

MONTHLY UPDATES ON NATIONAL INLAND WATERWAYS OF INDIA

UPDATE- 21
January 2022

This update covers the following:

- [NGT case on applicability of Environment Clearance for the Ganga Waterway postponed again; Report by MoEF&CC & Jal Shakti not submitted](#)
- [Speedy implementation of the Yamuna National Waterway in Draft Regional Plan 2041 for the National Capital Region; DPR prepared for IWAI found the waterway to be financially non-viable](#)
- [Contracted awarded for Haldia Inland Waterway terminal while earlier inaugurated terminals at Sahibganj and Varanasi await private players](#)
- [Budget Speech 2022 mentions 100 cargo terminals with multimodal connectivity, Inland Waterways as one of the seven engines in PM Gati Shakti](#)

1. NGT case on applicability of Environment Clearance for the Ganga Waterway postponed again; Report by MoEF&CC & Jal Shakti not submitted.

National Green Tribunal has been deciding on the applicability of the EIA Notification 2006 for the Jal Marg Vikas Project – Capacity augmentation of the National Waterway -1 on Ganga-Bhagirathi-Hooghly River systems since 2015. The National Green Tribunal in its order dated [10th January 2020](#) for this case directed the Ministry of Environment, Forest and Climate Change (MoEF&CC) to constitute an expert committee with ecological, aquatic ecosystem experts to look further into the matter and submit a report in three months. On [16th December 2020](#), after many postponed dates of hearing, the NGT again asked the MoEF&CC to submit the report. After many adjourned dates, on [2nd September 2021](#), the NGT notes that MoEF&CC has still not furnished the sought information. NGT was informed that the matter is now under the purview of the Ministry of Jal Shakti. Hence the NGT asked both Ministry of Jal Shakti and MoEF&CC to submit their reports. After three more adjournments with the latest dated [24th January 2022](#), no submission was made by MoEF&CC or Ministry of Jal Shakti in this matter till now (as mentioned in the Cause list of 24th January 2022), this case is now listed for hearing on till 2nd March 2022.

All this while the development of the Jal Marg Vikas Project continues with the project on track for completion by December 2023.

Date : 24th January, 2022
Time : 10.30 A.M.

HON'BLE MR. JUSTICE ADARSH KUMAR GOEL
CHAIRPERSON

HON'BLE MR. JUSTICE SUDHIR AGARWAL
JUDICIAL MEMBER

HON'BLE MR. JUSTICE BRIJESH SETHI
JUDICIAL MEMBER

HON'BLE DR. NAGIN NANDA
EXPERT MEMBER

(THROUGH VIDEO CONFERENCING)

S.NO.	CASE NO.	PARTIES	COUNSEL FOR PARTIES
FOR PRONOUNCEMENT OF JUDGMENT BY WAY OF UPLOADING ON WEBSITE			
1.	Original Application No. 64/2016 (WZ) (M.A. No. 01/2021, M.A. No. 02/2021, M.A. No. 03/2021, M.A. No. 04/2021, M.A. No. 05/2021, M.A. No. 06/2021, M.A. No. 08/2021, M.A. No. 11/2021, M.A. No. 12/2021 I.A. No. 31/2021, I.A. No. 33/2021 & I.A. No. 62/2021)	Akhil Bhartiya Mangela Samaj & Ors. Vs. Maharashtra Pollution Control Board & Ors.	Mr. Zaman Ali, Adv. for Applicants Mr. Manasi Joshi, Adv. Mr. Amit Agashe, Adv. Mr. Anand Ramachandran, Adv. Mr. Rahul Garg, Adv. Mr. Aman Bhalla, Adv. Mr. Mukesh Verma, Adv. Ms. Shyamali Gadre, Adv. Mr. Devashish Bharuka, Adv. Mr. Vinod Khera, Adv. Dr. SandipTodhi, Applicant in person
FOR DIRECTION			
CASE AT SR. NO. 2 WILL BE TAKEN- UP FOR HEARING ON 16.02.2022			
2.	Original Application No. 10/2021	Sanjay Kumar Vs. Union of India & Ors.	Mr. Sanjay Kumar, Applicant in person For Consideration of Report but Report not received
CASE AT SR. NO. 3 WILL BE TAKEN- UP FOR HEARING ON 25.02.2022			
3.	Original Application No. 165/2020 (Earlier O. A. No.122/2015 (WZ)	Samita Rajendra Patil Vs. Jindal Steel Works Ltd. & Ors.	Mr. Shriram Kulkarni, Adv. for Applicant Mr. SaketMone, Adv. Mr. S. S. Sanyal, Adv. Ms. SupriyaDangare, Adv. Mr. D.M. Gupte, Adv. Mr. Milind Mahajan, Adv. For Consideration of Report but report not received
CASE AT SR. NO. 4 WILL BE TAKEN- UP FOR HEARING ON 02.03.2022			
4.	M.A. No. 253/2019 IN Original Application No. 487/2015 (I.A. No. 176/2021)	Bharat Jhunjhunwala & Ors. Vs. Inland Waterways Authority & Ors.	Mr. Ritwick Dutta, Rahul Choudhary, MeeraGopal, Advs. for Applicant For Consideration of Report but report not received

(Cause list on National Green Tribunal's Website dated 24th January 2022 showing M.A. No 253/2019 is postponed to 02.03.2022 and report not received.)

2. Speedy implementation of the Yamuna National Waterway in Draft Regional Plan 2041 for the National Capital Region; DPR prepared for IWAI found the waterway to be financially non-viable.

The [draft Regional Plan 2041 for the NCR](#) was published online inviting public comments and objections on 9th December 2021. The draft Regional Plan in the inland waterways proposals mentions speedy implementation of the National inland waterways project (NW-110) on the river Yamuna for transportation of cargo and passengers.

However, the conclusion of the Detailed Project Report prepared for the Inland Waterways Authority of India (2020) is that the NW-110 on river Yamuna is a financially non-viable project. With extremely high capital investment, the project would require major interventions such as dredging and construction of 20 barrages in an already severely polluted and almost dying river. Manthan submitted comments and suggestions in this regard to suggest that long-term planning should be the first step before any further interventions are planned, and that priority be on

revitalization of the river. We also recommended proper and intensive environment, social and economic assessments including the consultations with the communities most dependent on the riverine resources as the fulcrum of further planning.

Read Manthan's submission [here](#).

3. Contracted awarded for Haldia Inland Waterway terminal while earlier inaugurated terminals at Sahibganj and Varanasi await private players.

“Union Minister for Ports, Shipping & Waterways and Ayush Shri Sarbananda Sonowal today announced that the contract has been awarded for Haldia inland waterway terminal, and the jetty will be soon operational for sending exim and inland cargo to Pandu terminal in Guwahati connecting the northeast with kolkata via National waterway 2. This will provide an alternate to chicken neck route for easy and cost-effective movement of cargo to and from northeast to the foreign countries and other states of India.

“Shri Sonowal also informed that depth assurance contract has been awarded to maintain NW1 and 2, and the barge operators shall soon start using these waterways as depths are assured. The minister also said that there is thinking to provide guarantee to banks to give easy and soft funds for barges so that this sector can take off. The stakeholders assured that they will come forward to utilise this opportunity to make this mission a success. More than 40 key players participated in the stakeholders conference.”

Read more here:

<https://pib.gov.in/PressReleasePage.aspx?PRID=1787026>

<https://pib.gov.in/PressReleasePage.aspx?PRID=1788924>

While the contract is awarded for Haldia inland terminal, the earlier inaugurated terminals at Varanasi and Sahibganj are awaiting the process of tender for the third time. Earlier, the tenders were floated twice by the IWAI but contract was not awarded as there seemed to be a lack of interest in taking the contract to operate and maintain the Multimodal terminals.

It is the fly ash transportation from West Bengal to Bangladesh which has been contributing the most of traffic on the National Waterways. The movement of goods is already established from Haldia, before this terminal it used to take place from Haldia Jetty of the Haldia Port. This explains the speedy award of contract of this Multimodal terminal while the other two multimodal terminals located upstream on the Ganga Waterway haven't really taken off in terms of cargo vessel handling.

Read more: <https://www.thehindubusinessline.com/economy/logistics/tender-to-privatise-varanasi-and-sahibganj-multi-modal-river-terminals-flops-yet-again/article37696971.ece>

4. Budget Speech 2022 mentions 100 cargo terminals with multimodal connectivity, Inland Waterways as one of the seven engines in PM Gati Shakti

Budget Speech by the Finance Minister for FY 2022-23 mentioned PM GatiShakti as a transformative approach for economic growth and sustainable development. Inland Waterways along with roads, railways, airports, ports, mass transport and logistic infrastructure were named as seven engines of the PM GatiShakti approach. It is announced by the Finance Minister that contracts for implementation of Multimodal Logistics Parks at four locations through PPP mode will be awarded in 2022-23 and One hundred PM GatiShakti Cargo Terminals for multimodal logistics facilities will be developed during the next three years.

Source: https://www.indiabudget.gov.in/doc/budget_speech.pdf

Capital Outlay in Budget estimate (FY 2022-23) for Inland Water Transport is Rs. 544.51 crores.

अनुदानों की मांग, 2022-2023 Demands For Grants 1

मांग संख्या DEMAND NO. 78
 पत्तन, पोत परिवहन एवं जलमार्ग मंत्रालय MINISTRY OF PORTS, SHIPPING AND WATERWAYS

I. पत्तन, पोत परिवहन एवं जलमार्ग मंत्रालय के संबंध में 31 मार्च, 2023 को समाप्त होने वाले वर्ष में व्यय के लिये आवश्यक धनराशि का अनुमान।
 I. Estimates of the amount required in the year ending 31st March, 2023 to defray charges in respect of MINISTRY OF PORTS, SHIPPING AND WATERWAYS

	राजस्व Revenue	पूंजी Capital	जोड़ Total	(₹ करोड़ों) (In ₹ crores)
भरिया Charged :	---	---	---	
स्वीकृत Voted :	1495.19	749.31	2244.50	

II. यों के अन्तर्गत पत्तन, पोत परिवहन एवं जलमार्ग मंत्रालय की ओर से इस अनुदान का विनाश दिखाना जाएगा।
 II. The Heads under which this Grant will be accounted for on behalf of the MINISTRY OF PORTS, SHIPPING AND WATERWAYS

मुख्य शीर्षक Major Head	वस्तुिक 2020-2021 Actuals	बजट अनुमान 2021-2022 Budget Estimates	संशोधित अनुमान 2021-2022 Revised Estimates	बजट अनुमान 2022-2023 Budget Estimates
राजस्व भाग REVENUE SECTION				
सचिवालय-आर्थिक सेवाएं Secretarial-Economic Services	3451	53.17	75.00	73.14
पूर्वोत्तर क्षेत्र North Eastern Areas	2552	---	99.10	20.00
उद्योग Industries	2852	151.48	103.00	114.00
बंदरगाह और प्रकाश स्तंभ Ports and Light Houses	3051	700.53	861.50	896.87
नौकायन Shipping	3052	116.82	146.25	141.56
अंतर्देशीय जल परिवहन Inland Water Transport	3056	531.12	524.50	76.50
राज्य सरकारों को सहायता अनुदान Grants-in-aid to State Governments	3601	35.31	50.00	25.50
जोड़ - राजस्व भाग Total-Revenue Section		1588.43	1859.35	1336.57
पूंजी भाग CAPITAL SECTION				
पूर्वोत्तर क्षेत्रों पर पूंजीगत परिव्यय Capital Outlay on North Eastern Areas	4552	---	---	84.80
बंदरगाह और प्रकाश स्तंभों पर पूंजी परिव्यय Capital Outlay on Ports and Light Houses	5051	310.56	328.00	250.00
नौकायन पर पूंजी परिव्यय Capital Outlay on Shipping	5052	8.64	25.00	25.00
अंतर्देशीय और जल परिवहन पर पूंजी परिव्यय Capital Outlay on Inland Water Transport	5056	---	---	399.00
जोड़ - पूंजी भाग Total-Capital Section		319.20	353.00	758.80
कुल जोड़ GRAND TOTAL		1907.63	2212.35	2095.37

टिप्पणियाँ: (क) उपरोक्त अनुमानों में नीचे दिखाई गई वस्तुियों शामिल नहीं हैं, जिन्हें व्यय में से घटा कर अंतिम में समाविष्ट कर दिया जात है।
 Notes: (a) The above estimates do not include the recoveries shown below which are adjusted in reduction of expenditure.

मुख्य शीर्षक Major Head	वस्तुिक 2020-2021 Actuals	बजट अनुमान 2021-2022 Budget Estimates	संशोधित अनुमान 2021-2022 Revised Estimates	बजट अनुमान 2022-2023 Budget Estimates
राजस्व भाग Revenue Section				
बंदरगाह और प्रकाश स्तंभ Ports and Light Houses	3051	-0.18	---	---
नौकायन Shipping	3052	-0.08	---	---
सचिवालय-आर्थिक सेवाएं Secretarial-Economic Services	3451	-0.15	---	---
जोड़ - राजस्व भाग Total-Revenue Section		-0.41		
पूंजी भाग Capital Section				
बंदरगाह और प्रकाश स्तंभों पर पूंजी परिव्यय Capital Outlay on Ports and Light Houses	5051	-150.57	-170.00	-150.00
अंतर्देशीय और जल परिवहन पर पूंजी परिव्यय Capital Outlay on Inland Water Transport	5056	---	---	-100.00
जोड़ - पूंजी भाग Total-Capital Section		-150.57	-170.00	-175.00
जोड़ - वस्तुियाँ Total Recoveries		-150.98	-170.00	-175.00

(ख) नीचे दिखाई गई प्राप्ति का व्यय बजट में प्रदर्शन के प्रयोजन के लिये घटा कर दिखाई गई है।
 (b) The receipts shown below are netted for the purpose of exhibition in the Expenditure Budget.

मुख्य शीर्षक Major Head	वस्तुिक 2020-2021 Actuals	बजट अनुमान 2021-2022 Budget Estimates	संशोधित अनुमान 2021-2022 Revised Estimates	बजट अनुमान 2022-2023 Budget Estimates
राजस्व भाग Revenue Section				
बंदरगाह और प्रकाश स्तंभ Ports and Light Houses	1051	-368.95	-340.00	-360.00
जोड़ - राजस्व भाग Total-Revenue Section		-368.95	-340.00	-360.00

उपरोक्त वस्तुियों और प्राप्ति का व्यय बजट में प्रदर्शन के प्रयोजन के लिये घटा कर दिखाई गई है।
 The expenditure provisions, net of the above recoveries and receipts, will be as under:

	राजस्व Revenue	पूंजी Capital	जोड़ Total
	1219.07	1519.35	976.57
	168.63	183.00	608.80
जोड़ Total	1387.70	1702.35	1585.37

(Source: <https://www.indiabudget.gov.in/doc/eb/dg78.pdf>)