

**GOVERNMENT OF INDIA
SHIPPING
LOK SABHA**

UNSTARRED QUESTION NO:4855
ANSWERED ON:19.04.2001
CONTROL OF TRAFFIC THROUGH INLAND WATERWAYS
ABUL HASNAT KHAN

Will the Minister of SHIPPING be pleased to state:

- (a) whether the Government have taken any step to enhance Cargo Traffic from Haldia/Calcutta to Allahabad via Ganga (National Waterways 1);
- (b) If so. the details thereof;
- (c) whether the Government is envisaged to control the minimum 10% traffic through this waterways for carrying coal, food, petroleum, petro-chemical products etc. of Government and PSUs; and
- (d) whether any fiscal concessions have been considered to attract private sectors to invest in IWT vessels and carrier operators?

Answer

MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI HUMUKDEO NARAYAN YADAV)

- (a) & (b): Yes , Sir. Continuous efforts are being made to provide a clear navigable channel between Haldia/Calcutta and Allahabad. Inland Waterways Authority of India (IWA) is making consistent efforts to persuade cargo shippers to use the Inland Water Transport mode. In this direction, during 2000-01 the IWA demonstrated by deploying its own vessels and Central Inland Water Transport Corporation Ltd. 's vessels for transportation of gunny bales, over dimensional construction equipments, lime stone and dolomite. Besides, voyage of IWA's own vessels carrying food items is being organised shortly from Calcutta to Patna also.
- (c) The Government have issued instructions for earmarking 5% of cargo of the Ministries dealing with administered commodities requiring bulk transportation through inland waterways on the routes notified as operational by IWA. But for various reasons including non-availability of navigable channel dependable for regular traffic, this plan is yet to take off.
- (d) Yes, Sir. The package of concessions recently approved by the Government envisage concessions like 100% tax exemption to investors in IWT sector for five years and further 30% tax exemption under the Income Tax Act to be availed of in the next five years within a period of 20 years, enhancement in depreciation rate for inland vessels, introduction of vessel building subsidy of 30% for inland water vessels built in Indian shipyards and levy of minimum customs duty on imported equipment and machinery for the development of inland waters.