

Annexure-I

Year-wise budgetary allocation, expenditure and progress achieved since 2022-23 under the Jal Marg Vikas Project and other National Waterways:

Statement of Budget Allocation/Expenditure				(Rs. in Crores)			
Sl. No.	National Waterways (NW)	States	2022-23	2023-24	2024-25	2025-26 (Unaudited)	
1. (a)	NW-1 (Ganga Bhagirathi-Hooghly River Systems) - Jal Marg Vikas Project (JMVP)	Uttar Pradesh, Bihar, Jharkhand & West Bengal	339.22	501.26	501.48	616.27	
1. (b)	NW-1 (Ganga Bhagirathi-Hooghly river Systems) - Other than JMVP	Uttar Pradesh, Bihar, Jharkhand & West Bengal	66.25	163.38	97.72	98.36	
2.	NW-3 (West Coastal Canal) NW-8 (Alappuzha-Changanassery) and NW-9 (Alappuzha-Kottayam-Athirampuzha)	Kerala	3.82	4.78	15.26	22.93	
3.	NW-4 (Krishna River)	Andhra Pradesh	0.18	0.67	1.22	18.28	
4.	NW-5 (Mahanadi Delta Rivers)	Odisha	0.76	26.53	2.24	8.66	

5.	Other Plan Schemes for NWs including new NWs					
	NW-27 (Cumbarjua Canal), NW-68 (Mandovi River) and NW-111 (Zuari River)	Goa	4.36	11.25	33.48	77.52
	NW-86 (Rupnarayan River) NW-44 (Ichamati River) and NW-97 (Sunderban Waterways)	West Bengal				
	NW-26 (Chenab River), NW-49 (Jhelum River) and NW-84 (Ravi River)	Jammu and Kashmir				
	NW-51 (Kabini River) and NW-90 (Sharavati River)	Karnataka				
	NW-73 (Narmada River) and NW-100 (Tapi River)	Gujarat				

6.	NW-2 (Brahmaputra River) and NW-16 (Barak River)	Assam	100.18	261.76	432.30	232.46	
	Total		514.77	969.63	1083.70	1074.48	

Annexure-II

Sl. No.	NW No.	State	National Waterways				
1	NW-1	Uttar Pradesh, Bihar, Jharkhand, West Bengal	Ganga-Bhagirathi-Hooghly River System (Haldia-Allahabad)				
2	NW-2	Assam	Brahmaputra River (Dhubri-Sadiya)				
3	NW-3	Kerala	West Coast Canal				
4	NW-10	Maharashtra	Amba River				
5	NW-83	Maharashtra	Rajpuri Creek				
6	NW-85	Maharashtra	Revadanda Creek-Kundalika River System				

7	NW-91	Maharashtra	Shastri River - Jaigad Creek System
8	NW-68	Goa	Mandovi River
9	NW-111	Goa	Zuari River
10	NW-73	Gujarat	Narmada River
11	NW-100	Gujarat	Tapi River
12	NW-4	Andhra Pradesh	Krishna Godavari River Systems
13	NW-97	West Bengal	Sunderbans Waterway
14	NW-16	Assam	Barak River
15	NW-44	West Bengal	Ichamati River
16	NW-94	Bihar	Sone River
17	NW-86	West Bengal	Rupnarayan River
18	NW-5	Odisha	East Coast Canal And Matai River/Brahmani-Kharsua-Dhamra Rivers/Mahanadi Delta Rivers
19	NW-64	Odisha	Mahanadi River

20	NW-23	Odisha	Budha Balanga	
21	NW-8	Kerala	Alappuzha-Changanassery Canal	
22	NW-9	Kerala	Alappuzha-Kottayam – Athirampuzha Canal	
23	NW-14	Odisha	Baitarni River	
24	NW-31	Assam	Dhansiri/ Chathe	
25	NW-48	Gujarat	Jawai-Luni-Rann Of Kutch River	
26	NW-53	Maharashtra	(Kalyan-Thane-Mumbai Waterway, Vasai Creek and Ulhas River)	
27	NW-27	Goa	Cumberjua River	
28	NW-47	West Bengal	Jalangi River	
29	NW-87	Gujarat	Sabarmati River	
30	NW-57	Assam	Kopili River	
31	NW-110	Uttar Pradesh	Yamuna River	
32	NW-40	Uttar Pradesh	Ghaghra River	

Annexure-III

Measures taken by the Government for promotion of Inland Water Transport, coastal shipping and multimodal logistics

1. Infrastructure measures:

- (i) 66 community jetties, 20 floating terminals, 3 Multi-Modal Terminals (MMT), 1 Inter-Modal Terminal (IMT) and 4 Ro-Pax terminals have been constructed on NW-1 in addition to 5 pre-existing permanent terminals.
- (ii) 13 floating terminals provided on NW-2 along with MMTs at Pandu, Jogighopa and terminals at Bogibeel and Dhubri. Four dedicated Jetties for cruise vessels have been provided at Jogighopa, Pandu, Biswanath Ghat and Neamati. In addition to this, Jetties for cruise and passengers have been constructed at Sadiya, Lyka and Orium Ghat in Assam.
- (iii) 2 existing terminals at Badarpur & Karimganj on NW-16 have been upgraded/ renovated and 1 terminal at Sonamura on Gumati river in Tripura on IBP route has been constructed.
- (iv) 9 Permanent IWT terminals with godowns and 2 Ro-Ro/Ro-Pax terminals have been constructed on NW-3 in Kerala.
- (v) 4 floating concrete jetties have been provided to Govt. of Goa and installed on NW-68.
- (vi) 4 Tourist Jetties on NW-4 in Andhra Pradesh have been commissioned and 8 Floating Jetties on NW-110 in Mathura-Vrindavan stretch in Uttar Pradesh, 2 Jetties on NW-73 and 2 Jetties on NW-37 in Bihar have been established.
- (vii) A new Navigation Lock at Farakka has been constructed.
- (viii) 2 Quick Pontoon Opening Mechanisms (QPOMs) have been constructed on NW-1 to facilitate smooth and faster movement of vessels.
- (ix) Fairway maintenance works (river training, maintenance dredging, channel marking and regular hydrographic surveys) have been taken up in various National Waterways for providing a navigation channel of 35/45 m width and 2.0 / 2.2 / 2.5 / 3.0 m least available depth (LAD) for operation of vessels.

2. Policy Measures:

- **Jalvahak Scheme:** A scheme for providing 35% incentive to promote the utilization of inland waterways transport sector by cargo owners and for scheduled service for cargo movement on NW-1 and NW-2 and NW-16 via IBP route by Inland & Coastal Shipping Limited (ICSL) has been approved by the Government. The scheme is implemented at a cost of INR 95.42 Crore for three years.

- **Tonnage tax:** An extension of the tonnage tax scheme to inland vessels registered under the Indian Vessels Act, 2021 was announced during the budget presented on 01.02.2025. Inland vessels operating on NWs, rivers, and canals, will be benefited. This move is expected to boost the industry's competitiveness and encourage more cargo owners to use inland waterways for transportation. A tonnage tax system is a special taxation policy for shipping companies where tax is not based on actual profits but on the size (tonnage) of the vessel. It provides stable, predictable, and lower taxation for vessel owners, reducing their financial burden.
- **The National Waterways (Construction of Jetties / Terminals) Regulations 2025** has been notified, allowing private companies to invest and operate Inland Waterways infrastructure by providing a clear regulatory framework to attract private sector investment for facilitating the growth of inland waterways sector.
- **Jalyan & Navic :** To increase ease of doing business in the IWT sector, along the same lines as 'vahan' and 'sarathi', a central data base and portal has been developed for registration of vessels and crew all over the country. This will facilitate registration of vessels and crew digitally and would also provide accurate status on number of vessels and crew in the country and thus help in planning.
- **Cargo Aggregation :** The cargo movement on the waterways suffer from problems of multimodality because of lack of industries along the waterways. Therefore, projects for development of cargo aggregation hub – MMPL at Varanasi and Integrated Cluster- cum- Logistics Park, Sahibganj have been taken up. NHLML, a PSU under the Ministry of Road Transport and Highways has been engaged for development of these MMPLs. The work of Rail connectivity for three MMTs has been assigned to M/s Indian Port and Rail Company Ltd. (a PSU under MoPSW).
- **IBP Route :** Indo Bangladesh Protocol route no. 5 & 6 between Maia and Sultanganj has been operationalized recently with successful trial movements.
- **Shift of cargo by PSUs:** For modal shift of cargo to waterways, more than 140 PSUs have been approached to plan their movement using IWT mode. They have been requested to outline their current status of cargo movement through the waterways and their plan for modal shift of cargo. Ministries of PNG, Co-operation, Fertiliser, Food & Public Distribution, Heavy industries, Steel and Coal have been requested to advise the PSUs under their jurisdiction to utilise IWT mode as far as possible and earmark certain percentage of their cargo for IWT mode keeping in line the MIV targets.
- **The Coastal Shipping Act, 2025** enacted to introduce a framework of regulation at par with up-to date domestic and international standards to promote the economic activity of coastal shipping. It also aims to reduce the compliance burden and accelerate ease of doing business in India by expanding the list of entities that can charter vessels in line with changing domestic policy and global best practices. The Act came into force w.e.f. 15.03.2026. Further, Union Budget 2026–27 has announced the launch of a Coastal Cargo Promotion Scheme to increase the share of Inland Waterways and Coastal Shipping from 6% to 12% by 2047.