

**GOVERNMENT OF INDIA
SHIPPING
LOK SABHA**

STARRED QUESTION NO:525

ANSWERED ON:14.08.2014

NATIONAL WATERWAYS

P. Shri Nagarajan; Sundaram Shri P.R.

Will the Minister of SHIPPING be pleased to state:

- (a) whether the Union Government has embarked upon an ambitious plan to develop National Waterways in the country in a big way;
- (b) if so, the details thereof along with the names of such waterways;
- (c) the total inland waterways network declared as National Waterways in the country;
- (d) whether the infrastructure facilities at these waterways are adequate to make them a viable option; and
- (e) if so, the details thereof along with the steps taken by the Government to improve the infrastructure available on these waterways?

Answer

MINISTER OF SHIPPING (SHRI NITIN JAIRAM GADKARI)

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

STATEMENT REFERRED TO IN REPLY TO PARTS (A) TO (E) OF LOK SABHA STARRED QUESTION NO. 525 RAISED BY SHRI P. NAGARAJAN & SHRI P. R. SUNDARAM, M.Ps REGARDING "NATIONAL WATERWAY"

(a) & (b): An Integrated National Waterways Transportation Grid (INTG) study has been undertaken by Inland Waterways Authority of India (IWA) through RITES. The study includes River Ganga from Haldia to Allahabad (NW-1), River Brahmaputra from Dhubri to Sadia (NW-2), West Coast Canal from Kottapuram to Kollam with Udyogmandal and Champakara Canals (NW-3), Kakinada-Puducherry stretch of canals with River Godavari and River Krishna (NW-4), East Coast Canal with River Brahmani and River Mahanadi's delta (NW-5) and River Barak between Lakhimpur-Bhanga (proposed NW-6).

(c) So far the following waterways have been declared as National Waterways (NWs):

(i) Ganga-Bhagirathi-Hooghly river system (Allahabad-Haldia-1620 km) in the States of Uttar Pradesh, Bihar, Jharkhand and West Bengal as NW-1.

(ii) River Brahmaputra (Dhubri-Sadiya-891 km) in the State of Assam as NW-2.

(iii) West Coast canal from Kottapuram to Kollam along with Udyogmandal and Champakara canals (205 km) in the State of Kerala as NW-3.

(iv) Kakinada-Puducherry canal along with Godavari and Krishna rivers (1078 km) in the States of Andhra Pradesh, Tamil Nadu and Union Territory of Puducherry as NW-4.

(v) Brahmani river and Mahanadi delta rivers integrated with East Coast canal (588 km) in the States of West Bengal and Odisha as NW-5.

(d): On National Waterways-1, 2 and 3, substantial inland water transport infrastructure has been developed and cargo transportation is already taking place. However, upper stretches of National Waterways 1 and 2 which have less water discharge and, therefore, do not have adequate depth for navigation by bigger inland vessels during non monsoon months. On National Waterways 4 and 5 infrastructure development work has now commenced in a phased manner.

(e): Navigation channel with targeted depth for round the year operation, navigation aids for day & night navigation, terminals for berthing of vessels and connectivity with rail and road are the basic inland water infrastructure.

On National Waterway-1, least available depth (LAD) of 3.0 m between Haldia – Farakka (560 km), 2.5 m between Farakka – Patna (460 km), 2.00 m between Patna – Ghazipur (230 km) and 1.5 m between Ghazipur-Allahabad (370 km) is being developed and maintained for most part of the year. Night navigation aids are also in place between Kolkata - Ballia (1100 km). A number of permanent and floating terminals have also been provided.

On National Waterway-2, LAD of 2.5 m between Dhubri – Neamati (630 km), 2.0 m between Neamati – Dibrugarh (138 km) and 1.5 m between Dibrugarh – Sadiya (123 km) is being developed and maintained for most part of the year. Night navigation aids are also provided between Dhubri – Silghat. A number of permanent and floating terminals have also been provided.

On National Waterway-3, LAD of 2.0 m depth is being provided. Permanent terminals have been constructed on 10 locations. 24 hrs navigation aids have been provided on the entire waterway.

National Waterways - 4 & 5 were declared only in 2008. Detailed project reports of both the waterways have been prepared. As advised by the Planning Commission, efforts were made to develop commercially viable stretches of these waterways in Public Private Partnership (PPP) mode. However, the same was not found feasible. However, work has now commenced to develop these waterways through budgetary support in a phased manner.