	Flyash
9	IWAI BISN Jetty - Karimganj	1357	-	-	1185	Flyash
<b>4 P K Shipping</b>						
1	Orient Jute Mill- Ashuganj	1015	...	...	1931	Rice
2	Budge- Budge Narayanganj	884/844	101227	20130	6003	Flyash
3	Narayanganj- T.T.Shed	910	500	...	...	Cement
4	K.P.Dock-Narayanganj	910	787	3836	1979	Prime mild steel billets, Steel Coils & Plates
5	Haldia H.D.C.-Karimganj	1274	2225	...	...	Coal

**Table No. 2.2****Details of Cargo Moved on National Waterways (National Waterway No.I) - THE GANGA**

(In tonnes)

Sl. No.	River/Stretch	Approximate Distance (Kms)	2012-13	2013-14	2014-15	Cargo generally moved
1	2	3	4	5	6	7
6	Kolkatta-Karimganj	1358	1554	...	...	ODC Kargo
7	Diamond Harbour-Ashuganj	962	...	...	4848	Food Grain (Rice)
8	Sri Ram Jetty-Narayanganj	905	-	24073	6575	Flyash
9	K.P.Dock-Khulna	523	-	1622	...	Dolomite Powder, Steel Sheet
10	T.T.Shed - Narayanganj	910	-	...	36236	Flyash
11	IWAI BISN Jetty - Narayanganj	909	-	...	1110	Flyash
						Steel Plate,Prime Hot Rolled Non Alloy Steel Coils & Plates, Prime Quality Hot Roll Steel
12	K.P.Dock-Mongla	510	...	...	3526	
<b>5</b>	<b>SOHAM COMMERCIAL</b>					
1	Sri Ram Jetty-Narayanganj	905	...	...	729	Flyash
2	Kolkatta(Sri Ram Jetty)-Narayanganj	905	761	...	...	Flyash
3	T.T.Shed-Narayanganj	910	50139	81267	122966	Flyash
4	T.T.Shed-Khulna	523	-	745	...	Flyash
5	Khulna - FSEZ Jetty(Falta), Kolkatta, India	472	-	291	...	Jute Carpet, Baking Cloth
6	KPD - Narayanganj	910	-	1329	...	Steel Coil
7	IWAI BISN Jetty - Narayanganj	909	...	...	2435	Flyash
8	IWAI BISN Jetty - Khulna	522	...	...	890	Flyash
<b>6</b>	<b>RENAISSANCE IMPEX Pvt Ltd</b>					
1	IWAI BISN Jetty-Narayanganj	909	16137	44463	16637	Flyash
2	IWAI BISN Jetty-Karimganj Assam	1357	1950	...	...	Flyash, HDPE Bags, Coal
3	Sri Ram Jetty-Narayanganj	905	21657	992	...	Flyash
4	Karimganj Assam-IWAI BISN Jetty	1357	900	...	...	Coal
5	IWAI Haldia Jetty- Narayanganj	826	4767	2805	3537	Flyash
6	Shri Ram Jetty- Mongla	505	998	...	...	Flyash
7	TT Shed-Narayanganj	910	22759	12469	21955	Flyash
8	Budge Budge Naryanganj	884	18549	52074	8827	Flyash
9	Budge Budge Karimganj	1332	558	...	...	Flyash
10	KPD - Mongla	510	-	1184	339	Prime Hot Roll Non Alloy Steel Coils
11	TT Shed-Khulna	523	...	...	879	Flyash

**Table No. 2.2  
(Contd...)****Details of Cargo Moved on National Waterways (National Waterway No.I) - THE GANGA****(In tonnes)**

Sl. No.	River/Stretch	Approximate Distance (Kms)	2012-13	2013-14	2014-15	Cargo generally moved
1	2	3	4	5	6	7
<b>7</b>	<b>Rivering Shipping &amp; Logistics</b>					
1	IWAI Haldia Jetty-Khulna	439	1450	...	5088	Flyash
2	Budge- Budge (Kol)- Khulna	497	6039	2666	...	Flyash
3	Budge Budge Naryanganj	884	17223	26210	18277	Flyash
4	TT Shed-Narayanganj	910	7274	5812	16729	Flyash
5	K P Dock- Khulna	523	1997	...	...	Wheat
6	Sri Ram Jetty-Khulna	518	2574	...	...	Flyash
7	Sri Ram Jetty-Narayanganj	905	8091	10484	10609	Flyash
8	IWAI Haldia Jetty-Narayanganj	826	...	10852	11968	Flyash
9	K P Dock- Mongla	510	-	1157	...	Maize
10	NSD - Mongla	508	-	850	...	Maize
<b>8</b>	<b>GLOBAL SHIPPING &amp; Forwarding</b>					
1	Budge Budge-Narayanganj	884	3266	1466	...	Flyash
2	Budge Budge-Khulna	497	4646	5494	703	Flyash
3	IWAI BISN Jetty-Khulna	522	2938	813	1654	Flyash
4	IWAI BISN Jetty-Narayanganj	909	810	...	7751	Flyash
5	T.T.Shed-Khulna	523	-	570	...	Flyash
6	IWAI Haldia Jetty - Khulna	522/439	-	2193	4397	Flyash
7	T.T.Shed-Narayanganj	910	-	1688	4525	Flyash
8	IWAI Haldia Jetty - Narayanganj	826	-	-	1404	Flyash
9	Sri Ram Jetty-Narayanganj	905			1782	Flyash
<b>9</b>	<b>COASTAL CONNEXIONS</b>					
1	Budge Budge-Narayanganj	884	10643	...	...	Flyash
2	Budge Budge-Karimganj	1332	1331	400	...	Flyash
3	Budge Budge-Khulna	497	2277	3698	2504	Flyash
4	IWAI BISN Jetty-Narayanganj	909	3693	5443	1698	Flyash
5	BISN Jetty-Narayanganj	1357	1030	...	...	Flyash
6	IWAI BISN Jetty-Karimganj	1357	2170	...	...	Flyash

**Table No. 2.2  
(Contd...)**

**Details of Cargo Moved on National Waterways (National Waterway No.I) - THE GANGA**

(In tonnes)

Sl. No.	River/Stretch	Approximate Distance (Kms)	2012-13	2013-14	2014-15	Cargo generally moved
1	2	3	4	5	6	7
7	BISN Jetty-Karimganj	1357	415	...	...	Coal
8	IWAI BISN Jetty-Khulna	532	...	...	2938	Flyash
9	IWAI Haldia Jetty-Khulna	439	2268	3372	6204	Flyash
10	IWAI Haldia Jetty-Narayanganj	826	4725	2078	3397	Flyash
11	Karimganj( Badarpur, Assam) - Narayanganj	478	-	455	...	Cement Clinker
<b>10</b>	<b>KANISHKA SHIPPING LINES</b>					
1	Budge Budge-Narayanganj	884	69689	63636	36730	Flyash
2	IWAI Haldia Jetty-Narayanganj	826	116523	99999	134227	Flyash
3	Sri Ram Jetty-Khulna	518	1078	...	848	Flyash
4	T.T.Shed-Narayanganj	910	2406	15294	20551	Flyash
5	Sri Ram Jetty-Narayanganj	905	750	1277	21158	Flyash
6	IWAI BISN Jetty-Khulna	522	520	...	...	Flyash
7	IWAI BISN Jetty-Narayanganj	895/909	...	2850	7486	Flyash
8	T.T. Shed - Mongla	510	-	2113	...	Flyash
9	IWAI Haldia Jetty-Khulna	439	-	-	1606	Flyash
10	IWAI Haldia Jetty-Mongla	426	-	-	1570	Flyash
11	Diamond Harbour - Ashuganj	962	-	-	5314	Foodgrain( Rice)
<b>11</b>	<b>Eastern Navigation Pvt Ltd., Kolkatta</b>					
1	Kolkatta-Zamania	1065	380	...	...	ODC Cargo
2	Kolkatta-Silghatghat	1748	165	...	...	ODC Cargo
3	Haldia-Silghatghat	1664	96	...	...	ODC Cargo
4	T.T. Shed - Pandu	1573	...	...	150	Control & Protection Equipments for HVDC
<b>12</b>	<b>A.K.Navigation</b>					
1	T.T.Shed-Narayanganj	910	1625	...	5798	Flyash
2	T.T.Shed-Khulna	523	3080	...	...	Wheat

**Table No. 2.2  
(Contd...)**

**Details of Cargo Moved on National Waterways (National Waterway No.I) - THE GANGA**

(In tonnes)

Sl. No.	River/Stretch	Approximate Distance (Kms)	2012-13	2013-14	2014-15	Cargo generally moved
1	2	3	4	5	6	7
<b>13</b>	<b>Desha International</b>					
1	Budge Budge-Narayanganj	884	163487	201933	113396	Flyash
2	IWAI Haldia Jetty-Khulna	439	17075	9936	11216	Flyash
3	IWAI Haldia Jetty-Mongla	426	2908	3548	2826	Flyash
4	Budge Budge-Khulna	497	2626	4759	23330	Flyash
5	IWAI BISN Jetty-Narayanganj	909	5445	1216	20946	Flyash
6	IWAI BISN Jetty-Karimganj	1357	1285	...	748	Flyash
7	BISN Jetty-Karimganj(Badarpur)	1357	550	...	...	Coal
8	Sri Ram Jetty-Mongla	505	1306	...	...	Flyash
9	Sri Ram Jetty-Khulna	518	7719	5568	11211	Flyash
10	Sri Ram Jetty-Narayanganj	905	34963	84687	58943	Flyash
11	T.T.Shed-Mongla	510	2836	531	6302	Wheat,Soyabean Extraction, Maize
12	T.T.Shed-Khulna	523	2400	...	2389	Maize
13	T.T.Shed-Narayanganj	910	24444	44291	65312	Flyash, Maize
14	K.P.Dock-Mongla	510	22614	2658	...	Wheat, Maize
15	K.P.Dock-Khulna	523	30083	...	...	Wheat
16	IWAI Haldia Jetty-Narayanganj	826	183804	244897	235687	Flyash
17	IWAI BISN Jetty-Khulna	532/522	...	606	8570	Flyash
18	Budge Budge- Mongla	484	-	1438	...	Flyash
19	IWAI BISN Jetty (kol)- Mongla	509	-	1407	...	Flyash
20	K.P.Dock-Narayanganj	910	-	1450	1056	Maize, Steel coils
21	NSD - Narayanganj	908	-	2942	...	Soyabean Extraction, Maize
22	NSD- Mongla	508	-	1347	...	Maize
23	Gr. Jetty II - Mongla	509	-	-	973	Rice
<b>14</b>	<b>Reliance Enterprise</b>					
1	Budge Budge-Narayanganj	884	2277	12367	694	Flyash
2	Budge Budge-Khulna	497	698	...	...	Flyash
3	Sri Ram Jetty-Khulna	518	612	...	...	Flyash
4	IWAI BISN Jetty-Narayanganj	909	2994	699	2731	Flyash
5	T.T.Shed-Narayanganj	910	8983	12425	51391	Flyash
7	IWAI Haldia Jetty-Narayanganj	826	-	1358	...	Flyash
8	IWAI Haldia Jetty-Khulna	439	-	2131	...	Flyash
9	Sri Ram Jetty-Narayanganj	905	-	4779	3300	Flyash



**Table No. 2.2  
(Contd...)**

**Details of Cargo Moved on National Waterways (National Waterway No.I) - THE GANGA**

(In tonnes)

Sl. No.	River/Stretch	Approximate Distance (Kms)	2012-13	2013-14	2014-15	Cargo generally moved
1	2	3	4	5	6	7
<b>15</b>	<b>Saha Oversees Corporation</b>					
1	Budge Budge-Narayanganj	884	5138	...	...	Flyash
2	Sri Ram Jetty-Khulna	518	1855	...	...	Flyash
3	T.T.Shed-Narayanganj	910	8721	...	...	Flyash
<b>16</b>	<b>C. Day &amp; Brothers</b>					
1	Budge Budge-Narayanganj	884	23597	52610	18863	Flyash
2	Budge Budge-Khulna	497	586	600	7043	Flyash
3	Sri Ram Jetty-Khulna	518	758	...	798	Flyash
4	Sri Ram Jetty-Narayanganj	905	1362	5782	5216	Flyash
5	IWAI Haldia Jetty-Mongla	426	...	...	654	Flyash
6	IWAI Haldia Jetty-Khulna	439	950	4919	3593	Flyash
7	IWAI BISN Jetty-Narayanganj	909	930	...	14847	Flyash
8	IWAI Haldia Jetty-Narayanganj	826	4723	5886	24591	Flyash
9	T.T.Shed-Khulna	523	...	...	812	Flyash
10	T.T.Shed-Narayanganj	910	13652	4736	1708	flyash, Ironfines
11	IWAI BISN Jetty - Khulna	522	-	905	5216	Flyash
<b>17</b>	<b>Fortune Cargo (India Pvt Ltd)</b>					
1	Budge Budge-Narayanganj	894/884	16185	29765	11734	Flyash
2	IWAI Haldia Jetty-Narayanganj	826	692	780	8218	Flyash
3	T.T.Shed-Narayanganj	910	5129	2167	907	Flyash
4	IWAI BISN Jetty-Khulna	522	755	633	...	Flyash
5	IWAI BISN Jetty-Narayanganj	909	1112	...	13687	Flyash
6	T.T.Shed-Khulna	523	...	...	602	Flyash
7	Sri ram Jetty - Narayanganj	905	...	...	650	Flyash
<b>18</b>	<b>Sea Water Transport Co. Pvt Ltd</b>					
1	T.T.Shed-Khulna	523	2239	...	...	Wheat
2	K.P. Dock-Mongla	510	...	...	2947	Steel Coils, Steel Plates, Steel items

**Table No. 2.2  
(Contd...)****Details of Cargo Moved on National Waterways (National Waterway No.I) - THE GANGA**

(In tonnes)

Sl. No.	River/Stretch	Approximate Distance (Kms)	2012-13	2013-14	2014-15	Cargo generally moved
1	2	3	4	5	6	7
3	IWAI Haldia Jetty-Mongla	426	...	1140	...	Flyash
4	IWAI BISN Jetty-Khulna	522	...	1080	...	Flyash
<b>19</b>	<b>Krishna Shipping &amp; Logistics</b>					
1	Budge Budge- Narayanganj	884	5288	...	...	Flyash
2	Budge Budge- Karimganj	1332	590	...	...	Flyash
3	TT Shed- Narayanganj	910	5667	...	...	Flyash
4	Kolkatta- Pandu	1432	485	...	...	ODC Cargo
<b>20</b>	<b>Neli</b>					
1	Budge Budge-Narayanganj	884	4128	19337	3798	Flyash
2	IWAI Haldia Jetty-Narayanganj	826	768	...	1964	Flyash
3	IWAI BISN Jetty-Narayanganj	909	2468	6147	15678	Flyash
4	T.T. Shed - Narayanganj	910	-	834	27632	Flyash
5	T.T. Shed - Khulna	523	...	...	1819	Flyash
6	Budge Budge-Khulna	497	1640	...	...	Flyash
7	Sri Ram Jetty- Mongla	505	648	...	...	Flyash
8	Sri Ram Jetty- Khulna	518	602	...	...	Flyash
9	Budge Budge- Karimganj	1332	494	...	...	Flyash
10	Kolkatta- Narayanganj	894	...	...	...	Flyash
11	IWAI BISN Jetty-Karimganj	1357	580	...	...	Flyash
<b>21</b>	<b>Ajbela Navigation</b>					
1	Sri Ram Jetty-Khulna	518	1850	...	...	Flyash
2	Sri Ram Jetty-Narayanganj	905	8841	15712	9835	Flyash
3	K.P.Dock-Khulna	523	6714	...	...	Wheat
4	T.T.Shed-Narayanganj	910	4226	5752	8676	Flyash
5	T.T.Shed-Mongla	510	...	...	1293	Maize
6	T.T.Shed-Khulna	523	1497	...	...	Wheat

**Table No. 2.2****Details of Cargo Moved on National Waterways (National Waterway No.I) - THE GANGA****(In tonnes)**

Sl. No.	River/Stretch	Approximate Distance (Kms)	2012-13	2013-14	2014-15	Cargo generally moved
1	2	3	4	5	6	7
7	Budge Budge-Narayanganj	884	19712	11268	10415	Flyash
8	Budge Budge-Khulna	497	591	...	...	Flyash
9	IWAI Haldia Jetty-Mongla	426	1250	...	...	Flyash
10	IWAI Haldia Jetty-Khulna	439	2726	...	...	Flyash
11	IWAI Haldia Jetty-Narayanganj	836/826	...	3456	18566	Flyash
12	IWAI BISN Jetty - Narayanganj	909	-	703	730	Flyash
<b>22</b>	<b>Reach Asia</b>					
1	Kolkatta-Jogighopa, Assam	1392	372	...	...	ODC Cargo
<b>23</b>	<b>Neticon</b>					
1	KP Dock- Khulna	510	2600	...	...	Wheat
<b>24</b>	<b>Duttson</b>					
1	T.T.Shed-Narayanganj	910	3847	...	3815	Flyash
2	IWAI BISN Jetty-Narayanganj	909	738	7917	3695	Flyash
3	Budge Budge-Narayanganj	884	2181	9659	5131	Flyash
4	IWAI Haldia Jetty - Mongla	426	-	740	...	Flyash
5	IWAI Haldia Jetty - Narayanganj	826	-	10942	5760	Flyash
6	IWAI Haldia Jetty - Khulna	439	-	3721	644	Flyash
7	IWAI BISN Jetty-Khulna	522	-	2010	1281	Flyash
8	IWAI BISN Jetty-Karimganj	1357	-	2337	1680	Flyash, Spare parts
9	Budge Budge-Karimganj	1332	-	507	...	Flyash
10	Karimganj( Badarpur) - Narayanganj	478	-	1200	...	Cement Clinker
11	Sriram Jetty - Narayanganj	905	-	-	686	Flyash
<b>25</b>	<b>Seaways Shipping &amp; Logistics Ltd.</b>					
1	KP Dock - Mongla	510	...	...	1375	Steel Plates, Steel coils, Steel items
<b>26</b>	<b>J.D.Shipping</b>					
1	Budge Budge-Narayanganj	884	2854	6550	1782	Flyash
2	Sri Ram Jetty( Kol) - Narayanganj	905	-	3828	1828	Flyash
3	Sri Ram Jetty( Kol) - Khulna	518	-	512	...	Flyash
4	Sri Ram Jetty( Kol) - Mongla	505	-	642	...	Flyash
5	IWAI Haldia Jetty - Narayanganj	826	-	996	1966	Flyash
6	KP Dock - Mongla	510	-	931	1997	Steel plate, Steel items
7	KP Dock - Narayanganj	910	-	2221	...	Machinery
8	KP Dock - Khulna	523	-	-	1000	Steel plate
9	T.T. Shed - Narayanganj	910	-	-	2351	Flyash
10	IWAI BISN Jetty - Narayanganj	909	-	-	2738	Flyash

**Table No. 2.2****Details of Cargo Moved on National Waterways (National Waterway No.I) - THE GANGA****(In tonnes)**

Sl. No.	River/Stretch	Approximate Distance (Kms)	2012-13	2013-14	2014-15	Cargo generally moved
1	2	3	4	5	6	7
<b>27</b>	<b>Ganga Water Transport</b>					
1	K.P.Dock-Mongla	510	2700	...	...	Wheat
2	K.P.Dock-Narayanganj	910	510	2733	...	Non Alloyed Hot Rolled Steel Coil
3	Budge Budge - Khulna	497	...	683	...	Flyash
<b>28</b>	<b>Bertling Logistic India Pvt.Ltd.</b>					
1	Haldia-Balia	1028	337	...	...	ODC Cargo
	Kolkata - Balia	923	...	...	675	ODC Cargo
<b>29</b>	<b>Venketesh Logistics</b>					
1	Haldia-Bhaktiyarpur	885	310	...	...	ODC Cargo
<b>30</b>	<b>All Cargo Logistics Ltd.</b>					
1	Haldia-Zamania	1170	1150	...	...	ODC Cargo
2	Haldia - Biswanath Chareli, Assam(NW2)	1730/1694	-	2223	620	ODC Cargo
3	T.T. Shed - Biswanath Charlie	1778	...	...	1000	ODC Cargo
4	Haldia-Jogigopa	1348	...	...	642	ODC Cargo
5	Kolkata - Jogigopa	1432	...	...	1060	ODC Cargo
6	T.T. Shed - Jogigopa	1432	...	...	350	ODC Cargo
<b>31</b>	<b>Prism Logistics Pvt.Ltd.</b>					
1	Haldia-Allahabad	1512	762	599	...	ODC Cargo
<b>32</b>	<b>Safehand Logistics</b>					
1	IWAI BISN Jetty - Karimganj (Badarpur)	1357	-	1150	...	Flyash
2	Budge Budge - Narayanganj	884	-	1753	2988	Flyash
3	IWAI Haldia Jetty - Narayanganj	826	-	582	1752	Flyash
4	IWAI Haldia Jetty -Khulna	439	...	...	640	Flyash
<b>33</b>	<b>Shun Shing India Private Ltd.</b>					
1	Budge Budge - Narayanganj	884	-	15604	72316	Flyash
2	Budge Budge - khulna	497	...	...	19478	Flyash
3	IWAI BISN Jetty- Narayanganj	909	...	...	3042	Flyash
4	IWAI BISN Jetty- Khulna	522	...	...	2036	Flyash
5	Sri Ram Jetty - Khulna	518	...	...	745	Flyash
<b>34</b>	<b>Jindal ITF Ltd.</b>					
1	Sagar - Farakkar	540	-	197456	506492	Coal

**Table No. 2.2****Details of Cargo Moved on National Waterways (National Waterway No.I) - THE GANGA****(In tonnes)**

Sl. No.	River/Stretch	Approximate Distance (Kms)	2012-13	2013-14	2014-15	Cargo generally moved
1	2	3	4	5	6	7
<b>35</b>	<b>AFS Logistics Pvt. Ltd.</b>					
1	AWAI Haldia Jetty - Fatuha	910	-	1400	1200	Fertilizers
2	Fatuha - Kolkatta	805	-	1400	1099	Fertilizers
<b>36</b>	<b>Lee &amp; Muirhead Pvt. Ltd.</b>					
1	Haldia - Sirsa	1471	-	343	343	ODC Cargo
<b>37</b>	<b>Boxco India Pvt. Ltd.</b>					
1	Haldia - Geonkhali	43	-	642	...	ODC Cargo
<b>38</b>	<b>K K Shipping</b>					
1	T.T. Shed - Narayanganj	910	...	...	9756	Flyash
<b>Sub Total ( C )</b>		<b>-</b>	<b>1696380</b>	<b>2093793</b>	<b>2512791</b>	
<b>D</b>	<b>IWAI Vessels</b>					
2	Rajmahal -Patna		300	...	...	Cement
6	Samdhaghatj-Manihari		15216	8832	...	Stone chips
8	Samdaghat-Patna		900	1200	...	Stonechips
<b>Sub Total (D)</b>		<b>-</b>	<b>16416</b>	<b>10032</b>	<b>0</b>	

**Table No. 2.2  
(Contd...)**

**Details of Cargo Moved on National Waterways (National Waterway No.I) - THE GANGA**

(In tonnes)

Sl. No.	River/Stretch	Approximate Distance (Kms)	2012-13	2013-14	2014-15	Cargo generally moved
1	2	3	4	5	6	7
E	KOPT					
1	Sagar- KPD					Iron Ore,Iron & Steel,Log, Pulses, sulphur,Lime stone, Machinery, Manganese Ore, Petroleum Coke, Rice & Wheat, Other
2	Kolkatta-Sagar	146	...	...	2106300	Fertilizer, Sugar,Rock Phosphate, Timber, Other/Misc.
4	Diamond Harbour - KPD	146	115000	85000	...	... Iron Ore, Iron & Steel ,Other/Misc.
5	Sagar-Kolkatta	78	...	...	180700	Pulses, Other Coke/Coal
6	Kolkatta-Diamond Harbour	146	496000	764000	...	Iron Ore,Pulses,Sugar,Timber,Coking Coal,Rock Phosphate,Rice & Wheat,Fertiliser,Manganese Ore,Pet Cock
7	Diamond Harbour-Kolkatta	78	122000	176000	...	Iron Ore, Sugar, Pet Cock, Pulses, Cokjing, Fertilizer,
	<b>Sub Total (E)</b>		<b>735000</b>	<b>1025000</b>	<b>2287000</b>	... Limestone,Cooking oil
<b>Total (NW-I) (A+B+C+D+ E)</b>			<b>2716437</b>	<b>3349138</b>	<b>5050209</b>	

**Table No. 2.2  
(Contd...)****Details of Cargo Moved on National Waterways (National Waterway No.II)- BRAHMAPUTRA****(In tonnes)**

Sl. No.	River/Stretch	Approximate Distance (Kms)	2012-13	2013-14	2014-15	Cargo generally moved
1	2	3	4	5	6	7
A	Organised Cargo		396	...	3821.90	
B	IWTD Assam*		1965239	1981935	1981935	Transformers of power grid, Transmission equipments ,Goods, Passengers,Bicycle, bikes, live stock
C	Unorganised Sector		461170	493414	505964	
<b>Sub Total (A+B+C)</b>			<b>2426805</b>	<b>2475349</b>	<b>2491720</b>	
<b>Total (NW-II)(A+B+C)</b>			<b>2426805</b>	<b>2475349</b>	<b>2491720</b>	

\*: Provisional data has been considered for 2014-15 in absence of cargo data received from IWTD, Govt. of Assam.

**Table No. 2.2  
(Contd...)**

**Details of Cargo Moved on National Waterways (National Waterway No.III) - WEST  
COAST CANAL, CHAMPAKARA CANAL & UDYOG MANDAL CANAL**

(In tonnes)

Sl. No.	River/Stretch	Approximate Distance (Kms)	2012-13	2013-14	2014-15	Cargo generally moved
1	2	3	4	5	6	7
<b>A.</b>	<b>CHAMPAKARA CANAL</b>					
<b>1</b>	<b>KSINC</b>					
	Cochin Port-FACT-CD	21.5	3444	124954	71062.00	Raw Sulphur, Rock Phosphate & Phosphoric Acid etc.. Sulpher,Rock
	Q10 Berth-CPT-Fact, CD	21	157186	...	39701.00	Phosphate,Phosphoric Acid
	BPCL Irumbanam-Ship Bunkring	16	...	...	...	Furnace Oil
<b>2</b>	<b>LOTS Shipping &amp; Trading</b>					
	Cochin Port-FACT-CD	21.5	...	158509	39135.00	Raw Sulphur, Rock Phosphate & Phosphoric Acid & Stone aggregates
	Q10 Berth-CPT-Fact, CD	21	184393	...	76325.00	Phosphoric Acid,Sulphur,Rock Phosphate
	BPCL Irumbanam-Fact, PD (dist.in Ch. Canal)	16.5	23835	...	...	Furnace Oil
<b>3</b>	<b>Kerala Backwater Navigation</b>					
	Cochin Port -FACT CD	21.5/27	...	23786	30624.00	Rock Phosphate, Sulphur, LAG
	FACT,PD- FACT, CD	21	...	...	6528.00	LAG
	FACT , Ammonia jetty- FACT, CD	27	...	...	36288.00	LAG
<b>Sub Total</b>			<b>368858</b>	<b>307249</b>	<b>299663</b>	
<b>B.</b>	<b>UDYOGMANDAL CANAL</b>					
<b>1</b>	<b>LOTS Shipping &amp; Trading*</b>					
	Cochin Port FACT-UD	20	...	50774	460	Zibframe, Sulphur, Furnance oil, Zinc
	BPCL Irumbanam- FACT PD	11	23835	...	...	Furnace Oil
	Q10 CPT-Fact, UD	20	46543	...	9532	Phosphoric Acid, Sulphur
	Q6 Berth CPT-Binani Zinc Ltd.	22	72163	...	...	Zinc.
	Q5 Berth CPT-Binani Zinc Ltd.	22	...	28542	262	Zinc.



**Table No. 2.2  
(Contd...)**

**Details of Cargo Moved on National Waterways (National Waterway No.III) - WEST  
COAST CANAL, CHAMPAKARA CANAL & UDYOG MANDAL CANAL**

(In tonnes)

Sl. No.	River/Stretch	Approximate Distance (Kms)	2012-13	2013-14	2014-15	Cargo generally moved
1	2	3	4	5	6	7
	South Coal Berth-Q10 Berth CPT	6	36732	...	...	Furnace Oil
	South Coal Berth-Quater Roads	3/2	110	...	...	Furnace Oil
	SCB-ICTT	4	2150	...	...	Furnace Oil
	Willinbgdon island- Bolgaty-Bolgaty Williangdon Island	3.7	523480	598190	508850	commodities in container
2	<b>KSINC*</b>					
	Cochin Port-FACT UD	21	...	23779	3144	Rock Phosphate , Sulphur, Phosphoric Acid
	Q10 Berth, CPT-Fact UD	20	3542	...	7285	Phosphoric Acid,
3	<b>Kerala Back Water Navigation</b>					
	Fact ,PD - FACT, CD	14.5	...	...	8640	Sulphur. Phosphoric Acid
	Fact ,CD - FACT, PD	14.5	...	5954	...	Lag
4	<b>Logos Agencies</b>					
	Aluva Terminal-Sea	23.5	2726	2491	2221	Liquid Effluent
5	<b>Amrok Industrial &amp; Investments</b>					
	Aluva Terminal-Sea	23.5	74	...	...	Liquid Effluent
6	<b>Cochin Bunkers</b>					
	BPCL, Irumbanam - Fact PD	27.5	...	7113	...	Furnance oil
	IOC( BPT berth) - Fact PD	17	...	15344	...	Furnance oil
	<b>Sub Total</b>		<b>711355</b>	<b>732187</b>	<b>540394</b>	

**Table No. 2.2  
(Contd...)**

**Details of Cargo Moved on National Waterways (National Waterway No.III) - WEST  
COAST CANAL, CHAMPAKARA CANAL & UDYOG MANDAL CANAL**

(In tonnes)

Sl. No.	River/Stretch	Approximate Distance (Kms)	2012-13	2013-14	2014-15	Cargo generally moved
1	2	3	4	5	6	7
<b>C. THE WEST COASTAL CANAL</b>						
1	<b>KSINC Ltd*.</b> Fine Arts Jetty- Vypeen Ernakulum terminal-Cochin port	4 5	141000	18000		... Potable water POL(Bunkering to Ship)
2	<b>Travancore Cements Ltd.</b> Vaikom- Chitramangalam	20	15190	8570	3640	Lime shell with clay & other impurities
<b>Sub Total</b>			<b>156190</b>	<b>26570</b>	<b>3640</b>	
<b>Total (NW-III) (A+B+C)</b>			<b>1236403</b>	<b>1066006</b>	<b>843697</b>	Tank
<b>Total Cargo Moved on National Waterways (NW-I+NW-II+NW-III)</b>						
<b>GRAND TOTAL (NW-I+NW-II+NW-III)</b>			<b>6379645</b>	<b>6890493</b>	<b>8385626</b>	

Source : Inland Waterways Authority of India /  
CIWTC

... : Not available.

**SECTION – 3**

**COMMODITY-WISE ROUTE-WISE  
CARGO CARRIED, FREIGHT  
EARNED, INCOME &  
EXPENDITURE OF CIWTC**

**Table No. 3.1****Traffic and Freight Earnings of Central Inland Water Transport Corporation (CIWTC)**

Period	Traffic carried (000 tonnes)	Tonne Km Performed (Lakh)	Total Earnings (Rs.Lakh)
1	2	3	4
1981-82	75	780	163
1982-83	122	813	135
1983-84	201	928	210
1984-85	255	1184	372
1985-86	304	1621	501
1986-87	321	1566	581
1987-88	288	1434	452
1988-89	304	1415	485
1989-90	410	1163	566
1990-91	385	1197	581
1991-92	289	639	427
1992-93	312	1111	640
1993-94	242	1033	552
1994-95	331	968	781
1995-96	325	994	837
1996-97	188	677	718
1997-98	243	524	802
1998-99	141	311	815
1999-00	251	525	1202
2000-01	106	283	641
2001-02	68	269	462
2002-03	86	392	560
2003-04	66	315	497
2004-05	54	242	479
2005-06	85	143	489
2006-07	220	257	578
2007-08	200	238	405
2008-09	74	110	409
2009-10	189	165	434
2010-11	49	44	260
2011-12	31	26	168
2012-13	21	2	153
2013-14	8	0.15	175
2014-15 *	-	-	-

Source : CIWTC, 2014-15

Note : Total freight earned includes towing /hire/detention charges/  
additional freight/godown rent/misc. charges etc. as detailed in Table 3.3.

\* CIWTC has not carried out any operations in 2014-15.

**Table No. 3.2****Cargo Carried And Freight Earned by CIWTC-Commodity-wise**

Sl. No.	Commodity	2012-13		2013-14		2014-15 **	
		Tonnes Carried	Freight Earned (Rs. Lakh)	Tonnes Carried	Freight Earned (Rs. Lakh)	Tonnes Carried	Freight Earned (Rs. Lakh)
1	2	5	6	7	8	7	8
1	Fly Ash	-	-	-	-	-	-
2	Pol	-	-	-	-	-	-
3	Cut Bamboo	-	-	-	-	-	-
4	Sand Clips	19800	4.32	8250	1.80	-	-
5	Slag	-	-	-	-	-	-
6	Waste Oil	-	-	-	-	-	-
7	Aluminium Block	-	-	-	-	-	-
8	Boulder	-	-	-	-	-	-
9	Cement/W.Cement	-	-	-	-	-	-
10	Cement Clinkers	-	-	-	-	-	-
11	Peas	1500	3.00	-	-	-	-
12	Pet Cake/Personal Effect	-	-	-	-	-	-
13	ODC	-	10.98	-	-	-	-
14	Stone Clips	-	-	-	-	-	-
15	Misc.	-	-	-	-	-	-
<b>SUB TOTAL</b>		<b>21300</b>	<b>18.30*</b>	<b>8250</b>	<b>1.80</b>	-	-

\* this relates to commodity-wise earnings  
\* \* CIWTC has not carried out any operations in 2014-15.

**The Non Commodity Earnings are as under :**

Activity					
Vessel hire, Godown	-	135.42	-	172.83	-
Rent, Storage ,Towage etc.	-	-	-	-	-
<b>SUB TOTAL</b>	-	<b>135.42</b>	-	<b>172.83</b>	-
<b>GRAND TOTAL</b>	<b>21300</b>	<b>153.72</b>	<b>8250</b>	<b>174.63</b>	-

Note :The figures are compiled on the basis of the monthly data received from CIWTC.

**Table No. 3.3 Commodity-wise, Route-wise Cargo Carried, Freight Earned and Tonne Kms. Performed by CIWTC - 2012-13 to 2014-15**

Sl. No.	Route	Distance (in Kms)	Commodity	Tonnes Carried			Freight Earned(Rs.in Lakh)			Tonne/Kms(in Lakh) Performed		
				2012-13	2013-14	2014-15 **	2012-13	2013-14	2014-15 **	2012-13	2013-14	2014-15 **
1	2	3	4	5	6	7	8	9	10	11	12	13
1	Haldia-Budge-Budge		Waste Oil Pol	- -	- -	- -	- -	- -	- -	- -	- -	- -
	<b>Haldia-Budge-2</b>		<b>TOTAL</b>	-	-	-	-	-	-	-	-	-
2	Haldia-Ghormalsland	415 1060	Boulders	-	-	-	-	-	-	-	-	-
			<b>TOTAL</b>	-	-	-	-	-	-	-	-	-
3	Haldia-Internal	02	Sand Clips	1650	-	-	0.36	-	-	0.03	-	-
			<b>TOTAL</b>	<b>1650</b>	-	-	<b>0.36</b>	-	-	<b>0.03</b>	-	-
4	Patna-Kolkata	530	Stone Chips	-	-	-	-	-	-	-	-	-
			<b>TOTAL</b>	-	-	-	-	-	-	-	-	-
5	Haldia-Jamuraia (UP)	1096	ODC				10.98	-	-	-	-	-
			<b>TOTAL</b>				<b>10.98</b>	-	-	-	-	-

**Table No. 3.3 (Contd..)**

**Commodity-wise, Route-wise Cargo Carried, Freight Earned and Tonne Kms. Performed by CIWTC - 2011-12 to 2013-14**

Sl. No.	Route	Distance (in Kms)	Commodity	Tonnes Carried			Freight Earned(Rs.in Lakh)			Tonne/Kms(in Lakh) Performed		
				2012-13	2013-14	2014-15 **	2012-13	2013-14	2014-15 **	2012-13	2013-14	2014-15 **
1	2	3	4	5	6	7	8	9	10	11	12	13
6	Lighterage	44-144	Peas	1500	-	-	3.00	-	-	1.20	-	-
	Operation at Saugar		Logs	-	-	-	-	-	-	-	-	-
	/Haldia Diamond		Containers	-	-	-	-	-	-	-	-	-
	Harbour-Kolkata		Fertilizer	-	-	-	-	-	-	-	-	-
	Kolkata-Internal		ODC	-	-	-	-	-	-	-	-	-
			Sand- Clips	18150	8250	-	3.96	1.80	-	0.33	0.15	-
			A.Block	-	-	-	-	-	-	-	-	-
			<b>TOTAL</b>	<b>19650</b>	<b>8250</b>	<b>-</b>	<b>6.96</b>	<b>1.80</b>	<b>-</b>	<b>1.53</b>	<b>0.15</b>	<b>-</b>
7	Misc.											
	Tug Hire and											
	Godown Rent			-	-	-	135.42	172.83	-	-	-	-
			<b>Grand Total</b>	<b>21300</b>	<b>8250</b>	<b>-</b>	<b>153.72</b>	<b>174.63</b>	<b>-</b>	<b>1.56</b>	<b>0.15</b>	<b>-</b>

Note : The figures are compiled on the basis of the monthly data received from CIWTC.

\*\*

CIWTC has not carried out any operations in 2014-15.

**Table No. 3.4****Income And Expenditure Of C.I.W.T.C.  
(For The Year Ending 31st March)****(Rs. lakhs)**

<b>Sl.No.</b>	<b>Item</b>	<b>2013</b>	<b>2014 *</b>	<b>2015 #</b>
1	2	3	4	5
<b>A.</b>	<b>INCOME</b>	1874.31	15916.18	1172.42
(i)	Earnings (Operational)	153.73	185.95	93.43
(ii)	Earnings (Others)	1720.58	15730.23	1078.99
<b>B</b>	<b>EXPENDITURE</b>	4266.89	6371.38	410.84
(i)	Materials & Stores Consumed	62.25	22.77	23.44
(ii)	Decrease/Increase in Work in Progress	-2.56	-	-
(iii)	Employees Remuneration & Benefits	861.66	856.79	834.03
(iv)	Repairs & Maintenance	3.70	3.73	2.82
(v)	Power & Fuel	32.09	89.34	32.58
(vi)	Other Expenses	264.06	217.61	205.84
(vii)	Interest	253.75	732.15	-
(viii)	Depreciation	313.87	296.10	243.74
(ix)	Provisions	2478.07	4152.89	-931.61
<b>C</b>	<b>Profit/Loss (A-B)</b>	-2392.58	9544.80	761.58

Source : CIWTC

\* Revised Figures # Unaudited

Note: Provision includes -:

- i) For doubtful debts
- ii) Gratuity Liability and
- iii) Leave pay liability as per actuarial valuation



**Table No. 3.5****Source-wise Earning of CIWTC**

(Rs. in lakhs)

Sl.No.	Name of Service	Year		
		2012-13	2013-14 *	2014-15 #
1	2	3	4	5
<b>A.Earnings (Operational)</b>				
<b>Transportation &amp; Allied</b>				
<b>Activities:</b>				
	Freight	16.05	184.73	92.81
	Dredging	-	-	-
	Ferries & Charter	137.68	1.22	0.62
	Sales pending finalisation			
	<b>TOTAL (A)</b>	<b>153.73</b>	<b>185.95</b>	<b>93.43</b>
<b>B.Earnings (Others)</b>				
	Investment/one time grant	-	-	-
	Interest on Short Term Deposit	851.73	235.00	286.52
	Interest on:			
	Mobilisation Amount	-	-	-
	Sunderban Conservancy Amount	-	-	-
	Port Maintenance	-	-	-
	Sale of Scrap	-	-	-
	Rent	2.79	1.85	1.85
	Surplus on sale of assets			
	Retired from Operation	-	-	-
	Miscellaneous Receipts	4.40	3.59	0.27
	Govt. Grant (Salary & Wages)	861.66	856.79	790.35
	Govt. Grant (Income tax dues)	-		-
	Profit on exchange		14633.00	-
	<b>TOTAL B</b>	<b>1720.58</b>	<b>15730.23</b>	<b>1078.99</b>
	<b>TOTAL (A+B)</b>	<b>1874.31</b>	<b>15916.18</b>	<b>1172.42</b>

# Unaudited

\* Revised Figures

**Table No. 3.6****Financial Position of CIWTC****(Rs. in Lakh)**

SL. No.	Item	2012-13	2013-14*	2014-15#
		3	4	5
<b>A. LIABILITIES</b>				
	(a) Paid up capital	13048.48	13048.48	13048.48
	(b) Reserves & Surplus(Capital Reserve)	10909.93	10909.93	10441.78
	(c) Accumulated Loss	-30951.91	-21407.11	-20645.52
	(d) Borrowings			
	i) From Govt. of India	-	-	-
	ii) From Others	-	-	-
	(e) Trade dues and other current liabilities (including provisions) and interest accrued thereon	15738.66	5616.84	9757.98
	<b>TOTAL (A)</b>	<b>8745.16</b>	<b>8168.14</b>	<b>12602.72</b>
<b>B. ASSETS</b>				
	(f) Gross Asset	11012.02	11012.02	6393.39
	(g) Less Depreciation	8049.29	8338.97	4990.45
	(h) Less Provision	-	-	-
	(i) Net Fixed Assets (f-g-h)	2962.73	2673.05	1402.94
	(j) Capital work in progress	40.42	40.42	40.43
	(k) Investment	-	-	-
	(l) Current Assets, Loans and Advances	5742.01	5454.67	11159.35
	(m) Miscellaneous expences and losses not written off	-	-	-
	<b>TOTAL (B)</b>	<b>8745.16</b>	<b>8168.14</b>	<b>12602.72</b>
<b>C.</b>				
	Working Capital ( l-e)	-9996.65	-162.17	1401.37
	(o) Additional provision for Gratuity	594.73	612.17	603.34
	(p) Total Working Capital	-9401.92	450.00	798.03
	Capital employed (i+p)	-6439.19	3123.05	2200.97
	<b>Net worth (a-(c+m)) for F.Y.2014-2015</b>	<b>(-)17903.43</b>	<b>(-)8358.63</b>	<b>(-)7597.04</b>

Source: CIWTC

# Unaudited

\* Revised

**SECTION – 4**

**IWT ACTIVITIES –  
STATE-WISE**

Table No. 4.1

## Number of IWT Vessels With Valid Certificate of Survey...By Type (As on 31st March)

Sl. No.	State/UT/Year	Self Propelled					Non-Self Propelled					Grand Total	
		Cargo	Passenger	Cargo cum Passenger	Tugs and Pushers	Total (Col.3 to 6)	Dumb Barges	Dumb Tankers	Dumb Flat	Boats	Others		Total (Col.8 to 12)
1	2	3	4	5	6	7	8	9	10	11	12	13	14
1	<b>Andhra Pradesh</b>	...	...	...	...	...	...	...	...	...	...	...	...
	2013	...	...	...	...	...	...	...	...	...	...	...	...
	2014	...	...	...	...	...	...	...	...	...	...	...	...
	2015	...	...	...	...	...	...	...	...	...	...	...	...
2	<b>Assam</b>	...	...	...	...	...	...	...	...	...	...	...	...
	2013	1	1	...	4	6	7	...	9	...	..	16	22
	2014	15	114	23	6	158	15	...	9	...	..	24	182
	2015	15	114	23	6	158	15	...	9	...	..	24	182
3	<b>Bihar</b>	...	...	...	...	...	...	...	...	...	...	...	...
	2013	1	19*	74*	6	100	5	...	...	9	24	38	138
	2014	1	19*	74*	6	100	5	...	...	9	24	38	138
	2015	1	19*	74*	6	100	5	...	...	9	24	38	138
4	<b>Goa</b>	...	...	...	...	...	...	...	...	...	...	...	...
	2013	264	45	...	2	311	2	...	...	...	...	2	313
	2014	81@	38	...	2	121	2	...	...	...	36	38	159
	2015	114	81	...	8	203	3	...	...	...	19	22	225
5	<b>Karnataka</b>	...	...	...	...	...	...	...	...	...	...	...	...
	2013	...	61	5	...	66	...	...	...	..	...	..	66
	2014	...	61	5	...	66	...	...	...	..	...	..	66
	2015	...	61	5	...	66	...	...	...	..	...	..	66
6	<b>Kerala</b>	...	...	...	...	...	...	...	...	...	...	...	...
	2013	153	200	69	10	432	...	...	...	4665	8724	13389	13821
	2014	134	143	55	5	337	...	...	...	4413	8939	13352	13689
	2015	111	287	42	2	442	...	3	...	4283	9091	13377	13819
7	<b>Maharashtra</b>	...	...	...	...	...	...	...	...	...	...	...	...
	2013	...	201	...	376	577	...	...	...	...	...	...	577
	2014	...	250	...	338	588	...	...	...	...	...	...	588
	2015	100	501	...	122	723	20	...	...	...	...	...	743
8	<b>Orissa</b>	...	...	...	...	...	...	...	...	...	...	...	...
	2013	...	342	...	...	342	...	...	...	...	...	...	342
	2014	...	...	...	...	...	...	...	...	...	...	...	...
	2015	...	409	...	...	409	...	...	...	...	...	...	409
9	<b>West Bengal</b>	...	...	...	...	...	...	...	...	...	...	...	...
	2013	94	227	6	69(A)	396	690	...	...	1537	...	2227	2623
	2014	57	219	3	29	308	51	3	3	1646	31	1734	2042
	2015	53	236	3	21	313	11	3	3	1676	26	1719	2032
10	<b>Tamil Nadu</b>	...	...	...	...	...	...	...	...	...	...	...	...
	2013	...	...	...	...	...	...	...	...	2	...	2	2
	2014	...	...	...	...	...	...	...	...	...	...	...	...
	2015	...	...	...	...	...	...	...	...	2	...	2	2
11	<b>MIZORAM</b>	...	...	...	...	...	...	...	...	...	...	...	...
	2013	...	...	...	...	...	...	...	...	...	...	...	...
	2014	...	...	...	...	...	...	...	...	...	...	...	...
	2015	...	...	...	...	...	...	...	...	...	...	...	...

(A) Includes 29 other vessels for 2013.

... Not available/Nil

\$ : From 2011-12 onwards, unlicensed vessels and country boats have been excluded

\* Vessels are with various agencies in Bihar, and probably they are not certified registered as Bihar does not have IV rule as yet

@ vessel count reduced due to mining ban

Table No. 4.2

**Number of Passengers and Cargo Carried By Inland Water Vessels  
(Year Ending 31st March)**

Sl. No.	State/UT/Year	Powered Vessels Employed for cargo (Nos.)	Powered Vessels Employed for passengers (Nos.)	Quantity of cargo carried (000' tonnes)	Total No. of passengers carried (000)
1	2	3	4	5	6
1	<b>Andhra Pradesh</b>				
	2013	...	...	...	...
	2014	...	...	...	...
	2015	...	...	...	...
2	<b>Assam</b>				
	2013	56	56	71.79@	7656.00
	2014	56	56	338.53@	7043.84
	2015	56	56	178.73@	16461.48
3	<b>Bihar</b>				
	2013	1	83	2.40	578.00*
	2014	1	83	2.40	578.00
	2015	1	83	2.40	578.00
4	<b>Goa(a)</b>				
	2013	264	45	3275.82	14076.00
	2014	81	38	284.17	1450.00
	2015	140	38	190.01	1448.00
5	<b>Karnataka</b>				
	2013	66	66	78.40**	1884.56**
	2014	66	66	58.72**	2089.96**
	2015	66	66	50.5 **	2003.71**
6	<b>Kerala</b>				
	2013	66	632	5555.21	24752.82
	2014	38	180	2831.87	15323.71
	2015	28	185	2912.06	13750.50
7	<b>Maharashtra</b>				
	2013	...	...	24196.00	17608.00
	2014	...	...	24774.00	17802.00
	2015	...	...	27357.00	17834.00
8	<b>Orissa</b>				
	2013	...	10	...	124.00
	2014	...	...	...	...
	2015	...	8	...	142.00
9	<b>West Bengal</b>				
	2013	76	227	10347.00(b)	42976.00
	2014	57	219	11452.00	43619.00
	2015	53	263	14728.00	653604.00
10	<b>MIZORAM</b>				
	2013	...	...	...	...
	2014	...	...	...	...
	2015	48	48	1000.00	10000.00

(a) Excludes traffic reported by Mormugao Port for Iron Ore movement which is 29.00 million tonnes in 2011-12 & 7.40 million tonnes in 2012-13 & 0.31 million tonnes in 2013-14.

(b) No. of vehicles carried LCT 39618, 40807 and 39952 for the year 2010-11, 2011-12 & 2012-13 respectively.

578\* based upon passengers travelling on unregistered vessels plying in various rivers.

... : Not Available

# : in addition to cargo, LMV 51716 nos, Bicycle 209104 nos, Motor Cycles 125198 nos, and Animals 11300 nos for 2011-12

\*\* : The traffic of passengers & cargo is only operation of Ferry Service across the river in rural area.

@ Cargo includes LMV's, Bicycles, Motor Cycles and Animals etc.

\$ No iron ore export due to mining ban.

**SECTION – 5**

**IWT ACTIVITIES – PRIVATE  
COMPANIES/UNDERTAKINGS**

Table No. 5.1

**IWT Vessels With Valid Certificates of Survey-Owned By Responding Private Companies/Undertakings By Type (As on 31st March)**

Sl. No.	Company/ Undertaking and Year	Self Propelled				Non-Self Propelled (Dumb Barges) (No.)
		Type of vessel		Carrying capacity		
		Cargo (No.)	Passenger (No.)	Cargo(in Tonnes)	Passenger(in No.)	
1	2	3	4	5	6	7
1	<b>S.V.Salgaocar, Goa</b>					
	2013	3	...	-	...	...
	2014	3	...	...	...	...
	2015					
2	<b>D.V.Salgaocar, Goa</b>					
	2013	3	...	-	...	...
	2014	3	...	...	...	...
	2015	3	...	...	...	...
3	<b>V.M.Salgaocar Sales International</b>					
	2013	2	...	-	...	...
	2014	2	...	...	...	...
	2015	2	...	...	...	...
4	<b>Sesa Resource Ltd Goa</b>					
	2013	3	...	3237	...	...
	2014	3	...	3237	...	...
	2015	3	...	3237	...	...
5	<b>*Sesa Sterlite Ltd, Goa</b>					
	2013	35(a)	...	44255	...	...
	2014	32(a)	...	41714	...	...
	2015	34(a)	...	44106	...	...
6	<b>Sociedade De Fomento Ind. Ltd. Goa</b>					
	2013	2	...	2434	...	...
	2014	2	...	2434	...	...
	2015	2	...	2434	...	...
7	<b>CIWTC, Kolkata.</b>					
	2013	8 (b)	...	3909	...	16
	2014	7(b)	...	3690	...	10
	2015	1(b)	...	470	...	-
8	<b>Indo-Swiss Trading Co. Kolkata.</b>					
	2013		2	118	270	...
	2014		2	118	270	...
	2015		2	118	270	...
9	<b>Vivada Inland Waterways Ltd. Kolkata.</b>					
	2013	10	4	...	...	...
	2014	9	5	...	...	...
	2015	9	5	...	...	...

**Table No. 5.1  
(Contd...)**

**IWT Vessels With Valid Certificates of Survey-Owned By Responding  
Private Companies/Undertakings By Type (As on 31st March)**

Sl. No.	Company/ Undertaking and Year	Self Propelled				Non-Self Propelled (Dumb Barges) (No.)
		Type of vessel		Carrying capacity		
		Cargo (No.)	Passenger (No.)	Cargo(in Tonnes)	Passenger(in No.)	
1	2	3	4	5	6	7
10	<b>West Bengal Surface Transport Corporation Ltd.</b>					
	2013	3	20	...	...	...
	2014	2	24	...	...	...
	2015	2	24	...	...	...
11	<b>Hooghly Nadi Jalapath Paribahan Samabaya Samity, Kolkata.</b>					
	2013	...	34	...	...	...
	2014	...	34	...	...	...
	2015	...	34	...	...	...
12	<b>West Bengal Tourism Development Corporation limited, Kolkata.</b>					
	2013		3	...	...	...
	2014	...	3	...	...	...
	2015		3	...	...	...
13	<b>Eastern Navigation (P) Ltd., Kolkata.</b>					
	2013	8	3	...	...	...
	2014	10	1	...	...	...
	2015	10	1	...	...	...
14	<b>Pradeep Boating Company, Kolkata.</b>					
	2013	2	....	...	...	...
	2014	2	....	...	...	...
	2015	2	....	...	...	...
15	<b>Costa River Transport Pvt Ltd., Goa.</b>					
	2013	3	...	5122	...	...
	2014	3	...	5122	...	...
	2015 #	3	...	5122	...	...
16	<b>Ghatal Station Navigation (P) Ltd., Kolkata.</b>					
	2013	...	3	...	...	...
	2014	...	3	...	...	...
	2015	...	3	...	...	...
17	<b>Diamond Harbour Municipality, Kolkata.</b>					
	2013	...	10	...	...	...
	2014	...	10	...	...	...
	2015	...	10	...	...	...



Table No. 5.1

**IWT Vessels With Valid Certificates of Survey-Owned By Responding Private Companies/Undertakings By Type (As on 31st March)**

Sl. No.	Company/ Undertaking and Year	Self Propelled				Non-Self Propelled (Dumb Barges) (No.)
		Type of vessel		Carrying capacity		
		Cargo (No.)	Passenger (No.)	Cargo (in Tonnes)	Passenger(in No.)	
1	2	3	4	5	6	7
18	<b>Chandan Nagar Municipality, Kolkata.</b>					
	2013	...	5	...	...	...
	2014	...	5	...	...	...
	2015	...	5	...	...	...
19	<b>Jain Navigation</b>					
	2013	2	...	...	...	...
	2014	2	...	...	...	...
	2015	2	...	...	...	...
20	<b>K.S.Singhi</b>					
	2013	...	...	...	...	...
	2014	1	...	...	...	...
	2015	1	...	...	...	...
21	<b>Jindal ITF Ltd.</b>					
	2013	2	...	...	...	...
	2014	18	...	...	...	...
	2015	18	...	...	...	...
22	<b>Soham Shipping Pvt.Ltd.</b>					
	2013	4	...	...	...	...
	2014	4	...	...	...	...
	2015	4	...	...	...	...
23	<b>Rashmi Ore Carriers Pvt. Ltd.</b>					
	2013	1	...	1314	...	...
	2014	1	...	1314	...	...
	2015	...	...	1314	...	...
24	<b>Kothari Overseas Private Limited</b>					
	2013	1	...	1893	...	...
	2014	...	...	1893	...	...
	2015	1	...	1893	...	...
25	<b>Mayur Shipping Private Limied</b>					
	2013	1	-	1284	...	...
	2014	1	-	1284	...	...
	2015	-	-	1284	...	...
26	<b>Sanghi Brothers (Indore) Pvt Ltd.</b>					
	2013	5	...	6476	...	...
	2014	5	...	6476	...	...
	2015	5	...	6476	...	...

... Not available.

\* Formerly SESA Goa Ltd.

(a) Includes one Passenger Launch & one Oil Tanker

(b) 2 Pusher Tug & 2 Moter Tanker for 2012 & 5 Pusher Tug & 3 Oil Tanker for 2013,4 Pusher Tug & 3 Oil Tanker for 2014.

# Relates to the year 2014

Note : This table covers only those IWT operators from whom the data is received by TRW.

Table No. 5.2

**Cargo/Passenger Carried And Freight Collected - By Responding Companies  
(Year Ending 31st March)**

Sl.No.	Company/Undertaking and Year	Type of Vessels	No. of Powered Vessels Employed	Distance Travelled (Kms)	Freight Collected (Rs.in Lakh)	Cargo Carried		Passenger Carried	
						Cargo (in Tonnes)	TKms (in millions)	Passenger (in No.)	PKms
1	2	3	4	5	6	7	8	9	10
1	<b>S. V. Salgaocar, Goa</b>								
	2013 (f)	Cargo	-	-	-	-		...	...
	2014 (f)	Cargo	-	-	-	-		...	...
	2015	Cargo	-	-	-	-		...	...
2	<b>D. V. Salgaocar, Goa</b>								
	2013 (f)	Cargo	-	-	-	-		...	...
	2014(f)	Cargo	-	-	-	-		...	...
	2015	Cargo	-	-	-	-		...	...
3	<b>V.M.Salgaocar Sales International</b>								
	2013 (f)	Cargo	-	-	-	-		...	...
	2014(f)	Cargo	-	-	-	-		...	...
	2015	Cargo	-	-	-	-		...	...
4	<b>Sesa Resources Ltd Goa</b>								
	2013	Cargo	3	18100	(d)	278224	5035.85	...	...
	2014	Cargo	3	14800	(d)	163204	2415.41	...	...
	2015	Cargo	3	21658	(d)	137025	2967.68	...	...
5	<b>Sesa Sterlite Ltd, Goa.</b>								
	2013	Cargo/Pass/Oil Tankers	35	134200	(d)	2582447	346564.39	...	...
	2014	Cargo/Pass/Oil Tankers	32	74300	(d)	1003364	74549.94	...	...
	2015	Cargo/Pass/Oil Tankers	34	127036	(d)	1033779	131327.15	...	...
6	<b>Sociedade De Fomento Ind. Ltd., Goa</b>								
	2013	Cargo	2	4510	(a)	71867	324.12	...	...
	2014	Cargo	2	-	(a)	-	-	...	...
	2015*	Cargo	2	-	(a)	-	-	...	...
7	<b>C.I.W.T.C., Kolkata.</b>								
	2013	Cargo/Tug/Spes/DBs	1	160	153.72	21300	3.41	...	...
	2014	Cargo/Tug/Spes/DBs	-	-	174.63	8250	-	...	...
	2015	Cargo/Tug/Spes/DBs	1	...	...	...	...	...	...
8	<b>Indo-Swiss Trading Co.Pvt. Ltd., Kolkata</b>								
	2013	Pass.	2	15610	110.25	...	...	...	...
	2014	Pass.	2	15300	143.26	...	...	121038	...
	2015	Pass.	2	15610	52.29	...	...	128749	...
9	<b>VIVADA Inland Waterways Ltd., Kolkata</b>								
	2013	Cargo/Tug/Pass/LCT	14	...	3863.78	480740(c)	...	...	...
	2014	Cargo/Tug/Pass/LCT	14	...	4024.38	495620(c)	...	10776	...
	2015	Cargo/Tug/Pass/LCT	14	...	4138.42	512790(c)	...	12776	...

Table No. 5.2 (Contd...)

**Cargo/Passenger Carried And Freight Collected - By Responding Companies  
(Year Ending 31st March)**

Sl.No.	Company/Undertaking and Year	Type of Vessels	No. of Powered Vessels Employed	Distance Travelled (Kms)	Freight Collected (Rs.in Lakh)	Cargo Carried		Passenger Carried	
						Cargo (in Tonnes)	TKms (in millions)	Passenger (in No.)	PKms
1	2	3	4	5	6	7	8	9	10
10	<b>W. Bengal Surface Transport Corporation Ltd., Kolkata</b>								
	2013	Pass./LCT	23	...	408.32	24346(b)	...	...	...
	2014	Pass./LCT	26	...	402.56	27421(b)	...	105967	...
	2015	Pass./LCT	26	...	414.71	27421(b)	...	118329	...
11	<b>Hooghly Nadi Jalapath Paribahan Samabaya Samity, Kolkata</b>								
	2013	Pass.	34	...	1129.85	...	...	...	...
	2014	Pass.	34	...	1203.72	...	...	123000	...
	2015	Pass.	34	...	1312.72	...	...	128429	...
12	<b>West Bengal Tourism Development Corpn. Ltd., Kolkata</b>								
	2013	Pass.	3	...	158.97	...	...	...	...
	2014	Pass.	3	...	148.27	...	...	10900	...
	2015	Pass.	3	...	152.28	...	...	11139	...
13	<b>Eastern Navigation (P) Ltd., W. Bengal, Kolkata</b>								
	2013	Cargo/Tug/Pass.	11	...	175.00	40600	...	...	...
	2014	Cargo/Tug/Pass.	11	...	200.00	56340	...	...	...
	2015	Cargo/Tug/Pass.	11	...	212.00	68420	...	...	...
14	<b>Pradeep Boating Company, W. Bengal, Kolkata</b>								
	2013	Tugs	2	...	7.80	1200	...	...	...
	2014	Tugs	2	...	7.36	900	...	...	...
	2015	Tugs	2	...	6.20	780	...	...	...
15	<b>Costa River Transport Pvt. Ltd. Goa</b>								
	2013	Cargo	3	...	75.10	100950	...	...	...
	2014	Cargo	3	-	-	-	-	-	-
	2015 #	Cargo	3	-	-	-	-	-	-
16	<b>Ghatal steam Navigation (P) Ltd. Kolkata</b>								
	2013	Pass.	3	...	40.36	...	...	...	...
	2014	Pass.	3	...	41.29	...	...	115508	...
	2015	Pass.	3	...	41.29	...	...	122629	...
17	<b>Diamond Harbour Municipality, Kolkata</b>								
	2013	Pass.	10	...	110.73	...	...	...	...
	2014	Pass.	10	...	123.56	...	...	10729	...
	2015	Pass.	10	...	142.56	...	...	13912	...
18	<b>Chandan Nagar Municipality, Kolkata</b>								
	2013	Pass.	5	...	5.25	...	...	...	...
	2014	Pass.	5	...	5.45	...	...	15608	...
	2015	Pass.	5	...	15.42	...	...	17641	...

Table No. 5.2 (Contd...)

Cargo/Passenger Carried And Freight Collected - By Responding Companies  
(Year Ending 31st March)

Sl.No.	Company/Undertaking and Year	Type of Vessels	No. of Powered Vessels Employed	Distance Travelled (Kms)	Freight Collected (Rs.in Lakh)	Cargo Carried		Passenger Carried	
						Cargo (in Tonnes)	TKms (in millions)	Passenger (in No.)	PKms
1	2	3	4	5	6	7	8	9	10
19	<b>Jain Navigation</b>								
	2013	Tugs/Pass	2	...	17.37	5370	...	....	....
	2014	Tugs/Pass	2	...	16.45	7260	...	....	....
	2015	Tugs/Pass	2	...	26.45	7260	...	....	....
20	<b>K.S.Singhi</b>								
	2013	Tugs	1	...	9.21	3290	...	....	....
	2014	Tugs	1	...	10.13	3310	...	....	....
	2015	Tugs	1	...	10.15	3310	...	....	....
21	<b>Jindal ITF Ltd.</b>								
	2013	Cargo	2	...	55.33	27000	...	....	....
	2014	Cargo	18	...	65.23	40210	...	....	....
	2015	Cargo	18	...	165.23	58280	...	....	....
22	<b>Soham Shipping Pvt.Ltd.</b>								
	2013	Cargo	4	...	58.48	39850	...	....	....
	2014	Cargo	4	...	49.72	25270	...	....	....
	2015	Cargo	4	...	149.72	35270	...	....	....
23	<b>Rashmi Ore Carriers Pvt. Ltd.</b>								
	2013	Cargo	1	3240	104.25	151957	492.34	...	...
	2014	...	...	...	...	...	...	...	...
	2015	...	...	...	...	...	...	...	...
24	<b>Kothari Overseas Private Limited</b>								
	2013	Cargo	1	...	8.20	11442	...	...	...
	2014	Cargo	...	...	...	...	...	...	...
	2015	Cargo	1	...	...	...	...	...	...
25	<b>Mayur Shipping Pvt. Limited</b>								
	2013	Cargo	1	2475	84.52	104338	258.24	...	...
	2014	...	...	...	...	...	...	...	...
	2015	...	...	...	...	...	...	...	...
26	<b>Sanghi Brothers (Indore) Pvt Ltd</b>								
	2013	Cargo	5	3900	74.40	30134	117.52	...	...
	2014	Cargo	...	...	...	...	...	...	...
	2015	Cargo	...	...	...	...	...	...	...

(a) : transportation for self (b) : data relates to no. of vehicles on L.C.T.

(c) : 257859 no. of vehicles on LCT for year 2012-13 and 26812 no. of vehicles on LCT for the year 2013-14 and 27829 no. of vehicles on LCT for the year 2014-15

(d): Own barges plying for group company

(e): Barges not plied due to ban on mining.

(f): Ships have been banned by the Govt. Therefore cargo has been reported as 'Nil'.

\* due to stoppage of iron ore mining by Goa Govt &amp; Hon'ble Supreme Court

\*\* Formerly SESA Goa Ltd.

# Relates to the year 2014

Note : This table covers only those IWT Operators from whom the data is received by TRW.

**SECTION – 6**

**PLAN-WISE OUTLAY &  
EXPENDITURE FOR IWT  
SECTOR**

**Table No. 6.1**

**PLAN WISE FINANCIAL PERFORMANE FROM 10th FIVE YEAR PLAN TO 11th FIVE YEAR PLAN  
AND PART OF 12th FIVE YEAR PLAN**

(Rs in Cr.)

Sl. No.	Budget head/ Waterways	10th Five Year Plan			11th Five Year Plan			Financial Year			Financial Year		
		(2002-07)			(2007-12)			(2013-14)			(2014-15)		
		B.E	R.E	Exp.	B.E	R.E	Exp.	B.E	R.E	Exp.	B.E	R.E	Exp.
<b>I</b>	<b>Grants to IWAI</b>												
1	National Waterway 1	154.97	155.11	135.62	241.69	235.81	228.95	74.43	65.24	48.63	77.29	64.2	64.01
2	National Waterway 3	54.49	46.58	36.10	75.48	107.23	104.82	22.11	17.70	22.50	17.85	10.66	10.66
3	Others	37.60	23.88	12.99	26.00	7.59	9.57	22.26	7.06	14.20	85.96	3.36	3.36
	<b>Sub Total - I (Grants to IWAI)</b>	<b>247.06</b>	<b>225.57</b>	<b>184.71</b>	<b>343.17</b>	<b>350.63</b>	<b>343.34</b>	<b>118.80</b>	<b>90.00</b>	<b>85.33</b>	<b>181.10</b>	<b>78.22</b>	<b>78.03</b>
<b>II</b>	<b>North Eastern Area</b>												
4	National Waterway 2	216.28	180.60	132.15	319.29	243.17	202.07	72.00	48.21	47.44	78.10	37.61	36.02
5	Central Plan scheme for NER	17.00	0.00	0.00	16.03	15.03	6.62	3.20	3.20	1.22	3.20	1.07	1.07
6	Proposed NW-6 (Barak)	3.00	0.00	0.00	1.51	0.00	0.00	2.00	0.25	0.00	1.00	0.00	0.00
7	Development of Indo- Bangladesh protocol for Channel marking, Dredging & Night Navigation etc.	1.30	1.10	0.66	0.00	0.00	0.00	3.00	1.34	1.20	2.60	1.32	1.32
	<b>Sub total - II (NER)</b>	<b>237.58</b>	<b>181.70</b>	<b>132.81</b>	<b>336.83</b>	<b>258.20</b>	<b>208.69</b>	<b>80.20</b>	<b>53.00</b>	<b>49.86</b>	<b>84.90</b>	<b>40.00</b>	<b>38.41</b>
<b>III</b>	<b>Interest Subsidy to Bank, Loan to IWT Enterprenuer for Inland Vessel Subsidy Scheme</b>	8.50	5.00	5.40	8.00	7.00	4.13	0.00	0.00	0.00	0.00	0.00	0.00
<b>IV</b>	<b>Tech Studies &amp; R&amp;D</b>	26.00	19.00	9.09	5.00	5.00	4.32	1.00	1.00	1.00	1.00	0.77	0.77
<b>V</b>	<b>Central Plan Scheme/ CSS</b>	40.00	65.00	52.83	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	<b>Grand Total</b>	<b>559.14</b>	<b>496.27</b>	<b>384.84</b>	<b>693.00</b>	<b>620.83</b>	<b>560.48</b>	<b>200.00</b>	<b>144.00</b>	<b>136.19</b>	<b>267.00</b>	<b>118.99</b>	<b>117.21</b>

Centrally Sponsored Scheme for IWT sector was discontinued after 10th Plan

In addition to above, during the year 2013-14 an amount of Rs. 9.00 Crore was allocated in B.E. & R.E. Stage to be released to Government of Bangladesh for maintenance of Protocol routes on Inland Water Transit out of which an amount of Rs. 8.077 Crore was released by Ministry of Shipping directly.

Source: Inland Waterways Authority of India

**SECTION – 7**

**INLAND WATERWAYS  
TRANSPORT ACCIDENTS**

**Table No. 7.1 No. of Accidents, Persons Injured And Died by Drowning (Boat Capsize) in States During 2014.**

Sl. No.	State/UT	No. of Accidents	Drowning (Boat Capsize)							
			No. of Persons Injured				No. of Persons Died			
			Male	Female	Transgenders	Total	Male	Female	Transgenders	Total
1	2	3	4	5	6	7	8	9	10	11
<b>STATES</b>										
1	Andhra Pradesh	9	0	0	0	0	8	4	0	12
2	Arunachal Pradesh	1	0	0	0	0	3	0	0	3
3	Assam	15	0	0	0	0	9	6	0	15
4	Bihar	16	8	0	0	8	9	19	0	28
5	Chhattisgarh	2	0	0	0	0	1	1	0	2
6	Goa	0	0	0	0	0	0	0	0	0
7	Gujarat	9	0	0	0	0	8	1	0	9
8	Haryana	0	0	0	0	0	0	0	0	0
9	Himachal Pradesh	0	0	0	0	0	0	0	0	0
10	Jammu & Kashmir	1	0	0	0	0	0	1	0	1
11	Jharkhand	3	0	0	0	0	2	1	0	3
12	Karnataka	15	0	0	0	0	17	4	0	21
13	Kerala	5	0	0	0	0	5	0	0	5
14	Madhya Pradesh	26	0	0	0	0	24	5	0	29
15	Maharashtra	6	0	0	0	0	5	0	0	5
16	Manipur	0	0	0	0	0	0	0	0	0
17	Meghalaya	2	0	0	0	0	2	0	0	2
18	Mizoram	0	0	0	0	0	0	0	0	0
19	Nagaland	0	0	0	0	0	0	0	0	0
20	Odisha	10	0	0	0	0	10	5	0	15
21	Punjab	0	0	0	0	0	0	0	0	0
22	Rajasthan	1	0	0	0	0	3	0	0	3
23	Sikkim	0	0	0	0	0	0	0	0	0
24	Tamil Nadu	18	6	0	0	6	19	1	0	20
25	Telangana	0	0	0	0	0	0	0	0	0
26	Tripura	0	0	0	0	0	0	0	0	0
27	Uttar Pradesh	32	7	3	0	10	33	13	0	46
28	Uttarakhand	0	0	0	0	0	0	0	0	0
29	West Bengal	8	0	2	0	2	12	2	0	14
<b>Total( States)</b>		179	21	5	0	26	170	63	0	233
<b>UNION TERRITORIES</b>										
30	A&N Island	1	5	4	0	9	9	13	0	22
31	Chandigarh	0	0	0	0	0	0	0	0	0
32	D&N haveli	0	0	0	0	0	0	0	0	0
33	Daman & Diu	0	0	0	0	0	0	0	0	0
34	Delhi	0	0	0	0	0	0	0	0	0
35	Lakshadweep	0	0	0	0	0	0	0	0	0
36	Pondicherry	0	0	0	0	0	0	0	0	0
<b>Total ( UTs)</b>		1	5	4	0	9	9	13	0	22
<b>Total States/UTs</b>		180	26	9	0	35	179	76	0	255

Note : The data includes boats plying in all water bodies.

Source : Accidental Deaths & Suicides in India - 2014

National Crime Records Bureau, M/o Home Affairs, Govt. of India



**SECTION – 8**

**INLAND WATERWAYS IN  
SELECT COUNTRIES**

**Table No. 8.1****Length of Navigable Inland Waterways in Europe and USA in 2010,2011 & 2012****(In Kms.)**

Sl. No.	Country	Canals			Rivers and Lakes			Total		
		2010	2011	2012	2010	2011	2012	2010	2011	2012
1	2	3	4	5	6	7	8	9	10	11
1	Austria	-	-	-	351	351	351	351	351	351
2	Bulgaria	-	-	-	470	470	470	470	470	470
3	Canada	-	-	-	-	-	-	5487	-	-
4	Croatia	-	-	-	805	1018	1018	805	1018	1018
5	Czech. Republic	39	39	39	637	637	637	676	676	676
6	Estonia	-	-	-	335	335	335	335	335	335
7	Finland	125	125	125	7881	7888	7889	8006	8013	8014
8	France	3539	3435	3332	1571	1584	1664	5110	5019	4996
9	Germany	2163	2163	2001	5565	5565	5675	7728	7728	7676
10	Hungary	173	-	173	1691	-	1691	1864	-	1864
11	Italy	950	950	-	612	612	-	1562	1562	-
12	Kazakhstan	-	-	-	-	-	-	4063	4094	4151
13	Kyrgyzstan	-	-	-	-	-	-	420	420	420
14	Lithuania	1	1	-	447	451	-	448	452	-
15	Netherlands	4707	4708	-	1397	1396	-	6104	6104	-
16	Poland	344	344	344	3315	3315	3315	3659	3659	3659
17	Republic of Moldova	-	-	-	42	-	42	42	-	42
18	Romania	132	132	132	1647	1647	1647	1779	1779	1779
19	Russian Federation	-	-	-	-	-	-	101371	101334	101381
20	Serbia	342	-	-	1077	-	-	1419	-	-
21	Slovakia	39	39	39	134	134	134	173	173	173
22	Ukraine	1170	1130	1111	1015	1015	1015	2185	2145	2126
23	United Kingdom	159	159	159	891	891	891	1050	1050	1050
24	United States of America	-	-	-	-	-	-	19300	19300	-

Source: Annual Bulletin of Transport Statistics for Europe &amp; North America, 2015 (UN Publication).

**Table No. 8.2****Length of Navigable Waterways By Permissible  
carring Capacity of Vessels - 2012****(in kms)**

Sl.No.	Country	Total Length (Kms.)	Carrying Capacity of Vessels (in tonnes)						
			upto 249	250-399	400-649	650-999	1000-1499	1500-2999	3000 & Above
1	2	3	4	5	6	7	8	9	10
<b>1</b>	<b>Austria</b>								
	Canals	...	...	...	...	...	...	...	...
	Rivers & Lakes	351	...	...	...	...	...	...	...
<b>2</b>	<b>Bulgaria</b>								
	Canals	...	...	...	...	...	...	...	...
	Rivers & Lakes	470	...	...	...	...	...	...	...
<b>3</b>	<b>Canada</b>								
	Canals	...	...	...	...	...	...	...	...
	Rivers & Lakes	...	...	...	...	...	...	...	...
<b>4</b>	<b>Croatia</b>								
	Canals	...	...	...	...	...	...	...	...
	Rivers & Lakes	1018	...	226	215	289	150	...	138
<b>5</b>	<b>Czech Republic</b>								
	Canals	39	...	...	...	...	...	...	...
	Rivers & Lakes	637	-	-	-	-	-	-	-
<b>6</b>	<b>Estonia</b>								
	Canals	-	-	-	-	-	-	-	-
	Rivers & Lakes	335	-	-	-	-	-	-	-
<b>7</b>	<b>Finland</b>								
	Canals	125	9	-	-	16	-	100	-
	Rivers & Lakes	7889	4179	-	-	2909	...	801	...
<b>8</b>	<b>France</b>								
	Canals	3332	132	2393	-	126	118	46	517
	Rivers & Lakes	1664	30	349	85	-	-	573	627
<b>9</b>	<b>Germany</b>								
	Canals	2001	79	158	96	107	651	-	910
	Rivers & Lakes	5676	933	246	156	126	1130	1002	2083
<b>10</b>	<b>Hungary</b>								
	Canals	173	-	52	121	-	-	-	-
	Rivers & Lakes	1691	-	73	408	330	499	-	381

**Table No. 8.2  
(Contd...)**

**Length of Navigable Waterways By Permissible Carrying Capacity of Vessels - 2012**

Sl.No.	Country	Total Length (Kms.)	Carrying Capacity of Vessels (in tonnes)						
			upto 249	250-399	400-649	650-999	1000-1499	1500-2999	3000 & Above
1	2	3	4	5	6	7	8	9	10
<b>11</b>	<b>Italy</b>								
	Canals	-	-	-	-	-	-	-	-
	Rivers & Lakes	-	-	-	-	-	-	-	-
<b>12</b>	<b>Kazakhstan*</b>								
	Canals	-	-	-	-	-	-	-	-
	Rivers & Lakes	-	-	-	-	-	-	-	-
<b>13</b>	<b>Kyrgyzstan*</b>								
	Canals	-	-	-	-	-	-	-	-
	Rivers & Lakes	-	-	-	-	-	-	-	-
<b>14</b>	<b>Lithuania</b>								
	Canals	-	-	-	-	-	-	-	-
	Rivers & Lakes	-	-	-	-	-	-	-	-
<b>15</b>	<b>Netherlands</b>								
	Canals	-	-	-	-	-	-	-	-
	Rivers & Lakes	-	-	-	-	-	-	-	-
<b>16</b>	<b>Poland</b>								
	Canals	344	...	176	106	47	...	...	15
	Rivers & Lakes	3315	908	893	965	350	38	55	106
<b>17</b>	<b>Republic of Moldova</b>								
	Canals	-	-	-	-	-	-	-	-
	Rivers & Lakes	42	40	-	-	2	-	-	-
<b>18</b>	<b>Romania</b>								
	Canals	132	-	-	-	-	-	-	-
	Rivers & Lakes	1647	-	-	-	-	-	-	-
<b>19</b>	<b>Russian Fedration</b>								
	Canals	-	-	-	-	-	-	-	-
	Rivers & Lakes	-	-	-	-	-	-	-	-
<b>20</b>	<b>Serbia</b>								
	Canals	-	-	-	-	-	-	-	-
	Rivers & Lakes	-	-	-	-	-	-	-	-
<b>21</b>	<b>Slovakia</b>								
	Canals	39	...	...	...	...	...	...	...
	Rivers & Lakes	134	...	...	...	...	...	...	134
<b>23</b>	<b>Ukraine</b>								
	Canals	1111	...	...	...	...	...	...	...
	Rivers & Lakes	1015	...	...	...	...	...	...	...
<b>24</b>	<b>United Kingdom</b>								
	Canals	159	...	...	...	...	...	...	...
	Rivers & Lakes	891	...	...	...	...	...	...	...
<b>22</b>	<b>United States</b>								
	Canals	...	...	...	...	...	...	...	...
	Rivers & Lakes	-	...	...	...	...	...	...	...

Source : Annual Bulletin of Transport Statistics for Europe & North America-2015.

**Table No. 8.3****Inland Waterways vessels in Service at the end of 2012**

Sl. No.	Country	Self Propelled Vessels			D. & P. Vessels		Tugs and Pushers	
		Nos.	Carrying Capacity (Th.Tonnes)	Power (Th. KW)	Nos.	Carrying Capacity (Th.Tonnes)	Nos.	Power (Th. KW)
1	2	3	4	5	6	7	8	9
1	Belgium	...	...	...	...	...	...	...
2	Bulgaria	27	36	21	141	237	35	34
3	Croatia	12	9	7	122	88	41	14
4	Czec.Republic	40	40	17	136	64	84	25
5	Estonia	8	2	1	3	1	2	0
6	Finland	152	16	32	34	6	30	8
7	France	905	695	335	420	525	-	-
8	Germany	1292	1858	846	982	951	412	135
9	Hungary	72	...	...	285	...	72	...
10	Kazakhstan(a)	12	...	...	59	...	56	16
11	Kyrgyzstan(a)	5	...	...	5	4	2	...
12	Lithuania	...	...	...	...	...	...	...
13	Poland	71	52	24	477	223	209	54
14	Republic of Moldova	...	...	...	9	2	8	1
15	Romania	103	110	...	1131	1470	227	...
16	Russian Fedration	1574	2487	1254	5319	7430	4744	1548
17	Serbia	...	...	...	...	...	...	...
18	Slovakia	20	23	12	146	226	39	38
19	Switzerland	15	29	...	6	12	7	...
20	Ukraine	...	...	...	...	...	...	...
21	United Kingdom	158	40	...	287	98	92	...

D. &amp; P. Vessels : Dumb &amp; Pushed Vessels

Source: Annual Bulletin of Transport Statistics for Europe and North America, 2015

**Table No. 8.4****Goods Transport by Type of Transport on National Territory - 2012**

Sl. No.	Country	Goods carried ('000 Tonnes)					Tonne Kms. of Goods carried(Million)*				
		National	International		Transit	Total	National	International		Transit	Total
			Loaded	Unloaded				Loaded	Unloaded		
1	2	3	4	5	6	7	8	9	10	11	12
1	Austria	1240	1624	5439	2411	10714	101	213	1034	844	2192
2	Belarus	-	-	-	-	-	-	-	-	-	-
3	Belgium	-	-	-	-	-	-	-	-	-	-
4	Bulgaria	1407	805	1682	12483	16377	39	71	313	4927	5350
5	Canada	-	-	-	-	-	-	-	-	-	-
6	Croatia	50	256	340	5288	5934	11	13	18	730	772
7	Czech-Republic	410	264	164	-	838	16	14	8	-	38
8	Finland	471	-	-	-	471	124	-	-	-	124
9	France	29431	16241	12438	7423	65533	4863	1579	1296	884	8622
10	Germany	54569	48248	100041	20313	223171	10912	12688	22228	12660	58488
11	Hungary	32	3814	1265	3024	8135	3	627	206	1146	1982
12	Kazakhstan	1236	-	55	-	1291	29	-	33	-	62
13	Kyrgyzstan	12	-	-	-	12	2	-	-	-	2
14	Lithuania	-	-	-	-	-	2	-	-	-	2
15	Luxemburg	-	-	-	-	-	-	-	-	-	292
16	Netherlands	-	-	-	-	-	-	-	-	-	46631
17	Poland	1644	642	177	5	2468	-	-	-	-	815
18	Republic of Moldova	-	-	-	-	144	0	0	0	-	0
19	Romania	13292	2957	6466	5222	27937	3084	1888	4547	3000	12519
20	Russian Federation	111003	24636	1446	403	137488	40326	32768	2288	892	76274
21	Serbia	1501	266	195	36	1998	145	249	166	45	605
22	Slovakia	39	2756	168	5280	8243	2	63	13	908	986
23	Switzerland	-	1011	6200	-	7211	49	-	-	-	49
24	Ukraine	3066	1229	-	-	4295	312	1437	-	-	1749
25	United States of America	-	-	-	-	-	-	-	-	-	280972

Source: Annual Bulletin of Transport Statistics for Europe and North America 2015

\* : Kilometers within the territory of the reporting country.

# **APPENDICES**

## **DEFINITIONS OF TERMS USED**

(For Section-8)

Source : Annual Bulletin of Transport Statistics for Europe and North America

<b><u>Navigable Inland Waterways</u></b>	A stretch of water, not part of the sea, over which craft of a carrying capacity not less than 50 tonnes can navigate when normally loaded. This term covers both navigable rivers and lakes (natural water-courses, whether or not they have been improved for navigation purposes) and canals (waterways constructed primarily for the purpose of navigation). The length of rivers and canals is measured in mid channel and length of lakes, as well as lagoons, is counted as the length between the most distant points between which the transport is performed. An inland waterway forming a common frontier between two countries is reported by both.
<b><u>Inland Water Transport (IWT) Craft</u></b>	Craft having a minimum carrying capacity of 20 tonnes designed for the carriage of goods by inland waterways.
<b><u>Dumb Barge</u></b>	IWT craft designed for being towed and not having its own means of mechanical propulsion. The fact that a dumb barge is fitted with an auxiliary engine does not change its nature.
<b><u>Dumb Tanker</u></b>	Dumb barge intended for the bulk transport of liquids or gases. Tankers for the transport in bulk of powdered products such as cement, flour, plaster, etc. are to be excluded, and to be counted among dumb barges.
<b><u>Self-Propelled Barge</u></b>	IWT craft having its own means of mechanical propulsion, dumb barges, pushed barges and pushed-towed barges with only an auxiliary engine should be regarded as dumb, pushed or pushed-towed barges as the case may be. The fact that a self propelled barge can be used for towing does not change its nature.
<b><u>Self Propelled Tanker</u></b>	Self propelled barge intended for the bulk transport of liquids or gases. Tankers for the transport in bulk of powdered products such as cement, flour, plaster etc. are to be excluded and to be counted among self-propelled barges.
<b><u>Self Propelled Craft for River-Sea Navigation</u></b>	Craft having a Dead Weight capacity of at least 20 tonnes, designed for the transport of goods by river and by Sea and equipped with their own means of propulsion developing at least 37 KW.
<b><u>Tug</u></b>	Powdered craft developing not less than 37 KW and designed for the towing of dumb barges, pushed towed barges, rafts, but not for the carriage of goods.



**Pusher Craft**

Powdered craft developing not less than 37 KW and designed or fitted for the pushing of pushed or pushed-towed barges but not for the carriage of goods.

**Pusher Tug**

Powdered craft developing not less than 37 KW and designed or fitted for the towing of dumb barges, pushed-towed barges or rafts, and for the pushing pushed and pushed-towed barges but not for the carriage of goods.

**Pushed Barge**

IWT craft designed for being pushed and not having its own means of mechanical propulsion. The fact that a pushed barge is fitted with an auxiliary engine does not change its nature.

**Pushed Barge**

Pushed barge intended for the bulk transport of liquids or gases. Tankers for the transport in bulk of powdered products such as cement, flour, plaster etc. are to be excluded and to be counted among pushed barges.

**Carrying Capacity (also referred to as Dead Weight Capacity)**

Maximum permissible weight of goods, expressed in tones, which a craft may carry according to ship's document.

**Power (KW)**

Mechanical force developed by the motive power installation in craft. This power should be measured in effective kilowatts (power transmitted to the propeller).

**ABBREVIATION**

...	Not Available
-	Nil
IWT	Inland Water Transport
Kms.	Kilometers
M.T.	Metric Tonnes
CIWTC	Central Inland Water Transport Corporation
IWAI	Inland Waterways Authority of India
KSINC	Kerala Shipping & Inland Navigation Corporation
H.P.	Horse Power
POL	Petroleum Oil Lubricant
ODC	Over Dimensional Cargo
LAG	Liquified Amonnia Gas
FO	Furnace Oil
LDO	Light Diesel Oil
GC/G Cargo	General Cargo
Neg/N	Negligible
FBP	Farakka Barage Project
IOC	Indian Oil Corporation
HSD	High Speed Diesel
LCT	Loaded Carriage Tug
FACT	Fertilisers and Chemicals Travancore Ltd.