

(b) whether Port of Chittagong and Mongla are included in the said route; and

(c) if so, the steps taken to improve the inter-port trade connectivity between India and Bangladesh ports under the aforesaid route?

THE MINISTER OF STATE OF THE MINISTRY OF SHIPPING (SHRI MANSUKH MANDAVIYA): (a) Under the Protocol on Inland Water Transit and Trade (PIWT&T) between India and Bangladesh, the following are existing Ports of Call in the two countries on Indo-Bangladesh Protocol (IBP) route:—

India	Kolkata	Haldia	Pandu	Karimganj	Silghat	Dhubri
Bangladesh	Narayanganj	Khulna	Mongla	Sirajganj	Ashuganj	Pangaon

(b) The Port of Mongla is declared as Port of Call under PIWT&T, however Chattogram port is not part of PIWT&T.

Mongla and Chattogram are declared as Ports of Call under the “Coastal Shipping Agreement I” between India and Bangladesh.

A MoU, Agreement and Standard Operating Procedure (SOP) on the use of Chattogram Port and Mongla Ports for movement of goods to and from India have been signed by India and Bangladesh.

(c) To improve connectivity to North Eastern Region (NER), a project is being implemented for development of fairway in critical stretches of IBP route from Sirajganj to Daikhowa (175 km.) of Jamuna river and Ashuganj-Zakiganj (295 km.) of Kushiya river in Bangladesh at a cost of ₹ 305.84 crore on a cost of sharing ratio of 80:20 between India and Bangladesh. The project commenced in April, 2019.

#### **Cargo transportation through inland waterways**

1588. PROF. M. V. RAJEEV GOWDA: Will the Minister of SHIPPING be pleased to state:

(a) the details of cargo transportation through inland waterways, specifically as a percentage of Total inland traffic during the last five years;

(b) the details of funds sanctioned and utilised for the development of inland waterways in the last five years;

(c) the details of capacity utilisation at major and non-major ports, including details of traffic handled, across India during the said period; and

(d) the fiscal and other incentives, if any, provided by Government to promote the usage of inland waterways?

THE MINISTER OF STATE OF THE MINISTRY OF SHIPPING (SHRI MANSUKH MANDAVIYA): (a) The details of cargo transportation through inland waterways during the last five years is given below:—

(In million tonnes)

Cargo transported in NWs	Year				
	2014-15	2015-16	2016-17	2017-18	2018-19
TOTAL	6.59	8.14	55.47	55.03	72.31

The overall inland water transport specifically as a percentage of Total inland traffic transportation is about 2% in terms of tonne-km.

(b) The details of funds sanctioned and utilised for the development of inland waterways in the last five years which comprises of allocation under Grants-in-aid to Inland Waterways Authority of India (IWAI) and through Extra Budgetary Resources (EBRs) raised by IWAI are as under:—

(₹ in crore)

Year	Budget Estimate	Revised Estimate	Exp.
2015-16	323.19 (Grants)	321.91 (Grants)	321.91
2016-17	BE 391.01 (Grants)+ EBRs 340.00	RE 362.31 (Grants)+ EBRs 340.00	358.41 (Grants)+ 237.32 (EBRs)
2017-18	270.00 (Grants)+ 660.00 (EBRs)	426.0914 (Grants)+ 660.00 (EBRs)	426.0914 (Grants)+335.2686 (EBRs)
2018-19	480.00 (Grants)	862.49 (Grants)	862.49 (Grants)+ 111.94 (EBRs)
2019-20	750.36 (Grants)	N.A.	374.47 (up to 30.09.2019)

(c) The details of capacity utilisation at major and non-major ports, including details of traffic handled, across India during the last five years is given in the Statement (*See below*).

(d) A Scheme on “Financial support for IWT promotional activities” at cost of ₹2.50 crore for undertaking pilot movements, trial runs, short-term regular cargo movements to demonstrate the technical/commercial viability of IWT and coastal shipping was approved by IWAI Board during 2019-20.

**Statement**

*Cargo Capacity, Cargo Traffic Handled and Capacity Utilisation (%)  
at Major and Non-Major Ports*

Financial Year	(in Million Tonnes)					
	Cargo Capacity at Major Ports	Cargo Traffic at Major Ports	Capacity Utilisation at Major Ports (%)	Cargo Capacity at Non- Major Ports	Cargo Traffic at Non- Major Ports	Capacity Utilisation at Non- Major Ports (%)
2014-15	871.52	581.34	66.7	689.00	470.89	68.3
2015-16	965.36	605.89	62.8	737.74	465.87	63.1
2016-17	1359.00	648.47	47.7	788.6	485.21	61.5
2017-18	1451.19	679.47	46.8	856.16	529.09	61.8
2018-19(P)	1514.09	699.10	46.2	910.32	581.23	63.8

*Source:* State Maritime Boards/State Directorates in respect of Capacity and Cargo Traffic Handled at Non-Major Ports. For Major Ports: Development Wing of Ministry of Shipping for Cargo Capacity and All Major Ports for Cargo Traffic Handled.

**Accident mitigation at major ports**

1589. SHRI PARTAP SINGH BAJWA: Will the Minister of SHIPPING be pleased to state:

(a) whether Government has developed a standard operating procedure for all ports in the country to deal with oil spills and other accidents that can damage the marine ecology surrounding the ports; and

(b) if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF SHIPPING (SHRI MANSUKH MANDAVIYA): (a) Yes, Sir.