

Development of Inland Waterways in the Country

The Government is making all efforts to develop the National Waterways in the country . As per the feasibility reports completed so far for the 106 new National Waterways, 32 have been found technically viable. Out of these 32 waterways, Detailed Project Reports (DPR) have been prepared for 8 waterways. Based on these DPRs, tender for development of river Barak (NW-16) was invited and is in the final stage. Tender document preparation for the development of river Ghagra (NW-40), Gandak (NW-37) and Kosi (NW-58) are in progress. A Memorandum of Understanding (MoU) has been signed with Mormugao Port Trust (MPT) for development of river Mandovi (NW-68), Zuari (NW-111) and Cumberjua canal (NW-27) in Goa. Sunderban waterways (NW 97) is already in use.

As per estimates, the logistics cost for movement of cargo in our country is about 19% of GDP. Out of the total logistics modal mix, the share of coastal and Inland waterways is approximately 6% and their cost is stated to be Rs. 0.2-0.3 per Ton km, which is much less as compared to Road (Rs. 2.3 per ton km) and Railways (Rs. 1.2-1.5 per ton km) . As part of Sagarmala programme, the share of inland waterways and coastal shipping in modal mix is expected to double by 2025, thereby reducing logistics cost significantly.

This information was given by the Minister of State for Shipping Shri Mansukh L. Mandavia in an oral reply to a question in Rajya Sabha today.

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