

project for further development of National Waterway-1 from Haldia to Varanasi (Phase-I) is underway with the technical and financial support of the World Bank. Phase-wise projects to ascertain feasibility of other national waterways has commenced. This includes further development of NW-4, NW-5 and NW-16 for navigation.

(c) Shipping Corporation of India (SCI) has replaced most of its aged fleet and it has a modern and fuel efficient fleet with an average age of 9.5 years as on March, 2017 compared to average Indian fleet age of 18.4 years. Further, all SCI's vessels are meeting the latest regulations of IMO and are equipped with modern facilities.

Development of waterways

2858. SHRI SAMBHAJI CHHATRAPATI: Will the Minister of SHIPPING be pleased to state:

(a) whether Government has finalized multi-modal transport strategy for development of waterways for transportation of goods considering its cost effectiveness;

(b) if so, the details thereof;

(c) whether Government proposes to deal with the problem of silting of rivers to make them navigable for movement of vessels; and

(d) whether Government has taken due note of pollution likely to be caused due to movement of vessels in rivers?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI MANSUKH L. MANDAVIYA): (a) and (b) Yes, Sir. The Jal Marg Vikas Project (JMVP) for capacity augmentation of National Waterway-1 (NW-1) between Haldia and Varanasi is being implemented with the technical and financial assistance of the World Bank. Under JMVP multi-modal terminals have been planned and their present status is as hereunder:

Multi-modal terminal at Varanasi, Uttar Pradesh

(i) Contract for Phase-I (A) of the terminal has been awarded.

(ii) Road connectivity of the terminal with NH-7 and rail connectivity of the terminal with Jeonathpur railway station on the Eastern Dedicated Freight Corridor are part of the project.

Requisition for acquisition of land for road connectivity has been filed with the District Administration, Varanasi for land acquisition.

- (iii) The rail alignment report submitted by the Consultants has been accepted 'in-principle' by the North Central Railway.

Multi-modal terminal at Sahibganj, Jharkhand

- (i) Contract for Phase-I of the IWT terminal has been awarded.
- (ii) Road connectivity of the terminal with NH-80 and rail connectivity with the Sakrigali railway station are part of project.
- (iii) Requisition for acquisition of land for the terminal has been filed with the District Administration, Sahibganj and the acquisition process is in progress.

Multi-modal terminal at Haldia, West Bengal

- (i) Tender process for Phase-I of the IWT terminal has been completed and award of project made to the successful bidder.
- (ii) Road connectivity of the terminal with NH-41/ NH-6 and rail connectivity of the terminal with the marshalling yard at Durga Chowk in the Haldia Dock Complex are part of the project.
- (c) Inland Waterways Authority of India (IWAI), *inter-alia*, has been mandated with the responsibility to develop and maintain the National Waterways (NWs) for shipping and navigation purpose. In order to maintain the navigable depth in the NWs, various conservancy works like dredging, bandalling and river training works are undertaken to deal with the problem of silting of the navigational channel.
- (d) Yes, Sir. The Inland Water Transport is recognized to be environment friendly and less polluting as compared to road & rail transportation. The issues related to pollution due to movement of vessels on inland waterways are addressed under the provisions of the Inland Vessels Act, 1917, implemented by the State Governments.

Development of coastal and hinterland shipping

2859. SHRI V. VIJAYASAI REDDY: Will the Minister of SHIPPING be pleased to state:

- (a) whether Government has taken cognizance of various bottlenecks that have restricted development of coastal shipping in India;
- (b) if so, the measures taken by Government to enhance freight traffic through shipping;