

Status of development of Inland Waterways

As per feasibility reports of the new National Waterways (NWs) completed so far, 36 NWs have been found technically viable for development. Developmental activities have been initiated on eight of these NWs as per the list given below:

Sl.No.	Name of the Waterway	Status
1.	River Barak (NW-16)	Proposal for development at a cost of Rs. 76.01 crore has been approved for Phase-1 of river Barak from Silchar to Bhanga. Dredging for fairway development work in SilcharBhanga stretch has commenced. A consultant has been engaged for upgradation of terminals at Badarpur, Karimganj and new floating terminal at Silchar.
2.	River Gandak (NW-37)	Proposal for development at a cost of Rs. 12.91 crore has been approved. Work Order for R.C. Works for fairway maintenance issued and execution is underway.
3. 4. 5.	Waterways in Goa NW-27-Cumberjua NW 68 – Mandovi NW 111 – Zuari	A proposal for development of these NWs at a cost of Rs. 22.65 crore has been approved. Work is proposed to be executed by Mormugao Port Trust in consultation with Government of Goa. A tripartite MoU is under finalization.
6.	Alappuzha – Kottayam Athirampuzha Canal (NW-9) :	Proposal for development of waterway at a cost of Rs.1.60 crore has been approved. Tendering for night navigation facilities completed. Dredging is proposed departmentally. Departmental dredger already mobilized.
7.	River Rupnarayan (NW-86)	Proposal for development at a cost of Rs. 24.00 crore has been approved. Work awarded for setting up of floating terminal.
8.	Sunderbans Waterways (NW-97)	Proposal for development at a cost of Rs. 18.10 crore has been sanctioned. Tenders for dredging and floating terminals are in process.

The status of DPRs of the remaining 28 NWs is given in the table below. Based on the findings of the DPRs, the contours of their development would be decided.

Sr.No.	Name of the Waterway	States	Length (km)
<u>DPRs received</u>			
1	GHAGHRA RIVER (NW-40)	U.P & Bihar	354
2	KOSI RIVER (NW-58)	Bihar	236
3	SUBANSIRI RIVER (NW-95)	Assam	106
4	BAITARNI RIVER (NW-14)	Odisha	48
5	MAHANADI -LUNA RIVER (NW-64)	Odisha	98
6	AMBA RIVER (NW-10)	Maharashtra	45
7	REVADANDA CREEK - KUNDALIKA RIVER (NW-85)	Maharashtra	31
8	MAHI RIVER (NW-66)	Gujarat	247
9	NARMADA RIVER (NW-73)	Gujarat & Maharashtra	226
10	TAPI RIVER (NW-100)	Gujarat	173
11	SUBARNAREKHA RIVER (NW-96)	Odisha	30
12	AJOY (AJAY) RIVER (NW-7)	West Bengal	19
13	ICHAMATI RIVER (NW-44)	West Bengal	63
14	KABINI RIVER (NW-51)	Karnataka	23
15	CHAPORA RIVER (NW-25)	Goa	25
16	DABHOL CREEK - VASHISHTI RIVER (NW-28)	Maharashtra	45
17	MAPUSA - MOIDE RIVER (NW-71)	Goa	27
18	SAVITRI RIVER (BANKOT CREEK) (NW-89)	Maharashtra	45
19	GURUPUR RIVER (NW-43)	Karnataka	10
20	NETRAVATHI RIVER (NW-74)	Karnataka	30
21	KALI RIVER (NW-52)	Karnataka	53
22	SHARAVATI RIVER (NW-90)	Karnataka	29
<u>DPRs under preparation</u>			
23	ALAPPUZHA- CHANGANASSERY CANAL (NW-8)	Kerala	29
24	KOTTAYAM-VAIKOM CANAL (NW-	Kerala	19

	59)		
25	Kalyan-Thane-Mumbai Waterway, Vasai Creek and Ulhas river (NW- 53)	Maharashtra	145
26	Tizu and Zungki rivers (NW-101)	Nagaland	42
27	Yamuna (NW-110)	Delhi, Haryana and Uttar Pradesh	1089
28	Jhelum (NW-49)	Jammu & Kashmir	110

As per RITES Report of 2014 on “Integrated National Waterways Transportation Grid”, the logistic cost of transportation by Inland Water Transport (IWT) mode is lower than rail and road as given below:

Mode	Rail	Road	IWT
Freight (Rs/TKm)	1.36	2.50	1.06

The significant cost saving shows that the promotion of Inland Water Transport (IWT) would have positive impact on the overall logistics cost.

This information was given by Union Minister of State for Shipping and Finance Shri Pon. Radhakrishnan in a written reply in Lok Sabha today.

NP/MS
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