

14.04 hrs.

(i) NATIONAL WATERWAY (TALCHER-DHAMRA STRETCH OF RIVERS, GEONKHALI-CHARBATIA STRETCH OF EAST COAST CANAL, CHARBATIA-DHAMRA STRETCH OF MATAI RIVER AND MAHANADI DELTA RIVERS) BILL, 2006

AND

(ii) NATIONAL WATERWAY (KAKINADA-PONDICHERRY STRETCH OF CANALS AND THE KALUVELLY TANK, BHADRACHALAM-RAJAHMUNDRY STRETCH OF RIVER GODAVARI AND WAZIRABAD-VIJAYAWADA STRETCH OF RIVER KRISHNA) BILL, 2006

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R. BAALU): I beg to move:\*

"That the Bill to provide for the declaration of the Talcher-Dhamra stretch of Brahmani-Kharsua-Dharma rivers, Geonkhali-Charbatia stretch of East Coast Canal, Charbatia-Dhamra stretch of Matai river and Mahanadi delta rivers between Mangalgadi and Paradip in the States of West Bengal and Orissa to be a national waterway and also to provide for the regulation and development of the said stretch of the rivers and the canals for purpose of shipping and navigation on the said waterway and for matters connected therewith or incidental thereto, be taken into consideration."

"That the Bill to provide for the declaration of the Kakinada-Pondicherry stretch of canals comprising of Kakinada canal, Eluru Canal, Commamur canal, Buchingham canal and the Kaluvelly tank, Bhadrachalam-Rajahmundry stretch of rivers Godavari and Wazirabad-Vijayawada stretch of river Krishna in the States of Andhra Pradesh and Tamil Nadu and the Union Territory of Pondicherry to be a national waterway and also to provide for the regulation and development of the said stretch of the rivers and the canals for purpose of shipping and navigation on the said waterway and for matters connected therewith or incidental thereto, be taken into consideration."

Mr. Deputy-Speaker, Sir, with your permission, I would like to say a few words while moving these two Bills for consideration and passing.

From time immemorial, inland water transport has served as a cheap and economic means of transport in India. With the advent of faster means of transport, i.e., rail, road and air, inland water transport has got neglected.

Inland water transport has, however, maintained its edge over the other modes of transport in certain areas where it enjoys natural advantages. Today, it is recognized all over the world for its inherent advantages of being the cheapest mode of transport for bulk haulage over long distance, between places situated along the waterfront. Its energy efficiency, low pollution and potential for employment generation are universally accepted.

Since Independence, the Government is seized of the need for developing inland water transport infrastructure to restore its rightful place in the overall transport scenario of the country.

The subject of inland water transport finds place in all the three Lists of the 7th Schedule to the Constitution of India. The role of the Union is, however, limited to regulating shipping and navigation on the national waterways declared, as such, by Parliament. The responsibility and executive authority for development and maintenance of all waterways other than national waterways rest with the State Governments.

Keeping in view the slow pace of the development of inland water transport in our country, Several Committees were constituted by the Government of India which have recommended declaration of certain important inland waterways as national waterways. This august House has already enacted three Acts and declared the following inland waterways as national waterways:-

1. Allahabad-Haldia stretch, 1,620 kms., of the Ganga-Bhagirathi-Hooghly river system as National Waterway No.1
2. Sadiya-Dhubri stretch, 891 kms., of Brahmaputra river as National Waterway No. 2; and
3. Kottapuram-Kollam stretch of West Coast Canal along with champakkara Canal and Udyogamandal Canal, 205 kms., as National Waterway No. 3.

The Government of India has constituted Inland Waterways Authority of India for development, maintenance and regulation of national waterways for shipping and navigation. The infrastructure facilities on

\*Moved with the recommendation of the President.

the existing three national waterways are being created by it to make them fully functional.

Most of the State Governments do not have resources to develop their waterways for shipping and navigation due to which most of the waterways which have not been declared as national waterways remained totally neglected and unexploited for navigation.

Keeping in view, the negligible share of inland water transport which is less than one per cent, it has become inevitable to give impetus to this mode of transport in the overall interest of the country. For this purpose, it is considered necessary to include more inland waterways in the list of national waterways.

Before a waterway can be considered for being declared as a national waterway, it is essential to undertake techno-economic feasibility study including hydrographic survey and traffic studies of such waterways to assess the extent of improvement works required for their development and their financial implications. Based on this study and the potential of improvements in inland water transportation, it is now proposed to declare the Talcher-Dhamra stretch of Brahmani-Kharsua rivers, Geonkhali-Charbatia stretch of East Coast Canal, Charbatia-Dhamra stretch of Matai River and Mahanadi delta rivers, 623 kms., and the Kakinada-Puducherry stretch of canals and the Kaluvelly Tank, Bhadrachalam-Rajahmundry stretch of river Godavari and Wazirabad-Vijayawada stretch of river Krishna, 1,095 kms., as national waterways.

I would like to apprise this august House that the Bills for declaration of these waterways were introduced in this House on 8th December, 2006 and subsequently referred to the Parliamentary Standing Committee on Transport, Tourism and Culture for their examination and Report.

The Parliamentary Standing Committee submitted its 121st and 122nd Reports on 16th August, 2007 duly recommending for presentation of the Bills before this august House. In respect of the Bill for the 'Kakinada-Puducherry stretch of Canals and the Kaluvelly Tank, Bhadrachalam-Rajahmundry stretch of River Godavari and Wazirabad-Vijayawada stretch of River Krishna', it had also recommended obtaining concurrence from the concerned State Governments. The requisite concurrence has since been obtained afresh.

Sir, with these few words, I commend that these two Bills be taken up for consideration.

MR. DEPUTY SPEAKER: Now, I request Shri Girdhari Lal Bhargava to move his amendment—not present.

Motions moved:

"That the Bill to provide for the declaration of the Talcher-Dhamra stretch of Brahmani-Kharsua-Dharma rivers, Geonkhali-Charbatia stretch of East Coast Canal, Charbatia-Dhamra stretch of Matai river and Mahanadi delta rivers between Mangalgadi and Paradip in the States of West Bengal and Orissa to be a national waterway and also to provide for the regulation and development of the said stretch of the rivers and the canals for purpose of shipping and navigation on the said waterway and for matters connected therewith or incidental thereto, be taken into consideration."

"That the Bill to provide for the declaration of the Kakinada-Pondicherry stretch of canals comprising of Kakinada canal, Eluru Canal, Commamur canal, Buchingham canal and the Kaluvelly tank, Bhadrachalam-Rajahmundry stretch of rivers Godavari and Wazirabad-Vijayawada stretch of river Krishna in the States of Andhra Pradesh and Tamil Nadu and the Union Territory of Pondicherry to be a national waterway and also to provide for the regulation and development of the said stretch of the rivers and the canals for purpose of shipping and navigation on the said waterway and for matters connected therewith or incidental thereto, be taken into consideration."

Now, I call Shri Dharmendra Pradhan.

SHRI DHARMENDRA PRADHAN (Deogarh): Sir, if you allow, I can speak from this seat.

MR. DEPUTY SPEAKER: Yes, you can speak from this seat.

श्री धर्मेश्वर प्रधान (देवगढ़): महोदय, मुख्यतः दो-तीन राज्यों में राष्ट्रीय जलमार्ग घोषित करने का सरकार का प्रयास है, जिसे बिल के माध्यम से सदन के सामने रखा गया है। मैं इसका स्वागत और समर्थन करता हूँ। किसी भी देश की आर्थिक प्रगति के लिए ढाँचागत विकास महत्वपूर्ण होता है। देर से ही सही, लेकिन देश में जलमार्गों पर एक सही सोच बन रही है, जो कि सराहनीय है। सरकार ने इसे बिल के रूप में सदन के सामने रखा है, जिसका

[Shri Dharmendra Pradhan]

समर्थन हम सभी को करना चाहिए। मैं भी इसका समर्थन करता हूँ।

उपाध्यक्ष महोदय, उड़ीसा के तीन जलमार्गों का इसमें जिक्र किया गया है—तलचर-धमरा, जौनखली-चारवाटिया और चारवाटिया-धमरा। उड़ीसा में इस समय चार लाख करोड़ रुपये का पूंजी निवेश हो रहा है। मुख्यतः पूंजी निवेश ऊर्जा, स्टील, एल्युमिनियम और सीमेंट सेक्टर में हो रहा है। यह जलमार्ग दो बंदरगाहों धमरा और गोपालपुर को जोड़ने का काम करेगा। आज अगर वहां थोड़ा काम शुरू हुआ है, यह विशेष कर अंगुल जिला, तलचर जो कोयला का मुख्य केन्द्र है, फिर अगर हम किंजौर की तरफ देखते हैं, वहां नदी के संसाधन कम हैं, लेकिन वहां से रोड के माध्यम से तलचर से यह सारा माल आगे जा सकता है। जौनखली से माल आगे जा सकता है। श्री बालू जी के पास एक दूसरा विंग रोड सेक्टर का है। रोड सेक्टर में उड़ीसा सरकार भी कुछ कदम उठा रही है, उसमें भारत सरकार ने भी सहायता की है।

उपाध्यक्ष महोदय, ये सभी रोड्स चली चलाई हैं। रोड्स पर ट्रैफिक का इतना प्रेशर बढ़ा है कि एक फंक्शनल रोड को बंद करके चौड़ा करना या उसे ठीक करना बहुत मुश्किल काम है। भारत सरकार कोशिश कर रही है और हम भी उड़ीसा सरकार की तरफ से कोशिश कर रहे हैं, लेकिन यह संभव नहीं हो रहा है। यह ट्रैफिक कंजेशन जो बढ़ रहा है, उसके लिए अगर भारत सरकार इस योजना को दो-तीन स्टेज में घोषित न करके कार्यवाही करेगी, तो बहुत लाभ होगा।

मैं तलचर का उल्लेख करना चाहूंगा, इसका नाम इसमें उल्लिखित है कि प्रमुख जलमार्ग बनेगा। यहां आज की तारीख में 60 मिलियन टन कोयला उत्पादित होता है। इसका बहुत बड़ा हिस्सा यानी लगभग 25 प्रतिशत सड़क राजमार्ग से जाता है और बाकी 75 प्रतिशत रेल से जाता है। रेल की कंजेशन बड़ी है, आज समूचे दक्षिण भारत के बिजलीघर तलचर के कोयले पर निर्भर करते हैं। उड़ीसा के सारे उद्योग तलचर के कोयले पर निर्भर करते हैं। कोयले का खनन हो जाता है लेकिन उसे आगे कैसे लेकर जाना है, यह सबसे बड़ी चुनौती है। तलचर के लिए जितना एमओयू और जितनी योजनाएं भारत सरकार से लेकर उड़ीसा सरकार तक बनी है, इससे आगे आने वाले सालों में तलचर में कोयले का उत्पादन 60 मिलियन टन से बढ़कर 250 मिलियन टन पहुंच जाएगा। उस क्षेत्र में आयरन का जितना उत्पादन है, उसे और कोयले को पोर्ट की तरफ सड़क राजमार्ग से ले जाना संभव नहीं है। इसके लिए नदी मार्ग बनाना एक अच्छा कदम है, इससे लाभ होगा।

महोदय, माननीय मंत्री जी भी यहां बैठे हैं। मैं दो-तीन छोटी बातें इस चर्चा के माध्यम से भारत सरकार के सामने लाना चाहता हूँ कि महानदी और ब्राह्मणी, दो प्रमुख नदियों के अंदर उपनदियों की जोड़ते हुए मार्ग बनाया गया है। यह सबसे बड़ा चुनौती का काम है। अगर इसे 12 महीने चलाना है तो ब्राह्मणी नदी में पानी चाहिए। आज सुबह उड़ीसा के मित्रों ने उड़ीसा में जो त्रासदी हुई, बाढ़ आई उसके बारे में चिंता प्रकट की। महानदी में बहुत पानी रहता है। छत्तीसगढ़ से इब नदी, कोयन नदी और केल नदी का पानी महानदी में आ जाता है। महानदी के रिवर बैंड में पानी को एक बांध में बांधने का योजना चल रही है लेकिन स्थानीय विरोध भी हो रहा है। अगर एक योजना बन जाए जिसमें महानदी नदी का पानी ब्राह्मणी नदी में आ जाए तो ब्राह्मणी में 12 महीने पानी रहेगा। आप तलचर की बात कह रहे हैं, इस तरह से तलचर में रिंगाली में बांध बनेगा और सम्बलपुर में बैराज बनेगा। ऐसा करने से पानी नियंत्रित हो जाएगा। वहां वर्षा में तो पानी रहेगा, ज्यादा से ज्यादा जून, जुलाई, अगस्त और सितम्बर महीने तक पानी रहेगा लेकिन उस स्टेट में नीचे बाकी आठ महीने पानी नहीं रहेगा, वहां पानी तब रहेगा जब ब्राह्मणी नदी को महानदी से जोड़ देंगे। इस राजमार्ग में यह सबसे बड़ा चुनौती का काम है और यह बहुत अच्छा कदम है। हम इस काम के लिए उड़ीसा की जनता की ओर से प्रशंसा करते हैं, लेकिन यह योजना तब साकार हो पाएगी जब आप इसे महानदी के साथ जोड़ेंगे। ऐसा करने से स्टेट को दो फायदे होंगे, एक फायदा यह है कि वहां 12 महीने पानी रहेगा, आपकी मंशा और संकल्प कायम रहेगा और दूसरा फायदा है कि फ्लड कंट्रोल हो जाएगा। महानदी से जो त्रासदी हर साल झेलनी पड़ती है इससे मुक्ति मिलेगी। अगर भारत सरकार, योजना आयोग और जल संसाधन मंत्रालय मिलकर इस संबन्ध में विचार करें तो इससे बहुत लाभ हो सकता है। इसके साथ एक और विषय है, हमारी बालू जी के साथ कुछ विषयों पर असहमति है लेकिन इस मुद्दे पर सहमति है कि पर्यावरण के मामले पर चिंता करनी चाहिए। हम उस कोर्स को भी देखें तो नीचे पहले आठ महीने लगभग पानी से खाली है। अगर पानी रहेगा तो छोटे मछुआरों को फायदा होगा। वहां का पानी ड्रिंकिंग वाटर के काम आता है, बहुत सी जगह यह पानी पशुपालन के काम में आता है। अगर यह नेशनल वाटरवेज बनना है तो स्थानीय अर्थनीति, स्थानीय पर्यावरण और स्थानीय उद्योग के सारे विषयों का ठीक से ध्यान रखा जाए। यह योजना बहुत महत्वपूर्ण और अच्छी है और हमें इसे लाना है। जो नैसर्गिक व्यवस्था उसके साथ बनी है, उसको कैसी संरचना दें, अगर इस पर प्रारंभिक दिनों में ध्यान दें तो अच्छा रहेगा।

उससे मैं एक विषय और जोड़ना चाहूंगा कि जो ये मछुआरे लोग हैं, औद्योगिक क्रांति जहां आती है, आज राष्ट्रीय पुनर्वास का

जो कानून बना हुआ है, उसमें एक बात प्रमुखता से कही गई है। आज देश में जो अन्तर्द्वन्द्वत्मक बातें होती रही हैं या किसी के भी हाथ में प्रदेश सरकार रहे, इनके हाथ में भी केन्द्रीय सरकार रहती है या हमारे पास सत्ता कब आ जाती है, ये जो औद्योगिक मामले चल रहे हैं, उसमें सबसे बड़ी चुनौती होती है, क्योंकि हमें जो चकाचौंध चीजें अच्छी दिखती हैं, जैसे बड़े-बड़े बंदरगाह बने, बड़े-बड़े उद्योग बने, बढ़िया रास्ते बने, उसमें बड़ी-बड़ी लाइट रहे, बंदरगाह बने, विमानपत्तन बने, यह सब ठीक है लेकिन ये सब कहां बनेंगे? कहीं न कहीं किसी की जमीन पर तो ये सब चीजें बनेंगी, कहीं न कहीं नैचुरल चीज पर आधारित रहेंगी। इसलिए उनके साथ जो स्थानीय अर्थनीति जुड़ी है, एक इंडिजीनस जो अर्थनीति जुड़ी है, उसकी तरफ हम इस परियोजना में ध्यान नहीं दे रहे हैं। यह एक बड़ा स्टेट है और यह उड़ीसा का नौवाणिज्यिक पुराना रूट है। उड़ीसा की कई अच्छी-अच्छी चीजें तीन स्टेट्स के अंदर आती हैं, कटक उसमें जुड़ता है, तालचेर जुड़ता है, उसमें जाजपुर जुड़ता है, उसमें पारादीप जुड़ जाएगा लेकिन नैचुरल कोर्स के अंदर जो मल्लुआरे हैं, उस पानी पर आधारित जो बाकी सारी चीजें हैं, उनको कैसे इसमें समाहित किया जा सकता है, इस तरफ भी भारत सरकार को ध्यान देना चाहिए।

राष्ट्रीय जलमार्ग की घोषणा आज आपने की, लेकिन उसके आगे क्या होगा? जैसा आपने कहा है कि भारत सरकार को जो लगभग डेढ़ हजार करोड़ रुपये की लागत आएगी, तो मैं जानना चाहता हूँ कि क्या वित्त मंत्री जी आपके साथ सहमत हैं, क्या कुछ योजना बन गई है, क्या योजना आयोग ने आपको स्वीकृति दे दी है, इन सारे विषय पर भी आप थोड़ा उल्लेख करें। वैसे तो बहुत ही शुरुआती स्टेट है लेकिन हम लोग सुझाव देंगे कि समय से एक ज्वाइंट वेंचर के आधार पर क्योंकि उसमें राज्य सरकार भागीदार हो सकती है, उसमें कोई प्राइवेट पार्टी भागीदार हो सकती है, इन सब बातों के बारे में भी अगर हम शुरुआत के दिनों में ध्यान देकर काम करते हैं तो उड़ीसा को इससे निश्चित रूप से लाभ होगा लेकिन राष्ट्रीय अर्थनीति में भी इसका एक प्रमुख योगदान रहेगा। तीन राज्यों की जो राष्ट्रीय जलमार्ग के नाम पर घोषणा की गई है, मैं माननीय मंत्री जी के इस कदम का स्वागत करते हुए इस बिल का समर्थन करता हूँ।

SHRI K.S. RAO (Eluru): Mr. Deputy-Speaker, Sir, I wholeheartedly congratulate the hon. Minister for bringing

this Bill, particularly at a time when the global oil prices are soaring very high. Luckily they have down now. Though they have come down, they have not come down to the extent required. As we are importing 75 per cent of our oil requirement, we have no control over the prices. So, we have to find an alternative way for reducing the cost of transportation and the national waterways is the best mode of transportation where we can reduce the transportation cost, save foreign exchange and we can also help other countries in making a path for them. This Bill should have been brought a long time back. However, I am happy that he has brought it now in this crucial situation.

Sir, I limit myself to the stretch of Kakinada-Pondicherry Stretch of Canals comprising Kakinada Canal, Eluru Canal, Kumangur Canal, Buckingham Canal and Kaluvelly Tank, Bhadrachalam-Rajahmundry Stretch of River Godavari and Wazirabad-Vijayawada Stretch of River Krishna in the State of Andhra Pradesh. In fact it is our dream. It is not today's proposition. About 150 years back when Mr. Arthur Cotton designed the Krishna-Godavari Delta, he wanted these waterways to be run at that time. The evidence for this is not only there in the records, but physically also, all the bridges on these canals are constructed at a height where shipping is possible. In fact, he invested more on those bridges for navigation purpose which are not being utilized now. For some time they were utilized, but for some unknown reasons we are not using them now. We must physically go and see these waterways to know about the many advantages which are available.

Now, I will quote some of the reasons as to why this is a very important Bill. Sir, for example, sand is to be transferred from river Godavari to different villages. Now, it is coming by road in a very expensive manner. In the recent past, the prices of sand have gone up by ten times. If the same were to be permitted through waterways, through canals, linking Godavari and Krishna, the prices can come down.

Every day, every year, everyone of us is concerned about the price rise, particularly, of the common man's goods and farm goods. These waterways facilitate in reducing the prices to the consumers and in providing remunerative prices to the farmers, which is the most important phenomenon. So long as the farm products are in the hands of the agriculturists, the prices would not go up. The moment the farm products go into the hands of the traders or industrialists the prices soar and

[Shri K.S. Rao]

consumers are always put to inconvenience by paying high prices. It is because these canals are connecting almost all the areas where they use irrigation, the farmers will get the right price by transporting their produce to distant parts, including Chennai, where they can get the right price for their products and you can get it at a lesser rate. So, both the farmer as well as the consumers are benefited. In the same way, certain products which are produced in Chennai can be brought at a lesser cost to Andhra Pradesh.

The River Godavari will be a productive river. Krishna canals are flown round the clock; for almost three hundred days they are flowing. There is no difficulty; there is no extra expenditure to be incurred in improving the canals. A little effort is needed for making the canals in such a manner that water is available all the time.

My humble request to the hon. Minister is while providing infrastructure to these canals to allow navigation, irrigation should not be affected because the prime concern and the prime purpose for which the canals are made is to provide water in a requisite quantity, for requisite time to the farmers. So, he must synchronise the needs of the farmers as well as the navigation. In that regard, my humble request to him is to see that farmers' interests are not affected.

I want to bring to his notice in this regard that day in and day out, each State is fighting with other State in sharing the waters of the inter-State rivers. One State says that this project should not be taken up; the other State says that the project is our livelihood. So, my humble request to the hon. Minister is, though he is not the concerned Minister, I want to bring it to the knowledge of the House and to my colleagues that even inter-State rivers must also be made as a national property because you can take right decisions here where a project is to be built; and how the water is to be shared by each State in the interest of the people. Now, because of the dispute in the inter-State rivers, thousands of TMCs of water is going waste to sea which we would have utilised and at least lakhs and crores worth products would have been made. Lakhs and crores worth food grains could have been produced, if only we were to utilise these waters.

In this context, I would request the Government to realise that at the earliest possible time. They must bring

a Bill to make the inter-State rivers as a national wealth and that decision must be made by the Government of India as to how to share that water, how to utilise this water; and how early the dams are built so that the water will not go waste into the sea.

In regard to the regulation and development, we agree that this is a canal owned by the State Government, it is a property of the State and now the authority is coming into the hands of the Government of India as far as navigation is concerned. We agree to it. But in that regard, he should not create problems to the villagers who are living there or to the people who are living there. So, enough provisions, either in the guidelines or later in Circular, must be made so that this should not affect the people who are living adjacent to the canal.

As my friend Shri Dharmendra Pradhan has referred, this is going to provide huge employment, more to the uneducated people. A lot of people in the villages, who are talented in navigation, who became unemployed earlier, could find a way in getting the employment.

Another aspect I find is that it can be also useful in exchange of culture, in exchange of tradition, in exchange of habits and knowledge. This helps in bringing amity, friendship, right understanding among people from different States. Though there are only two or three States concerned here, yet similarly in the other Bill also, Orissa, Madhya Pradesh and several States are being connected; this will, by itself, be a national integration.

So, in every respect, I support this Bill. He should not be contented that his duty is over by bringing this Bill; he must follow it up and immediately see that it is implemented and enough funds must be allocated, as you said, by the Government to see that these things are taken up immediately.

SHRI LAKSHMAN SETH (Tamluk): Sir, I support these two Bills introduced by the hon. Minister. The two Bills are very unique in nature. It will certainly accelerate the advancement of waterways in our country.

We have so many modes of transportation like airlines, railways and roads but waterways are also an important mode of transportation of our cargo and commodities. This is very much neglected in our country. It has not been taken into consideration properly. Transportation through water is always cheaper, eco-friendly and environment friendly, so waterways should

be developed. The duty of the nation is to improve all these waterways for transportation of the various commodities. In this regard, the hon. Minister has certainly taken a very unique step for declaration of the Talcher-Dharma stretch of Brahmani-Kharsua-Dharma rivers, Geonkhali-Charbatia stretch of East Coast Canal, Charbatia-Dharma stretch of Matai river and Mahanadi delta rivers between Mangalgadi and Paradip in the States of West Bengal and Orissa. It is really unique in nature.

It goes without saying that our experience is not so much satisfactory because already long before, one waterway, that is Allahabad and Haldia waterway, has been declared as a national waterway. But, I think, infrastructural development has not taken place so far. Terminal has not been done adequately and dredging has not been taken up up to the considerable limit. That is why, this important national waterway from Haldia to Allahabad has not been used properly. I think there should be some measures for making a compulsion on the public sector so that they can use this inland waterways. At least five per cent of their traffic should be transported through this inland water.

Our nation is facing a severe crisis in fuel. So fuel would be saved. At the same time, environment will be certainly cleaned. That is why there should be a law enforcing the public sector to use this mode of transportation in inland waterways so that the inland water becomes viable and at the same time the nation will also save huge money on account of fuel.

I think the Minister of Shipping, Road Transport and Highways is also trying his level best to improve the quality of our expressways but still we need more and more roads. Huge investment is required. If we can explore the potentiality of the waterways, I think pressure on roads will come down.

That is why, we are supporting these two Bills. These will certainly help in improving transportation of various commodities through these waterways. My only apprehension is, whether the Government will ultimately invest the money as has been estimated and as has been referred to in this Bill also. If the funds are not sufficiently made available for implementation of these two Bills, I think, the whole purpose of these two Bills will be defeated.

At the same time, I would like to request the hon. Minister – my friend, Shri K.S. Rao also has referred to

this matter – to look into the matter of irrigation so that irrigation does not suffer. Rather, the huge pool of water can be used by the people residing along the side of these canals and rivers for irrigation. So, it will serve both the purposes.

The declaration of these two important waterways as a national waterway will help immensely our irrigation and also transportation of various types of cargoes and commodities. I think, this aspect of irrigation, is not looked into properly. So, irrigation aspect also should be looked into properly. For transportation of commodities through these inland waterways, you have to excavate and you have to arrange the barrages so as to preserve water. So, there will be a huge pool of water which can be used for irrigation and also for fishing. So, I would request the hon. Minister to look into this matter. At the same time, I am requesting the hon. Minister to declare the waterways from Haldia to Sundarban as a national waterway. This is a very important aspect so that the transportation of cargo can grow tremendously.

Another issue which I would like to bring to the notice of the hon. Minister is that in Bangladesh, there is an anchorage on the river Ashuganj. If the Government of India can manage to have this anchorage of various vessels in Ashuganj, Bangladesh, then the distance between Halida, Kolkata and the North-Eastern States will be reduced remarkably and fuel will also be saved. The distance between Ashuganj and Agartala is only 35 kilometres by road. From there, every capital of the North-Eastern States will be connected by road, and the distance by road will be only 100 kms. Therefore, this is a very important issue. I think, the hon. Minister is going to discuss about the improvement of waterways. I would like to state that this linkage is very much necessary for improvement of waterways and also for transportation of various types of cargo, etc. I think, the whole South, East and North-East will be integrated by these waterways. The Government should give a serious emphasis for mobilizing the resources in respect of improvement of various infrastructure. Otherwise, I think, the purpose of this Bill will be defeated, and we can only that these two canals have been declared as national waterways and we will not be able to achieve anything. That is why, adequate funds should be earmarked for implementation of these two important waterways.

It is correctly stated that in the Bill about 80 million cargo traffic can be handled by these waterways, that is, from Geonkhali to Dhamra Paradip and Talcher. In Talcher

[Shri Lakshman Seth]

there is a coalmine, and coal is required for power plant. So, it will be easily transported from Talcher to Haldia, even to Kolkata as well as to other parts in the eastern part of the country.

So, I think there is a huge prospect in the waterways but sufficient fund is required for improvement of all the things. I do not prolong my speech.

I congratulate the hon. Minister for bringing this Bill but at the same time I would again request him to arrange adequate fund for implementation of the various infrastructural facilities which will be required for transportation of various cargos and commodities through these national waterways.

At the same time, I would again request you to look into the interest of the farmers so that the farmers may have more and more prosperity. With these words, I conclude my speech.

श्री गणेश प्रसाद सिंह (जहानाबाद): उपाध्यक्ष महोदय, आज जो बिल राष्ट्रीय राजमार्ग के लिए प्रस्तुत किया गया है, उसका मैं स्वागत और समर्थन करता हूँ। पहले भी राष्ट्रीय जलमार्ग निगम 1985 में बना था और उसके माध्यम से गंगा, हुगली आदि कई नदियों को जोड़ने का काम किया गया था। उसमें पोत परिवहन और नौपरिवहन चलाने का काम किया गया था। उसी प्रकार से कुछ अन्य नदियाँ हैं, जिनका नाम इसमें अंकित है, उन नदियों को भी एक-दूसरे से जोड़ने के लिए यह बिल पेश किया गया है।

उपाध्यक्ष महोदय, उन नदियों में ब्राह्मणी-खरसुआ-घामरा नदियों के तलचर-घामरा खंड, पूर्वी तट नहर का गोंखली-चरबतिया खंड, पश्चिमी बंगाल और उड़ीसा राज्यों में मंगलगढ़ी और पाराद्वीप के बीच माताई नदी और महानदी डेल्टा नदियों का चरबतिया-घामरा खंड को राष्ट्रीय जलमार्ग घोषित करने के लिए यह बिल लाया गया है। यह बिल लाने का क्या प्रयोजन रहा-नदियों का प्रबंधन सामान्यतः राज्य सरकारों के पास होता है, लेकिन राज्य सरकार के पास ऐसा कोई संसाधन नहीं है, जिससे वे जलमार्ग को विकसित कर सकें। इस प्रस्ताव के माध्यम से निगम को यह अधिकार होगा कि वह अंतर्देशीय जलमार्ग को विकसित करे और वैसे जलमार्गों को उन्नत करे। इससे लाभ क्या होगा? आप जानते ही हैं कि डीजल और पेट्रोल के दाम बढ़ने के कारण चौतरफा ट्रांसपोर्ट में खर्चा बढ़ा हुआ है। जलमार्ग की व्यवस्था पहले से भी है, और इससे अधिकांश गरीब लोग ही सफर करते हैं। वे कम भाड़े और कम समय से जलमार्ग से बिना रोक-टोक के सफर करते हैं। यह संशोधन दो-तीन धाराओं में किया जा रहा है। अभी मैंने जिन नदियों के नाम बताए, उन नदियों को जल राजमार्ग घोषित करने

के लिए और साथ ही इस निगम को अधिकृत करने के लिए कहा गया है। इसके लिए निगम के पास धन की भी व्यवस्था है, इसलिए इसमें कोई कठिनाई नहीं है। इन्हीं शब्दों के साथ मैं पुनः इस बिल का समर्थन करता हूँ।

SHRI B. MAHTAB (Cuttack): Thank you Mr. Deputy-Speaker, Sir.

I stand here to deliberate on the two Bills that have been put forth by the hon. Minister relating to National Waterways.

Some months back, the Inland Vessels Act, 1917 was amended to steer clear the course of near dormant yet high growth potential inland water transport sector. It is said that the total length of navigational waterways in India is about 14,500 kilometres....(Interruptions)

MR. DEPUTY SPEAKER: Are you supporting or opposing the Bill?

SHRI T.R. BAALU: He would not oppose the Bill.

SHRI B. MAHTAB: I will say that before I conclude.

MR. DEPUTY SPEAKER: You continue please.

SHRI B. MAHTAB: Sir, out of 14,500 kilometres of waterways, 5,700 kilometres is navigable by mechanically propelled vessels. However, operations have been restricted to a few stretches in Ganga-Bhagirathi-Hooghly, Brahmaputra and Barak, the backwaters of Kerala, inland waters in Mumbai and the deltaic regions in Godavari-Krishna in Andhra Pradesh.

The stretch of Ganga between Allahabad and Haldia which is around 1,620 kilometres, the Sadiya-Dhubri stretch of Brahmaputra which is around 891 kilometres and the Kollam-Kothapuram stretch of the West Coast canal along with Champakara and Udyogmandal canals which is around 205 kilometres have been declared as National Waterways. We are considering now the East Coast canal, integrating river Brahmani and Barak which is being considered to be declared today to be passed as National Waterways along with Kakinada-Puducherry canals integrating Godavari and Krishna. This is also being deliberated upon.

Everybody knows that inland water transportation was identified as a thrust area. This was given importance in the Tenth Five-Year Plan. But not much fund was spent.

Again, in the Eleventh Plan, adequate funds have been placed; but it all depends how you spend the money.

There is no two opinion that Inland Water Transportation, IWT, has trailed other modes of transportation. It is said a shift of just one billion tonne kilometre of cargo transportation from roads to IWT will mean a saving of Rs. 80 crore on account of fuel savings. And the cost of developing a waterway on an average is Rs. five lakh per kilometre while that for rail and road is Rs. four crore to Rs. six crore.

At present the inland traffic is estimated at about 1,000 billion tonne kilometres. Despite the potential, the inland water transport accounts for barely 1.7 billion tonne kilometres or about 0.17 per cent. I have given these figures for the House to consider and the hon. Minister to impress upon his colleagues in the Cabinet so that we could give more stress on it. It is not only environment-friendly, it is also less capital intensive.

One may say it has little scope. But the positive aspect of it is that it has greater scope to grow. Lack of infrastructure, absence of fixed scheduled services, poor navigational aids, lack of connectivity, longer river distances, multiple handling and thin flow of private investment are, I think, some of the drawbacks which have been identified as the major factors that have stifled development of this mode of transportation.

Now we are considering the East Coast canal integrated with the Brahmani river along with Mahanadi delta rivers. Talcher-Dhamra stretch of the Brahmani-Khasrsuan-Dhamra river, Goenkhati-Charbatia stretch of the East Coast canal, Charbatia-Dhamra stretch of Matai river and Mahanadi delta river between Mangalgadi and Paradip Port are to be developed. It is said that around 18.07 million tonnes of inland water transport traffic is expected to be carried out on the proposed waterway after it is fully developed in eight years' time.

That is the time period which the hon. Minister has specified. The traffic is expected to be handled at four terminals in Talcher, Nasirabad, Baleswar and Rajnagar. The major cargoes are coal, fertiliser, cement, iron-ore, agricultural and industrial products. This would cover a distance of 623 kilometres, of which 532 kilometres would be in Orissa and 91 kilometres in West Bengal.

As the regulation and development of the proposed national waterways would be under the control of the Union for the purpose of shipping and navigation in the public interest, I would suggest that the Government should prepare a roadmap for an Integrated Transport Policy to include inland water transport, coastal shipping, road transport and waterways for enabling better inter-connectivity amongst the multiple modes of transport. There have to be provisions for an institutional framework for development of inland water transport sector so as to increase the capacity of IWT agencies. There is a need to increase cost recovery and also to commercialise IWT industries. An Action Plan should be in place to address the growing demand of repair and service facilities of IWT vessels.

I hope, the proposed national waterways will boost the rural economy and also provide connectivity and help decongestion of roads and rails. I hope it will provide port-hinterland connectivity, especially between Talcher to Dhamra because this is a new stretch which does not have any other mode of connectivity other than waterways. It will generate and can generate employment and also increase tourism activities - I hope I draw the attention of the Tourism Minister also - in that region.

I am sure that the Government must have appointed a consultant for undertaking techno-feasibility study and preparation of detailed project report for this waterway. No land acquisition is involved for this proposed waterway, but I hope that the interest of Orissa will not be compromised due to development of this proposed national waterway.

Lastly, I must say that regular dredging of riverbeds would be necessary to maintain the depth and width of canal and rivers as it is an important parameter for safe, convenient and sustained shipping and navigation of mechanised crafts on these waterways. The infrastructure currently available on this waterway is not adequate for safe, convenient and sustained shipping and navigation purposes. Once it is developed, there is ample scope to have substantial quantum of inland water transport traffic, but first the parameters are to be met and that too, within a specific time-frame. I hope, the Minister has a time plan for it. For that, the foremost thing is that the Government should provide institutional framework for development of IWT sector in the country.

With these words, I support the Bill.



SHRI M. SREENIVASULU REDDY (Ongole): Mr. Deputy-Speaker, Sir, I am proud to say that I am participating in this discussion on the National Waterway Bills. I rise to support this Bill as it has got an important historic background. During the British regime, World War-II period, this had to be particularly used as a prominent transport system for transporting food grains and firewood from Kakinada to Chennai. This has got lot of beneficial factors. In the coastal area from Kakinada to Chennai, it is extended up to Puducherry also. All of us know that there are different modes of transport.

Waterway is the cheapest, though slow. Now, the studies reveal that if you transport one tonne of material, then the transport cost per tonne - kilometer by road comes to Re. 1; by rail it will be 66 paise; and by waterways it will be only 22 paise.

I am further informed that Buckingham Canal — which flows through Ongole, which is my Parliamentary Constituency — gained glory during the World War-II, and played a vital role when the Railways were almost totally occupied with transporting troops and war materials for the troops. However, it is a sad state of affairs that after the World War-II, the development / upkeep of Buckingham Canal was ignored. Now, I am happy that it has been included in this Bill for the development of this stretch.

There has been a lot of pressure from the inhabitants or the villagers living in between Buckingham Canal and Bay of Bengal for construction of bridges and causeways at vulnerable places to enable them to cross the canal for their livelihood, and to safeguard their life during cyclones. I would request that the bridges at the required spots may be constructed immediately to give the required relief and solace to the fishermen of Ongole and other areas in Andhra Pradesh.

It is unfortunate that the potential of inland water transport remained largely unexplored for a variety of reasons on the part of both the Central and the State Governments. I am happy that the UPA Government has been giving due consideration, and hence, this Bill and others National Waterways. Though it will help in country's total EXIM trade, still the waterways are not being utilized and they remain largely neglected and underdeveloped for want of required infrastructure, namely, fairways, terminals and navigable aids.

The area covered between Kakinada and Chennai along with rivers Godavari and Krishna as Waterway is

970 kms. Out of this, 888 kms. fall in the State of Andhra Pradesh, and 84 kms. in the State of Tamil Nadu. There is a visualization that inland water transport traffic to the tune of 6.42 million tonnes is likely to be carried on the proposed National Waterways after its full development of which the share of Andhra Pradesh is supposed to be more. The total cost involved is only about Rs. 811 crore.

There are 14 terminals that are being planned in this Bill. Out of these 14 terminals, there is only one terminal in my Parliamentary Constituency, namely, Kothapatnam that has been stipulated in this Bill. I will request the hon. Minister to include two more terminals along with Kothapatnam, namely, at Karadu, R. Ramayapatnam and Thummalapatnam near Kavali also.

14.58 hrs.

[SHRI DEVENDRA PRASAD YADAV *in the Chair*]

There is one more important point, namely, that waterways do not provide door-to-door service independently. Therefore, it is necessary that these are connected with rail or road mode for total transport linkages. In my Ongole Parliamentary Constituency, there is a lot of potential in Granite, tobacco, garments, food grains, firewood, etc., and providing connected mode of transport to Buckingham Canal will help a lot. Further, it will help the country in earning more foreign exchange.

In brief, there will be other benefits such as avoiding oil crisis as the historical Metro Railway has proved. It may help a lot in increase of tourism, which is the main factor that I want to state here. Further, its maintenance cost seems to be low as compared to other modes of transport such as Railways, etc.

It will provide an alternative mode of transportation for movement of commodities between ports of Kakinada-Chennai and various hinterland cities, which have a lot of commercial activities. Further, it will facilitate decongestion of roads; fuel saving; provide better environment corridor; ensure better port-hinterland connectivity; generate employment among weaker sections of the society; and increase tourism activities in the Region.

I, therefore, strongly feel that the Bill may be passed so that development of inland waterways is put on the right track, which has remained neglected for quite a long time and necessary funds could be earmarked for the same.

15.00 hrs.

The Inland Waterways Authority of India could make the National Waterways functional fully subject to availability of funds. Any delay will only add to the miseries in the field of transport in the fast moving world and deprive the country in earnings, particularly the foreign exchange. There is a well said proverb that a stitch in time saves nine and, hence, I again impress upon both the Central and the State Governments for an urgent action in this regard.

While strongly supporting this Bill, I conclude my speech.

DR. BABU RAO MEDIYAM (Bhadrachalam): First of all, Sir, I strongly support this Bill. This is a declaration of National Waterway pertaining to Kakinada-Pondicherry stretch of canals and the Kaluvelly Tank, Bhadrachalam-Rajahmundry stretch of River Godavari and Wazirabad-Vijayawada stretch of River Krishna in Andhra Pradesh.

As we all know, water transport, especially the inland water transport, is the cheapest and the most traditional mechanism that our country had. Due to development and the construction of bridges across the Rivers Krishna and Godavari, the road transport developed and as a result, these traditional inland waterway mechanism was overlooked for certain reasons. Of late, anyhow, the Government formed the Inland Waterways Authority of India and I welcome this step. Now, the national inland waterways are to be connected throughout the country.

While supporting this Bill, I wish to raise two or three points. One is, the delta region around these Krishna Godavari Rivers was developed almost 160 years ago during the British times. The present canal system is being used only for irrigation purposes and that too, it is unregulated and ill-maintained. The banks of these canals are eroded because of the uncontrolled flow of water. These canals are now under the control of the Irrigation Department, and the irrigation canals are being maintained and regulated by the Water Users Associations in our State. On this subject, a Bill has been introduced in the State Assembly of Andhra Pradesh. Now, these canals are going to be used for navigational purposes. They have to be widened and there is a lot to be done in this case. I would request the Minister to take necessary action in this regard, especially on the stretch between Bhadrachalam and Rajahmundry. There is a great, mighty River where the private operators are operating boats

and motor-launches. There is a proposal for a great barrage at Polavaram. This has to be linked to the existing canals.

The Irrigation Department is not spending even a pie on these canals. If these canals come under the National Waterways Authority, then what would be the allocation? What is the role of the Water Users Associations? What about the maintenance that is being done now by the State mechanism?

Moreover, the existing terminals on the banks of the River Godavari are in a bad shape and they should be taken care of. If ever this Polavaram Dam project comes up, then most of these present terminals would be submerged or inundated. To regulate everything, you have to explore this Bhadrachalam-Rajahmundry stretch of canal.

So, a lot needs to be done on the legal and financial matters front also. There would be joint operation by the water users associations and the State Government. If ever the Inland Waterways Authority gets involved in this, what would be the role of the State Government and these associations? That should be explained. Anyhow, I strongly support this Bill and I request this to be amended.

श्री आलोक कुमार बेहता (समस्तीपुर): महोदय, आज राष्ट्रीय जलमार्ग विधेयक, 2006 जिसमें नहरों, कालूवेली जलाशय, काकीनाडा-पांडिचेरी खंड, गोदावरी नदी के भद्राचलम-राजामुंदरी खंड और कृष्णा नदी के वजीराबाद-विजयवाड़ा खंड शामिल हैं, पर बोलने के लिए खड़ा हुआ हूँ। इस विधेयक में इन खंडों को राष्ट्रीय जलमार्गों में शामिल करने, उसकी घोषणा करने तथा उनके मेंटिनेंस आदि का भार वहन करने का प्रावधान है। मैं इस विधेयक का पूरा समर्थन करता हूँ।

महोदय, आज जलमार्गों के विकास को एक विकल्प के रूप में बहुत आशा भरी निगाहों से देखा जा सकता है क्योंकि सड़क मार्गों के निर्माण की कॉस्ट बहुत अधिक आती है और उनकी सीमाएं भी हैं। जलमार्ग अपेक्षाकृत सस्ते एवं आम जनता को रोजगार देने वाले माध्यम हैं। गरीबों के लिए उसमें बहुत स्कोप है तथा रोड पर जो प्रेशर है, ट्रैफिक डेंसिटी जिस तरह से बढ़ रही है, उसको घटाने का यह अच्छा माध्यम बन सकता है। जलमार्गों के माध्यम से सामान की भी दुलाई हो सकती है और पब्लिक ट्रांसपोर्ट भी बनाया जा सकता है। इस विधेयक का मैं समर्थन करते हुए यह कहना चाहता हूँ कि इससे पहले 1985 के अधिनियम के हिसाब से राष्ट्रीय जलमार्गों का अधिग्रहण किया

[Shri Alok Kumar Mehta]

गया, उसमें इलाहाबाद से हल्दिया तक के जलमार्ग को राष्ट्रीय जलमार्ग का दर्जा दिया गया था। इस जलमार्ग का एक प्वाइंट पटना में भी है। पटना और बिहार के आस-पास बहुत पोटेशियल है, वहां रोड की स्थिति भी काफी लंबे समय से बहुत अच्छी नहीं रही है। हल्दिया पोर्ट वहां से सबसे नजदीक पड़ता है। यदि इस राष्ट्रीय जलमार्ग को विकसित किया जाए और मेटेन किया जाए तो वहां इसका बहुत स्कोप है। शुरुआत में तो प्वाइंट और पोर्ट जरूर बनाए गए, लेकिन वहां ड्रेजिंग की कमी की वजह से बाधाएं आती रही हैं। इस जलमार्ग को पूरी तरह से क्लियर कराने की आवश्यकता है। इसके माध्यम से वहां से भारी मात्रा में सामान का ट्रांसपोर्टेशन हल्दिया पोर्ट तक हो सकता है। इलाहाबाद से हल्दिया तक जितने भी प्वाइंट्स बनाए गए हैं, उनसे लिफ्टिंग एवं डिलीवरी हो सकती है और वहां से कृषि उत्पाद जैसे सब्जियां, फल, दूध, इत्यादि, जो भारी मात्रा में बर्बाद होते हैं, को रास्ते में पड़ने वाले पश्चिम बंगाल के उन क्षेत्रों तक ले जाया जा सकता है जहां उन पर आधारित उद्योग स्थापित हैं।

इसके साथ-साथ पटना शहर की सारी सड़कों पर ट्रैफिक डेंसिटी इतना ज्यादा है कि एक वैकल्पिक यातायात व्यवस्था के रूप में पानी का जहाज शुरू किया जा सकता है, जो बिहार के लिए बहुत लाभकारी हो सकता है। यह जहाज 25-30 किलोमीटर सड़क के लोड को कम कर सकता है तथा इसके द्वारा सामान भी ढोया जा सकता है। आज पूरे देश में ट्रांसपोर्ट की व्यवस्था यूपीए सरकार द्वारा दुरुस्त की जा रही है, रेलवे में ट्रांसपोर्ट के लिए डैडीकेटेड कोरीडोर बनाये जा रहे हैं, जिसका बहुत भारी असर एफीशिएंसी पर पड़ने वाला है। पहले 15 दिनों में सामान मुम्बई से दिल्ली आया करता था, अब वह सामान एक-दो दिन में ही आ जाएगा और इसमें भाड़ा भी कम लगेगा। इसी तरह से राष्ट्रीय जलमार्ग घोषित करके, उसके मैनटेनेंस, उसके इंफ्रास्ट्रक्चर का भार वहन करके सरकार अच्छा काम करेगी क्योंकि यह काम किसी एक राज्य के बूते की बात नहीं है। ऐसा करके यूपीए की सरकार पूरे देश में यातायात व्यवस्था को दुरुस्त करने की दिशा में एक अच्छा कदम बढ़ा रही है। इसलिए माननीय मंत्री बालू जी को हम अपनी पार्टी की ओर से बहुत-बहुत धन्यवाद देते हैं। राष्ट्रीय जलमार्गों के विकास के साथ ड्रेजिंग भी की जाए तो बाढ़ की समस्या पर कुछ हद तक अंकुश लग सकता है। हमारी बहुत सारी नदियों के तलछट में बालू और मिट्टी का जमाव हो गया है जिसके कारण उनकी जल ग्रहण क्षमता कम होती जा रही है और पानी किनारों को तोड़कर कृषि भूमि में बाढ़ की स्थिति पैदा कर रहा है। इसलिए ड्रेजिंग को भी विकास के एजेंडा में रखा जाए। पूरी नदियों को जोड़ने की बात जब होगी तो यह राष्ट्रीय जलमार्ग आने वाले दिनों में रेल की भूमिका पूरे देश में निभाएंगे।

चाहे पब्लिक ट्रांसपोर्ट का मामला हो या गुड्स ट्रांसपोर्ट का मामला हो, ये राष्ट्रीय जलमार्ग राष्ट्रीय महत्त्व के होंगे। इन्हीं शुभकामनाओं के साथ हम इन दोनों बिलों का समर्थन करते हैं।

SHRI S.K. KHARVENTHAN (Palani): Thank you.

At the outset, I would like to congratulate the hon. Minister Shri T.R. Baalu for piloting these two landmark Bills which are aimed for the development of waterways in the country.

Inland water transport is an economical, fuel-efficient and employment-oriented transport. The role of the Union Government is to regulate shipping and navigation on inland waterways as declared by Parliament, by enacting a law, to be called as the National Waterways. Other than the declared waterways, the remaining is vested with the respective State Governments.

The present Bill paves way to declare Talcher-Dhamra stretch of the Rivers Brahmini-Kharua-Dhamra River System, Geonkhali-Charbatia stretch of the East Coast Canal, Charbatia-Dhamra stretch of the Matai River and Mangalgadi-Pradip stretch of the Mahanadi delta Rivers, as National Waterways. The proposed waterway comprises a length of 623 kms. in the States of West Bengal and Orissa. The present waterway in the above stretches is unsuitable for shipping and navigation.

Hence it is necessary to develop the infrastructure in river – delta portions and canal portions by deepening and widening the bed for safe and convenient shipping operations. In the same manner it is proposed to declare Kakinada – Pondicherry stretch of canals and the Kaluvelly Tank, Bhadrachalam – Rajmundry stretch of river Godavari and Wizirabad – Vijayawada stretch of Krishna National Waterway. The waterway under construction comprises river and canal sections having a total length of 1095 kilometres falling in States of Andhra Pradesh, Tamil Nadu and Puducherry. The estimated cost of development work is Rs. 542 crore.

The proposed infrastructural developments are planned to be completed within few years period in a phased manner. It is too long. Hence I request the hon. Minister to take steps for completing the work as early as possible.

With the policy of economic liberalisation already Government of India has allowed private sectors for port development. So far 15 projects involving private

investment of Rs. 4,242 crore have become operational and five projects are already under implementation. Hence, I request the hon. Minister to allow private participation in shipping in these stretches. It will increase the service as well as employment opportunities for unemployed youths. Furthermore, I would like to bring to the notice of this august House the fact that a shift of just one billion tonne – kilometre of cargo transportation from roads to internal waterway will mean a saving of Rs. 80 crore on account of fuel saving alone and the cost of developing a waterway on an average is Rs. 0.5 crore per kilometre, while that for rail and road it is about Rs. 4 to Rs. 6 crore.

Another important aspect that I would like to bring to the notice of the august House is about oil pollution in the above stretches. Government has to take steps to establish Pollution Prevention Equipment in all terminals to protect and safeguard the river environment. The Ministry also must take steps to provide all necessary facilities for day and night navigation. Furthermore, the Government of India has to provide all assistance to States to develop other waterways in various States. After assumption of office by the UPA Government at the Centre, our hon. Minister Shri Baalu has already allocated Rs. 52.84 crore for 15 States to develop waterways.

There are a large number of waterways available in this country and those are under the control of various State Governments. Government of India must come forward to allocate sufficient funds to the State Governments to develop the waterways for transport and tourism.

Inland Water Transport is one of the oldest and cheapest modes of transport. But unfortunately, we have failed to develop it. Still waterways are not being utilised properly and they remain neglected. Those are underdeveloped because of want of adequate infrastructural facilities for easy navigation. If the Ministry of Shipping is taking a serious view on this subject, then it should and must come forward to allow Joint Venture of private sector participation in this field. The Standing Committee has also recommended Joint venture participation.

The Standing Committee has emphasised on the need to concentrate on Research and Development about the design of vessels and also for night navigation and economically viable routes for development of inland water transport. I would like to humbly request the hon. Minister to concentrate on this point.

The Government should also concentrate on providing proper repair and regular servicing facilities for operating vessels in these waterways. The Standing Committee has categorically recommended to prepare a road map for an integrated transport policy to include inland water transport, coastal shipping, civil aviation, road transport and highways for enabling better inter-connectivity among multiple modes of transport. I am humbly requesting the hon. Minister to consider this aspect.

Sir, finally I would like to quote a few lines from one of our great Tamil poets—Subramaniya Bharathiyar

"Kangai Nadipurathu Kothumai pandam  
Kaveri vetvilaikku Marugolvum."

This means that we can exchange wheat from the river Ganges region to petals growing in the river Kaveri region.

I would like to congratulate the hon. Minister for bringing forward these two landmark Bills and I welcome them.

SHRI KHARABELA SWAIN (Balasore): Sir, from the core of my heart, I thank the hon. Minister, Shri Baalu, for introducing such a Bill. Actually, I was very eagerly waiting since the last Budget Session as to when this Bill would come for discussion so that I will be able to participate in it. It is because it involves my own constituency and there are a lot of prospects attached to my constituency, specifically the East Coast Canal. I am talking about the stretch of Geonkhali and Charbatia passing through West Bengal and Orissa, that is, the district of Balasore from where I come.

During the British rule, this Canal was started and that was the major waterway during that time. No road existed at that time from Kolkata to Balasore. At that time, it was full of forest areas and dacoits and it was not possible to come from Kolkata to Balasore which is hardly 200 kilometres away. It was the waterway or the East Coast Canal which was providing the only means of communication between Kolkata and Balasore from where I come. So, I am very happy that at least the Government is taking up this old project and to renovate the East Coast Canal.

I will just narrate some of the road blocks on the way of implementation of this project so that the hon. Minister will know about them and he may take up certain

[Shri Kharabela Swain]

activities through the Government for a very speedy implementation of this project.

Through you, Sir, I would tell the hon. Minister that nowadays most parts of the East Coast Canal passing through the district of Balasore have been encroached by various people. In some places, there is virtually no sign of any canal because of the shrimp farming which is coming up in the coastal areas. Most of the people who have acquired about half an acre of land have encroached another three to four acres including the stretch through which the Canal is supposed to pass. I shall appeal to the hon. Minister that he should see to it that the land which have been encroached by the land mafia, the people who earn a lot of money through shrimp farming, be recovered by the State Government. Let the State Government take very stringent action with regard to this.

Then I come to the repairment of the embankment. In most places, there is no existence of any embankment now. Those places should be developed. I shall appeal to the hon. Minister, Shri Baalu that if both sides of the embankment could be developed under the Pradhan Mantri Gram Sadak Yojana, it will also provide very quick communication facilities for the people. So, let both the sides of the embankment be developed as Pradhan Mantri Gram Sadak Yojana roads.

Thirdly, this will also provide an embankment for the prevention of floods. If this is developed, then flood water could be prevented from entering into the paddy fields and rural areas. This should be developed and through this Canal, there could be drainage of water. In many places, the farmers have put cross bunds. They have raised many other obstacles. Thus there is no drainage water facilities available. Hence if a canal is dug, it could be drained and a proper drainage water facility could be provided there. That would also save a lot of people and a lot of property being destroyed every year due to flood. I will appeal to the hon. Minister that while dredging this canal, he should also provide for some small bridges across the canal in regular intervals because cattle will cross, because people will be going to their paddy fields for cultivation along with their cattle, bullocks and cows. So, all these things should be provided now in a planned manner. Otherwise, what will happen in future is that whosoever wants to cross it, in front of his village, he will raise some sort of embankment, not a bridge. So, passage of water will be prevented by the people. So, this should be provided in a planned way.

I will appeal to the hon. Minister that he should go for sluice gates in order to prevent the salty water of the sea entering into the paddy fields, which it will destroy. If you have sluice gates with the doors, water entering the area from the sea can be prevented and for drainage of flood water, it could be opened. So, you can provide sluice gates so that it will give a lot of facility to the people.

Lastly, in the Financial Memorandum it has been provided that all these projects cost Rs. 1,526 crore, with a recurring expenditure of Rs. 59 crore annually. It is very good that he has provided this money. From the Statement of Objects and Reasons, I find that there is a paucity of funds with the State Governments. Actually, there is a paucity of fund. Unless the Central Government takes up these projects, the State Governments do not have the required funds to implement such projects, which involve so much of money. So, it is good that he has provided that.

I will appeal to the hon. Minister that he should set a time frame for the completion of these projects. He should fix a time frame by which the projects should be properly implemented. Otherwise, for eternity they will remain on paper and they will not be implemented at all.

With the suggestions of having a time frame, having some bridges, having some sluice gates, repairing the embankments, developing embankments on both the sides under the Prime Minister Gram Sadak Yojana, removing of obstacles and encroachments, I will appeal to the hon. Minister to implement the projects as quickly as possible.

SHRI ADHIR CHOWDHURY (Berhampore, West Bengal): I must appreciate the hon. Minister as he has piloted the most important Bill which will usher in a new era in the inland water transport system. India has already three National Waterways, covering 2,921 kms. They are, Allahabad-Haldia stretch of the Ganga-Bhagirathi-Hooghly river system as National Waterway No.1; Sadiya-Dhubri stretch, 891 kms., of Brahmaputra river as National Waterway No. 2; and Kottapuram-Kollam stretch of West Coast Canal along with Champakkara Canal and Udyogamandal Canal, 205 kms, as National Waterway No.3. Now, we can safely say that we have two more National Waterways. That means we will be enjoying five National Waterways. But we have to have some introspection as to whether by declaring some waterways as National Waterways will serve the desired purpose. India is a country which has been endowed by the nature

of so many rivers. From the time immemorial the day man discovers the magic of floating article, the odyssey of water transport sets in.

Sir, in the histories of Egypt, China and India, we have been observing that our ancient fathers' were also using the water transport as a mode of transportation. Sir, in spite of the huge potentiality that we have in our country, viz., 14,500 kilometres of waterways that we are enjoying in our country, still we are able to exploit a very negligible portion of our waterways.

Sir if you see the water transport in the European countries and even in our neighbouring country Bangladesh, we will find that the Netherlands, the United States, Germany, China and Bangladesh have developed significant inland water transport system. For example, in the Netherland, inland water transport system handles 46 per cent of the nation's inland freight. Bangladesh, which is also a poor country, handles 32 per cent of inland freight. The United States handles 14 per cent and China handles nine per cent. But in our multi-mode transport system, inland water freight is so negligible that the hon. Minister has stated in his introductory speech that inland water transport system enjoys less than one per cent. The fact is that in spite of plenty of potentiality insofar as inland water transport system is concerned, we have grievously failed to exploit the enormous potentiality and the enormous advantages in terms of fuel efficiency, in terms of eco-friendliness and in terms of other aspects.

Sir, first of all, what I propose to the Government is that we should offer some lucrative incentive to the private sector so that they could be drawn to the inland water transport system. Sir, only by the endeavour of the Government, we cannot attain our desired goal and to draw the attention of the private sector, the Government should invest more funds to develop infrastructural facilities in terms of fareways, in terms of navigational aides because most of the waterways are suffering from the shallow and narrow waterways.

Sir, you will be astonished to note that in terms of greater fuel efficiency, it is estimated that one litre of fuel can move 105 tonne kilometre by inland water transport. Whereas the same amount of fuel can move only 85 tonne kilometre by rail and 24 tonne kilometre by road. By air, it is even less. So, even for water transport, to move one tonne of material, we will incur an expenditure of only 29 paise. For road transport, it is one rupee. For rail transport, it is 69 paise.

Our nature has itself done the engineering work for the inland water transport. Therefore, we have the enormous leverage in this sector. The cost of developing inland waterway is 5 to 10 per cent of the cost of developing an equivalent railway or a four-lane express way. Can you imagine that by spending only 5 per cent equivalent to railway, we can develop our waterways?

Insofar as maintenance cost is concerned, the maintenance cost of an inland waterway is only 20 per cent of the maintenance cost of an equivalent road way. Therefore, there is no gainsaying the fact that we are enjoying the potentiality. However, we have failed to exploit the potentiality. We have really landed in great paradox. Therefore, over the years, various forums and various Committees have been proposing to the Government to explore an integrated transport policy including coastal, inland and other mode of transports. Already, the Government has approved the Inland Water Policy. The Government has been offering concession to the State Governments also. As the hon. Minister has already stated in his introduction, the assistance pattern to the State Governments was revised in the year 2002-03. Now, a grant of 100 per cent is provided under the Scheme to the North-Eastern States including Sikkim and that of 90 per cent to the other States for the development of an inland water transport system.

Insofar as the inland water transport system is concerned, we know that the entire State of Assam is prone to flood. The highest river route is available in Assam – more than 4000 k.m. So, if we are able to develop an appropriate inland waterway system in the Assam Region, I think it will act as great benefactor to the entire North-Eastern Region. Furthermore, it will add a new dimension to our Look East Policy also.

We can cover the North-East and West Bengal by the inland water transport system and the entire route could be shortened. It will also entail the growth of trade and commerce. Further, we will be able to go forward in the direction of our Look East Policy provided we are serious enough to develop our inland water transport system.

The three national waterways are there. I would like to know whether we have achieved the target, the goal before commissioning of the other three national waterways. It will indicate whether further declaration of national waterways will be a lip service or will be a real objective of our country.

[Shri Adhir Chowdhury]

Sir, I can produce some cargo data here. In the year 2002-03 the cargo carried was 319.82 tonne kms. In the year 2003-04, it has gone up to 321.17 tonne kms, but in the year 2004-05, it has reduced to 242.23 tonne kms. So, even after declaring three national waterways we are experiencing a decreasing trend of the cargo being handled by them. Therefore, only declaration of national waterways will not suffice the imagination of our people.

Sir, I have a little confusion and I want the hon. Minister to clear my confusion. With regard to Kakinada-Pondicherry Stretch of Canal, in the Financial Memorandum it is mentioned that it is estimated that the expenditure with respect to the said development will be of the order of Rs. 542 crore which will be of a non-recurring nature and expenditure of recurring nature will be of the order of Rs. 11 crore for maintenance of waterways and terminals. Here it is also stated that it has been visualised that inland water transport traffic to the tune of 6.42 million tonnes is likely to be carried on the proposed national waterway after its full development by the year 2011-12. But in the other Financial Memorandum pertaining to Geonkhali-Charbatia Stretch of East Coast Canal, it is mentioned that it is visualised that inland water transport traffic to the tune of 18.07 million tonnes is likely to be carried on the proposed national waterway after its full development by the year 2016-17. It is further mentioned that it is estimated that the expenditure with respect to the said development will be of the order of Rs. 1,526 crore which will be of a non-recurring nature.

So, I would like to know from the hon. Minister whether this amount of Rs. 1,526 crore is the consolidated amount for both the national waterways or this amount pertains only to Geonkhali-Charbatia Stretch of East Coast Canal and the other amount of Rs. 542 crore pertains to Kakinada-Pondicherry Stretch of Canal because if we add both these amounts together, it comes to a huge amount of Rs. 2,068 crore.

I once again appreciate our Government for bringing this Bill because this UPA Government has taken a special interest in giving emphasis to the development of inland water transport system because, as we know, that when the economy is growing, when trade and commerce in our country are increasing, naturally we are facing a severe constraint in our existing modes of transport. So, we need other avenues of transport and in this regard,

I think, inland waterways could be an ideal mode of transport in our country. I hope that under the Ministry of the hon. Minister Baaluji we will be able to carve out a niche in the inland water transport sector so that we can, at least, match our poor neighbouring country Bangladesh.

With these words, I appreciate our hon. Minister for bringing this Bill.

**श्री भानुप्रताप सिंह वर्मा (जालौन):** सभापति महोदय, मैं राष्ट्रीय जलमार्ग विधेयक, 2006 का समर्थन करता हूँ। हमारे लोक सभा संसदीय क्षेत्र से लगे हुए क्षेत्र में कालपीनगर है, वहां ब्रिटिश सरकार के समय में कोलकाता के लिए माल ढोया जाता था। साथ ही हमारी यमुना नदी है, जो दिल्ली से आगरा, इटावा, औरैया और कालपी होते हुए जाती है। कालपी में एक बहुत बड़ा स्टेशन और बंदरगाह था, वहां हमारे बुंदेलखंड का सारा माल, चाहे हमीरपुर, जालौन या इटावा हो, हर जगह का सामान वहां इकट्ठा करके कोलकाता के लिए जाता था। ब्रिटिश सरकार के बाद जब देश स्वतंत्र हुआ तो उसके बाद भी यह जलमार्ग प्रयोग होता रहा, लेकिन अब यह मार्ग बंद हो गया है।

सभापति महोदय, आज की स्थिति में हम लोग देखते हैं कि रोड के द्वारा माल भेजने का खर्च सबसे ज्यादा है। हमें जब कोई खाद्य पदार्थ रेल द्वारा कोलकाता भेजना हो तो हम लोगों को रेलवे की बोगियां प्राप्त नहीं होती हैं, उस दृष्टिकोण से हमारा जो बुंदेलखंड और आसपास के क्षेत्रों का माल है, वह कोलकाता तथा अन्य जगहों पर नहीं पहुंच पाता है। हम चाहते हैं कि जो जलमार्ग पूर्व में यमुना नदी में था, उसे पुनः बनाया जाए और जो कालपी नगर में बंदरगाह था, उसे भी वहां बनाया जाए, जिससे वहां के क्षेत्रवासियों को रोजगार मिल सके और बेरोजगार युवकों को अपने जीवनयापन का साधन प्राप्त हो सके, क्योंकि जलमार्ग ही एक सबसे सस्ता परिवहन है। हम चाहते हैं कि इसमें चिन्ता की जाए और इसमें कुछ न कुछ कार्य किया जाए, जिससे हम लोग यमुना नदी से माल ढो कर कोलकाता तक और उसके अलावा उससे आगे भी ले जा सकें ताकि हमारे क्षेत्रवासियों को कम पैसों में इस जलमार्ग की सुविधा प्राप्त हो सके। इन्हीं शब्दों के साथ मैं इस विधेयक का समर्थन करता हूँ।

**SHRI SURESH PRABHAKAR PRABHU (Rajapur):**  
Thank you Sir. The Bill that is now being discussed in the Parliament is to create a National Waterways Authority. I would just like to remind the House that when India was fighting the first war of Independence way back in 1857, and which has celebrated the 158th Anniversary of

that great event, that time, the East India Company, which was headquartered in Calcutta and our fight for independence was started in Kanpur, rushed the army to fight and quell that war by bringing soldiers through the waterways from East to the North.

In fact, for a long-long time, the entire merchandise, the entire trade routes were passing through these great rivers of India. Therefore, the waterways are not something new that we are innovating now. They are always being there for a long time. But, unfortunately, due to sheer neglect, due to callous negligence, we could not use them as effectively as we would have in the last so many years.

Unfortunately, we neglected it and we are paying a price for it. We developed roads, instead which is causing air pollution in the country. We developed railways which went through one of the best forests of the country. It was the first forest policy of India which was done during the British time. But there was an anti-forest policy which cut a forest down, created tea estates and also created, so called, infrastructure by building railway network.

But I am very happy that now we are going back to the basics. We are now going back to where we really started and we are now trying to create waterways for the country. We think it is environment-friendly. It will be cost-effective. It will have the least incremental cost in terms of operation. It will go through the areas which are otherwise very land-locked. They do not have a sea that other have; therefore they really cannot prosper and progress as much as the coastal areas could. Therefore, this is a very welcome thing that the Minister is trying to do.

I would like to only request the Minister that unfortunately in the Government of India, this particular subject is dealt by the Ministry of Shipping. Then there are several other Ministries. The Ministry of Water Resources deals with water; then the Power Ministry deals with water to generate hydroelectricity; then there is the Agriculture Ministry which deals with water to find out how we can create irrigation; then there is Ministry of Rural Development which is trying to provide drinking water to the rural areas; then there is the Ministry of Urban Development which is trying to provide drinking water to the urban areas; then there is the Ministry of Environment and Forests which is dealing with water

issues in terms of quality; and then there is Ministry of Health which deals with water through hygiene as an issue. Of course, there is the Planning Commission; and there is also the Ministry of Science and Technology which deal with water. There is also the Ministry of Atomic Energy which deals with isotopes technology to deal with water. So there several Ministries dealing with water. Our concern is that water is the same source. The Ministry of Shipping is now going to deal with one aspect of that.

So, when we are developing waterways, I only hope and wish and really expect that the Ministry of Shipping will take into account the overall needs of the water sector in the country as a whole while planning this. Otherwise, I am sure, it will happen as it happens in the roads of several cities of India. There is a cable which is laid down by the telephone company. So they dig the road. Later on, somebody else comes and says: "Now I am laying my electric cable." So they dig the road again. When there is a third agency which comes, now they want to renovate the roads, therefore they dig the road again. Therefore the same roads are being abused, raped several times by several agencies. I hope, the waterways will not be meeting the same fate. I hope, you will be integrating all the requirements of all the water resource Ministries, all the water related sectors and try to construct the waterways in a manner that will meet the requirement of all. In fact, Sir, worldwide, we accept the concept of integrated water resource management. We also accept the concept of dealing with multipurpose projects. Therefore, I hope that while integrating this, you will also be taking on board all the relevant concerned.

We recently had a very big flood in the home State of our hon. Chairman. He had a big problem. Kosi was really ruthless and killed so many of our people. Floods have become common phenomena in India. At the same time, some other parts of the country are constantly facing drought. This is a golden opportunity; when the Minister is trying to create waterways for the country, why does he not also integrate the drought and famine phenomena which happens all the time? Should we think about integrating all the concerned that India has got into dealing with this? I hope you do that. Otherwise, we will construct waterways, and I am going to come as a separate Minister and then I tell you I want to do this because this is not dealing with my requirement. So, please ensure that and go ahead with this. All the best to you. I support this Bill.



श्री गिरिधर गमांग (कोरापुट): सभापति जी, मैं दोनों बिलों का समर्थन इसलिए कर रहा हूँ, क्योंकि 22 साल के बाद ऐसे बिल आये हैं। ये बिल जो आये हैं, ये 1985 में आने थे, क्योंकि उस समय हमारे एक दोस्त मि. अराकल चेयरमैन थे, उन्होंने एंटायर कंट्री की सारी रीवर्स, वैलीज और इनलैंड वायरवेज की स्टडी की थी। उनकी रिपोर्ट के मुताबिक 1985 में जो तीन बिल बन गये, उनमें से एक नेशनल इनलैंड वायरवेज का जो बिल है, उड़ीसा में वह उसी समय बनना था, लेकिन नहीं बन पाया। फिर वे चिल्का लेक गए। जितनी रिवर्स हैं, उनकी उन्होंने छानबीन की। जिस तरह का डेवलपमेंट टैंपो बढ़ रहा है, उसमें यह जस्टीफाई कर रहा है कि चार्जबल है। एक तो यह टेक्निकली वायबल है, फाइनेंशियली डेफेनेटली फीजिबल होता है और सोशियली भी एक्सेटेबल है, क्योंकि इकॉनामिक डेवलपमेंट इसके साथ है।

मैं दोनों बिलों का समर्थन इसलिए करता हूँ, क्योंकि गोदावरी नदी में मेरे एरिया से पानी आता है, इसमें दोनों का लिंक होगा। ऐसा करके जहां-जहां रिवर है, जहां वायबल फीजिबल होगा। सब रिवर को तो नेशनल वाटर वे नहीं बना सकते, लेकिन जहां-जहां एगिजस्टिंग है, उसको भी बनाएंगे, उसको छोड़कर जो तीन आलरेडी हैं, उसमें हमें एक्सपीरिएंस है कि किस ढंग से बनाना है, किस ढंग से करना है, उसी को मद्देनजर रखते हुए, दोनों बिल पास करके हम नेशनल वाटर वे करेंगे, तो मैं समझता हूँ कि इकॉनामिक डेवलपमेंट होगा और इसके साथ-साथ ट्रांसपोर्ट का जो कंपटीशन आ गया है, जो इंडिया में पहले नहीं था, अब एक्सेप्ट कम्युनिकेशन नेटवर्क कंपटीटिव मार्केट हो गया है, उसमें आपका नेटवर्क इंडियन इनलैंड वाटर-वे जरूर नया जीवन देगा।

उड़ीसा में जो नदियां हैं, वे कभी सूख जाती हैं और कभी उनमें पानी भर जाता है। पानी में तो आप स्टीमर चला सकते हैं या बोट चला सकते हैं, लेकिन जिस नदी में पानी है ही नहीं, उसमें आप क्या करेंगे? इसलिए लिंकेज इस ढंग से हो कि यह मल्टीलेवल एप्रोच हो, इंटीग्रेटेड टाइप आफ डेवलपमेंट एप्रोच हो। हम इनीशिएट करते हैं। आप उसे इंप्लीमेंट लेवल पर इंटीग्रेट करिए, लेकिन एजीक्यूटिव लेवल पर जब फिर फर्दर इंटीग्रेट नहीं करेंगे, क्योंकि इंप्लीमेंटेशन और एजीक्यूशन दोनों अलग-अलग चीज हैं।

Implementation will be done through a regulation, and water formation will be done by the Government of India at your level or at whichever level you have but the executing agency is entirely different. Sir, execution will be done in the field but the file will be only for implementing the policy framework. How will you integrate these two?

The State Government is definitely coming into the picture. There should be integration between your Department and the Department of the concerned State Government. These two Departments will have to be integrated, not financially, but in respect of other aspects the Central Government will have to take the support of the State Government.

With these words, I support both these two Bills.

SHRI BIKRAM KESHARI DEO (Kalahandi):  
Wholeheartedly. ...*(Interruptions)*

SHRI GIRIDHAR GAMANG: Heart is one but 'whole' is somewhere. ...*(Interruptions)*

Sir, after 22 years, we could now declare these two rivers as national waterways. Thank you.

SHRI BIKRAM KESHARI DEO: Mr. Chairman, Sir, I completely support the Bill which has been piloted by the hon. Minister of Shipping and welcome it because this will integrate the entire rivers with one another, and it will be a direct link.

A Report on Inter-linking of Rivers Project was laid on the Table of the House yesterday, and inter-linking of rivers will definitely encourage the Inland Waterways Authority to function in a much better manner. Therefore, Sir, this Bill is a very important Bill. As the States do not have resources to develop inland waterways, it is high time that the Centre is now concentrating on developing these waterways. Economically it is a very viable project. By transportation through rivers, you save a lot of fuel. You do not have to depend on fuel and now there is a huge cost of a barrel of oil. You can use the flow of water for transportation of goods.

Also the Inland Waterways can be developed. The Government has rightly taken a decision to develop an Inland Waterway and also to declare Talcher-Dhamra stretch of Brahmani-Kharsua. The spelling of 'Kharsua' is wrong.

16.00 hrs.

It is written Kharsua. It should be Kharasrota. Kharasrota-Dhamra river project was started during the British days, pre-Independence days. So, whatever waterways were developed then, they were for the movement of troops from Fort William to North India and

to North-West Frontiers. It was basically a strategic want of the British Empire then to develop railway network, canal network and transportation and communication network to control and to administer the country. But our Government after Independence—I thank the Minister again—after 22 years, has woken up to develop inland waterways.

There has been a long standing demand in the State of Orissa that an Inland Waterways Regional Office should be opened because Mahanadi delta is a massive delta and it is one of the biggest fresh water sources in the country and where you get the best fish, seafood, namely brackish prawns and tiger prawns. This will also enhance export and import activities. Besides that, as Orissa is prone to natural disasters like super cyclone and Tsunami, this East Coast Canal, which we are developing now, will have a deterrent effect on storms and Tsunamis, and it will be a mode of transport to the entire interior Orissa.

It is because during pre-Independence, we were controlled by Fort William. That was the Capital of the East India Company. It is only after 1857, the Capital was shifted to Delhi, and then the Governor-General became Viceroy.

Therefore, this Bill is a welcome Bill. But here, through you, I would like to know this from the Minister. After Independence, so many big water bodies, infrastructures and big dams have come up like Bhakra Nangal dam, the Upper Indravati Project in Kalahandi, the Hirakud dam. It is because of the formation of these dams and impounding the water, thousands of villages on the other side of the reservoir face problems. It is creating problems for the people to deliver goods under PDS, to carry out health-related activities, development activities, and for transportation of people.

For example, in my constituency, Upper Indravati project is there. It is a huge inland water reservoir covering 110 square kilometres. The water body is of 110 square kilometres with four dams and eight dykes. There are about 72 villages on the other side of the reservoir. So, to reach those 6-7 Panchayats, we have to take a detour of nearly 100 kilometres and a lot of country boats have capsized and there is loss of life. But if the waterway is there, if the boat is there or some type of ferry service is there or if the inland authority is active, these could reach them hardly, say, in one hour. That will be straight across the reservoir. It will be within 25 to 30 kilometres. But now we have to take a detour of

more than 120 kilometres. We have to pass through hon. Member, Shri Giridhar Gamang's constituency to deliver PDS goods in Kalahandi. From his constituency, the PDS comes. So, I would request the hon. Minister, through you, that Inland Authority should be created for these big reservoirs for movement of PDS goods and for taking up other Government related activities.

So, with these words, I thank you very much. I hope the hon. Minister will consider creating an Inland Authority for reservoirs also.

कुंवर मानचन्द्र सिंह (मधुरा): सभापति महोदय, मैं आज ट्रांसपोर्ट एंड वाटर रिसोर्सेज मंत्री माननीय श्री टी.आर. बालू के इस बिल का हृदय से स्वागत करता हूँ। शायद मैं समझता हूँ कि स्वतंत्र भारत के बाद पहली बार यह विचार बिल के रूप में इस सदन में रखा गया है जोकि वाकई स्वागत योग्य है और इससे बहुत लाभ होंगे।

जैसे हमारे अभी पूर्व मंत्री और हमारे साथी, लोक सभा सदस्य मिस्टर प्रभु कह रहे थे कि बिफोर इंडीपेंडेन्स जब ईस्ट इंडिया कम्पनी भारतवर्ष आई, तब उन्होंने इस जलमार्ग की शुरुआत की और ईस्ट से व्हेस्ट तक इसका प्रारंभ किया। मगर शनै:शनै: उसके बाद इस पर ज्यादा विचार नहीं किया गया, इसे आगे नहीं बढ़ाया गया इसलिए इससे कई नुकसान हुए। एक से धीरे-धीरे पापुलेशन प्रेशर बढ़ा, जिसकी वजह से जो मुख्य नदियाँ थीं, उनमें पानी की शनै:-शनै: कमी होती चली गयी। उसके अलावा जो आज आपने विचार रखा है और इस प्रोजेक्ट के लिए जैसा हमें प्रावधान रखा है:

"The development of the rivers and canals along with provision of infrastructural facilities for purposes of shipping and navigation to handle the above-mentioned traffic includes development of the waterway for navigation, channel marking, construction of terminals, transit sheds, installation of handling equipment, etc. It is estimated that the expenditure with respect to the said development will be of the order of Rs. 1,526 crore which will be of a non-recurring nature.

2. In addition, it is estimated that an expenditure of recurring of the order of Rs. 50 crore annually will be incurred for operating the waterway and terminals."

इसके लिए मैं आपको बधाई देता हूँ कि आपने इस प्रोजेक्ट की इतने पैसे से शुरुआत की। मगर आवश्यकता है कि हमारे देश में

[Kunwar Manvendra Singh]

जो और नदियां हैं, उनमें भी हम इसे धीरे-धीरे लागू करें। मैं जिस क्षेत्र से आता हूँ, हमारी राजधानी दिल्ली में यमुना नदी बहती है। मथुरा, जहां से मैं आता हूँ, वह भगवान राधा-कृष्ण की जन्मस्थली, क्रीडास्थली और प्रेमस्थली है। यह शास्त्रोक्त है कि यमुना जी भगवान कृष्ण की जो आठ पटरानियां थीं, उनमें से एक पटरानी है। उसका एक बड़ा महत्व है और साथ ही अगर हम देखें, यहां पर अभी पिछले दिनों में टीवी देख रहा था कि यमुना नदी की सफाई के लिए और उसके पानी की विधिवत् व्यवस्था के लिए करीब एक हजार करोड़ रुपये का प्रावधान किया गया था। मगर देखकर दुःख हुआ कि एक हजार करोड़ रुपया खर्च करने के बावजूद सीवरेज वाटर उसमें उसी रफ्तार से आ रहा है।

सभापति जी, मैं आपके माध्यम से माननीय मंत्री जी का ध्यान इस ओर आकृष्ट करना चाहूंगा कि दिल्ली में बढ़ती हुई पापुलेशन के लिए हम यमुना नदी का अधिकतर पानी पीने की सफाई, वाटर सफाई में लेते हैं। उसके अलावा जो पानी बचता है, उसे हम इरीगेशन के लिए लेते हैं। अगर हम देखें, तो सारा सीवरेज वाटर यमुना में, उसके साथ-साथ जितने भी शहर हैं जैसे हरियाणा, मथुरा, आगरा का सारा इंडस्ट्रियल डिस्चार्ज यमुना नदी में जाता है। गाजियाबाद आदि अन्य जितने भी इंडस्ट्रियल टाउन्स हैं, वे बढ़ते जा रहे हैं। सारा गंदा पानी, इंडस्ट्रियल डिस्चार्ज आदि सब उसमें जाता है। मथुरा एक धार्मिक स्थान है।

महोदय, मुझे याद है कि स्वर्गीय राजीव जी के जमाने में नदियों की सफाई की एक योजना ली गयी थी, जिसमें फर्स्ट फेज में यमुना की सफाई होनी थी, लेकिन उस योजना पर कोई विशेष ध्यान नहीं दिया गया है। आज यमुना की स्थिति है कि लोग जहां पर आचमन करते हैं, वहां आचमन करने से जल उठाने पर उनके हाथ में गंदगी आ जाती है। वहां नदी के किनारे खड़ा होना मुश्किल हो जाता है। जो करोड़ों यात्री वहां धार्मिक आस्था लेकर आते हैं, उनकी आस्था से खिलवाड़ होता हुआ देखकर बेहद दुख होता है। जब वे आचमन के लिए पानी उठाते हैं तो सीवेज की फिल्टर ही उनके हाथ में आती है। मेरे कहने का तात्पर्य यह है कि आपने जो शुरुआत की है, वह आगे चलकर एक मील का पत्थर बनेगी, इसमें कोई दो राय नहीं है। अगर हम यमुना जी की स्थिति देखें तो आप वहां से ट्रांसपोर्ट शुरू कर सकते हैं जिसमें पैसेंजर ट्रांसपोर्ट भी शामिल है। The motion itself reads:

“... to provide for the regulation and development of the said stretch of the rivers and the canals for the purpose of shipping and navigation on the said waterway and for matters connected therewith or incidental thereto.... ”

इस तरह आप इसे शिपिंग के द्वारा, मोटर बोट्स के द्वारा टूरिस्ट-वे भी बना सकते हैं। अगर आप दिल्ली से आगरा के लिए पैसेंजर ट्रांसपोर्ट शुरू करें, तो जो लाखों टूरिस्ट आगरा, मथुरा और दिल्ली आते हैं, उनके लिए बहुत सुन्दर वाटरवे डेवलप कर सकते हैं। यह टूरिज्म की दृष्टि से भी बहुत लाभकारी होगा और उसके साथ ही हम यमुना नदी में सफाई और सुन्दरता भी ला सकते हैं। इसके अलावा अगर हम अन्य नदियों की बात करें, तो नदियों को जोड़ने की योजना बनी है। नदियों को आपस में जोड़ने की आवश्यकता है क्योंकि इससे नदियों में पानी बढ़ेगा। सभापति महोदय, आपके प्रदेश बिहार में हम देखते हैं कि बाढ़ का इतना ताण्डव हुआ। अगर नदियों को जोड़ा जाए, जगह-जगह पर डैम बनाए जाएं, पानी को रोकने की व्यवस्था की जाए, उस पानी को व्यवस्थित करने की बात हो, नदियों में जमा होने वाले सिल्ट की सफाई की व्यवस्था हो, ट्रांसपोर्ट की व्यवस्था हो, तो इस स्थिति में बहुत सुधार हो सकता है। हर साल बाढ़ से जो करोड़ों रुपये का नुकसान होता है, हजारों लोगों को अपनी जान गंवानी पड़ती है, उससे बचा जा सकेगा और एक सुन्दर वातावरण हम दे सकेंगे। इसके साथ ही जब नदियों पर डैम बनेंगे तो उसके माध्यम से हम हाइड्रो पावर जेनरेट कर सकेंगे, इरीगेशन फैसिलिटीज इम्पूव कर सकेंगे, उसमें फ्लड रोकने का इंतजाम कर सकेंगे, प्रदूषण मुक्त पर्यावरण दे सकेंगे, कम लागत वाला सस्ता ट्रांसपोर्ट दे सकेंगे और रोड्स पर जो प्रेशर है, उसमें कमी ला सकेंगे। अगर हम आज हाईवेज की स्थिति देखें, तो वहां इतने ट्रक्स और दूसरे वाहन होते हैं कि निकलना मुश्किल हो जाता है। इस तरह से जलमार्गों के माध्यम से रोड पर बोझ कम होगा। इसके साथ नदियों के किनारे स्थित रिमोट एरियाज में, इन योजनाओं के माध्यम से नए उद्योग स्थापित किए जा सकते हैं। इसके माध्यम से कृषि की पैदावार को ट्रांसपोर्ट के माध्यम से नया आयाम दे सकेंगे, वहां इंडस्ट्रियल टाउन्स बनेंगे, वहां इम्प्लायमेंट मिलेगा, वहां का डेवलपमेंट होगा, वहां पर पैसेंजर और टूरिस्ट्स ट्रांसपोर्ट बढ़ेगा। इसके अलावा पीने के पानी के साधन, सिंचाई के साधन बढ़ेंगे, सीवेज की बेहतर व्यवस्था होगी जिससे हम नदियों की सफाई और ट्रांसपोर्ट की व्यवस्था के द्वारा कई साधन वहां जुटा सकेंगे। मैं वहां केवल यमुना नदी की बात नहीं करता हूँ, मैं कहना चाहता हूँ कि भारतवर्ष में नदियों के लिए हमें एक विस्तृत योजना बनानी चाहिए, जो नदियां हैं, उनको जोड़कर इस तरह के साधन जुटाने चाहिए। आज बढ़ती हुई आबादी के प्रेशर की वजह से हमारे हाईवेज पर जो प्रेशर बढ़ता जा रहा है, उससे राहत मिल सकेगी। हम शिपिंग, बोट्स आदि के माध्यम से तमाम साधन उपलब्ध करा सकेंगे। इसके अलावा, इस व्यवस्था के द्वारा एक अच्छा वातावरण मिलेगा और हम नदियों को सुरक्षित रख सकेंगे। नदियों के किनारे जो टूटते जा रहे हैं और जरा से पानी आने से किसानों की खेती बर्बाद होती है, उसे हम रोक सकेंगे और एक अच्छी सुरक्षादायी व्यवस्था हम नदियों की कर सकेंगे।

मैं इन्हीं शब्दों के साथ माननीय मंत्री जी को धन्यवाद देता हूँ। माननीय मंत्री जी ने एक अच्छी शुरुआत की है और आने वाले समय में, हमारे देश में नदियों के द्वारा एक अच्छी व्यवस्था हो सकेगी।

श्री लक्ष्मण सिंह (राजगढ़): सभापति महोदय, बहुत अच्छे सुझाव दिये गये हैं। मुझे केवल दो बातें कहनी हैं। मैं आपके माध्यम से माननीय मंत्री जी से कहना चाहता हूँ कि आपने जो अर्थोरीटी बनाई, उसके लिए आप बधाई के पात्र हैं लेकिन हम यह आशा करते हैं कि सारे देश में इसके विकास की जो संभावनाएं हैं, उन्हें आप कंसीडर करेंगे। आजकल क्षेत्रीय भावनाएं बहुत उठ रही हैं, उन भावनाओं से ऊपर उठकर आप राष्ट्रीय भावना से काम करेंगे, इसकी हम आशा करते हैं। उत्तर भारत में भी बहुत सारी संभावनाएं हैं। पंजाब का नाम पंजाब क्यों पड़ा, क्योंकि पंजाब पांच नदियों से मिलकर बना। वहां की संभावनाएं क्या हैं, उनका अध्ययन करें। पूर्वोत्तर राज्य हैं और एक नदी, जिसका नाम चंबल नदी है, जो बहुत महत्वपूर्ण है। यह 12 महीने बहने वाली नदी है, बहुत बड़ी नदी है और लिफ्टिंग प्रोजेक्ट में भी इसे सम्मिलित किया गया है और उत्तर प्रदेश, मध्य प्रदेश और राजस्थान में यह मुख्यतः बहती है। इन प्रदेशों के जो क्षेत्र चंबल नदी के किनारे हैं ये दस्यु-पीड़ित क्षेत्र हैं। The problem of dacoits is immense in these three States along this river. There are areas in Uttar Pradesh like Itawa; in Madhya Pradesh like Bhind; and in Rajasthan like Bhara where people cannot venture out onto the roads after 7 o'clock because they fear that they might get kidnapped. This is the kind of fear that is there.

These Governments have eliminated the dacoits, and the State Governments are spending a lot of money on the anti-dacoit operations, but if you develop waterways along these three States and link these three States with waterways, then you will be able to curb the problem of dacoits to quite an extent. Of course, there will be very cheaper mode of transport also available for us. यह मेरा सुझाव है और मैं इसका समर्थन करता हूँ।

SHRI T.R. BAALU: Sir, first of all, I would like to thank all the 17 hon. Members who have deliberated in this discussion. I really believe that it was thought-provoking and inspiring. Definitely, all the deliberations that have been made by them are a matter of great guidance for me. I once again thank all the Members of Parliament who have taken part in this deliberation.

Since time immemorial, inland waterways transport has served as cheap and economic means of transport.

But the advent of road transport, rail transport, and air transport — which are much faster — are the causes for neglect of waterways transport. But at the same time, I would like to draw the attention of the august House to the fact that water transport on the rivers of Danube, Thames, Volga and Nile are the most important waterways transport available throughout the world.

The transport system in each and every river, wherever you go and witness, is not only luxurious, but also worth appreciating. They see travel in these waterways as luxurious and they feel comfortable. Cutting across age groups, people travel for pleasure. At the same time, they are using this waterway transport as they are conscious of the issue of environment. This type of waterway transport is economical, there is no pollution in the particular waterway system, it is cheaper and it provides a lot of employment opportunities to the needy.

We are having three declared waterways and here I would like to draw the attention of the Members of the august House to National Waterways 1, 2 and 3. As you know, Allahabad-Haldia is Waterway No. 1; Sadiya-Dhubri is Waterway No. 2, and Kollam-Kottappuram is Waterway No. 3. In all these three waterways, we could not achieve much success, and I agree with you on this. Many of my friends pointed this out and it is a very good criticism. From 1985 onwards, whichever Government was in power, whether it is 'x' Government or 'y' Government, those Governments have not given the necessary attention towards this waterway system. The waterway transport has not developed to the extent other countries have developed it. It is a fact and I agree with you. However, for the past two or three decades, successive Governments have not given required attention to this system. Various Governments may be responsible for it, but I do not want to dwell upon which political system or who was responsible for this.

After the UPA Government came to power, you must appreciate what we have done in the past four years. When I took charge of this particular Department, I felt sorry. When I reviewed the matter for the first time, the same remarks which you are making now, I have made those remarks at that point of time and asked the officers in-charge as to why they had not done anything till then. They tried to give the reasons, like paucity of funds and so many other reasons. I would like to draw the attention of the august House to what we have done to develop inland waterways during the UPA period. A revised action plan for making the existing three national waterways

[Shri T.R. Baalu]

fully operational has been drawn and the three waterways will be functional from 2010 onwards. The revised action plan has been drawn; and funds have been provided to the extent of Rs. 961.64 crore. Investment of approximately Rs. 415 crore has been made between 2004 and 2008. In the past four years, we have made an investment of Rs. 415 crore. Seven terminals on National Waterway No. 3 at a cost of Rs. 10.32 crore have been constructed and commissioned. Low level jetty of a new fixed terminal capable of handling containers was constructed at Patna on National Waterway No. 1, and high level jetty at Patna has been sanctioned. Low level jetty at Pandu, Guwahati, on National Waterway No. 2 is nearing completion, and a high level jetty at Pandu on National Waterway No. 2 is under construction along with container handling cranes. To facilitate mechanical handling at various floating terminals, floating cranes and shore cranes have been provided.

Night navigation facilities have been installed in about 364 kilometres on National Waterway-1; 255 kilometres on National Waterway-2; and 100 kilometres on National Waterway-3. Projects for providing state of the art 24-hour navigational aids on three National Waterways have been sanctioned and are under implementation. Acquisition of six cutter section dredgers, six work boats, and six accommodation boats for carrying out dredging operations on National Waterway-1 and National Waterway-2 have been sanctioned and orders have been placed for their construction. Approval for setting up of six joint venture projects is on the anvil.

16.27 hrs.

[MR. DEPUTY SPEAKER *in the Chair*]

Sir, I will now take up the points made by my friends who have deliberated upon the Bill for the past about two and half hours. Mr. Dharmendra Pradhan has appreciated the Bill. He said that adequate water should be ensured in Brahmani for the remaining eight months; that environmental aspects should be taken care of; that fishermen's interests should be taken care of; and that allocation by the Planning Commission should be made. I would like to say that accumulation of water will be ensured by constructing five barrages in that particular area. Environmental studies will be made. I do not anticipate any problem as far as fishermen are concerned. The Planning Commission has already concurred for the entire proposal.

Hon. Member Shri K.S. Rao has appreciated the Bill. He specifically mentioned that irrigation should not be affected. In reply to this I can only say that we will definitely take care not to disturb it. He also said that inter-State waterways should be made national property to avoid wastage of water. It should not affect the people's living next to the waterway, he said. We will definitely ensure that nobody staying nearby would be disturbed. Whatever social problems are there, we will definitely consult the State Government and do something good without disturbing anybody. On irrigation and interests of the people living along the area, we will definitely consult the State Governments and do the needful. As far as implementation plans are concerned, they have already been drawn and clearances have been obtained from the Planning Commission and the Finance Ministry.

Hon. Member Laxman Seth has appreciated the Bill and suggested that Allahabad-Haldia river should be used properly, that we should compel the public sector to use inland water transport in view of the present congestion on the road. Sir, we cannot compel the public sector to a very great extent. Definitely, we will persuade them to abide by whatever my friend has said. We have provided Rs.404 crore to the Action Plan which has been drawn to make Allahabad-Haldia fully functional by 2010. Local irrigation interests will be taken care of. Funds would be made available in consultation with the Planning Commission and the Ministry of Finance.

Mr. Ganesh Prasad Singh has supported the Bill and stated that this is a cheaper mode of transport beneficial for the poor. I definitely concur with his views. Shri Mahtab has deliberated and supported the Bill. He has mentioned about the roadmap for the Integrated Transport Policy and appointment of consultant for Techno-Economic Feasibility Study. We are giving priority to inland waterways transport and a revised action plan for making three National Waterways fully operational by 2010 has been drawn and a sum of Rs. 916 crore has been identified. We have already invested about Rs. 415 crore between 2004 and 2008. We have already done the Techno-Economic Feasibility Study; DPRs are being prepared.

Waterways is a part of multi-model transport and the idea given by Shri Mahtab is very good and it is for the concerned Departments to see that a comprehensive Bill is brought before the august House. My friend, Shri Sreenivasulu Reddy *Garu* of Congress has mentioned about better transport with port connectivity and that

potential waterways has not been explored and remained neglected. I concur with his remarks. It is partially a fact. Definitely, the Ministry would take note of his suggestions. Dr. Babu Rao has supported the Bill. He has mentioned about bringing in a Bill to convert irrigation canals to waterways in Andhra Pradesh. He has also mentioned about boats by private operators; role of water users association, existing terminals should be considered, etc. the Ministry would take care of all the aspects he has raised. The DPRs which are under preparation would take care of terminal construction, etc.

Shri Alok Kumar Mehta of RJD has supported the Bill and he has mentioned as to what we have done for the past 23 years. I concur with his views and appreciate. Whatever he has said is correct but I would say that we would correct ourselves in course of time and corrective measures have already been taken. Definitely, we would see that all his suggestions are kept in mind. Shri Kharventhan has supported the Bill. He has mentioned that the Government should come forward to attract the private investment. The Private Public Participation mode, which has already been in existence for the past four or five years, would be taken note of.

My friend, Shri Kharabela Swain has stated about the problem of encroachment in the area of Balasore. He also mentioned about shrimp farming and that so much obstruction would be there and how we would be able to manage. These things are dealt with utmost care; we should be more responsible because all the poor people who are staying around on the banks or river or near the waterways will have to be not only handled very carefully, it is also a social problem. These social problems will be handled only after providing alternative arrangements. For that, I seek your guidance; and also seek the support of the State Government.

Shri Adhir Chowdhury has supported the Bill. He has mentioned in his deliberations that we should offer lucrative incentives to private sector waterways. He is correct, Sir. Out of 14,500 kms., only negligible portion has been declared as waterways. Once again, he is correct. He has mentioned that there should be an Integrated Water Transport Policy, about which I have already answered. He is correct on this too. Definitely, we would come forward with an Integrated Water Transport Policy in consultation with all the Departments. After the addition of two national waterways, total length of waterways would become 4,460. By 2020, the share of inland waterways traffic would be not less than two

per cent. This I can assure. He has pleaded for road-rail, coastal shipping and port linkages and promoting multi-model transportation. Definitely, these things would come through after sometime.

He wanted to know something about Talcher-Dhamra waterways. An amount of Rs. 1525 crore is identified for Talcher-Dhamra waterways and an amount of Rs. 542 crore is identified for Kakinada-Puducherry waterways.

My friend Shri Bhanu Pratap Singh Verma supported the Bill; I have to thank him for having said so. Shri Suresh Prabhu, my old friend and former Minister supported the Bill. He said that I should take into account the overall needs while planning this. We have already taken care of this; and definitely I concur with his views.

Shri Giridhar Gamang supported the Bill. He said that a linkage should be given and taken care of when water is scarce. He is correct and I fully concur with that view.

My friend Shri Deo said that we should encourage Inland Waterways Authority of India to function better by opening a regional office in Orissa. He should not have to worry; it is proposed to open an office in Orissa; presently, it is planned at Dhamra and Charbatia.

Kunwar Manvendra Singh supported the Bill; he said that more waterways should be declared. We should see that whatever waterways that have already been declared, should be made functional; that is more important. Let us not declare more waterways as of now. Declaring more waterways is not the issue; I can come before the House; you can support and declare more. But at the same time, getting them fully functional is more important. Definitely we will see that, after having the techno-economical feasibility studies, we make more. You will appreciate that studies for declaring waterways of Narmada and Sundarbans is on the anvil. Definitely we will consider all these things.

I once again thank all the Members, especially I thank you, Sir, for having taken up both the Bills together to see that they are discussed together.

With these words, I conclude.

MR. DEPUTY SPEAKER: The question is:

"That the Bill to provide for the declaration of the Talcher-Dhamra stretch of Brahmani-Kharsua-Dhamra

[Mr. Deputy Speaker]

rivers, Geonkhali-Charbatia stretch of East Coast Canal, Charbatia-Dhamra stretch of Matai river and Mahanadi delta rivers between Mangalgadi and Paradip in the States of West Bengal and Orissa to be a national waterway and also to provide for the regulation and development of the said stretch of the rivers and the canals for purpose of shipping and navigation on the said waterway and for matters connected therewith or incidental thereto, be taken into consideration."

*The motion was adopted.*

MR. DEPUTY SPEAKER: The House shall now take up clause by clause consideration of the Bill.

The question is:

"That clauses 2 and 3 stand part of the Bill."

*The motion was adopted.*

*Clauses 2 and 3 were added to the Bill.*

*The Schedule was added to the Bill.*

#### Clause 1

#### Short title and Commencement

*Amendment made:*

Page 1, line, 5 –

for "2006", substitute "2008". (2)

(Shri T.R. Baalu)

MR. DEPUTY SPEAKER: The question is:

"That clause 1, as amended, stand part of the Bill."

*The motion was adopted.*

*Clause 1, as amended, was added to the Bill.*

#### Enacting Formula

*Amendment made:*

Page 1, line 1, –

for "Fifty-seventh", substitute "Fifty-ninth". (1)

(Shri T.R. Baalu)

MR. DEPUTY SPEAKER: The question is:

"That the Enacting Formula, as amended, stand part of the Bill."

*The motion was adopted.*

*The Enacting Formula, as amended, was added to the Bill.*

*The Long Title was added to the Bill.*

SHRI T.R. BAALU: I beg to move:

"That the Bill, as amended, be passed."

MR. DEPUTY SPEAKER: The question is:

"That the Bill, as amended, be passed."

*The motion was adopted.*

MR. DEPUTY SPEAKER: The House will now take up item no. 32.

The question is:

"That the Bill to provide for the declaration of the Kakinada-Pondicherry stretch of canals comprising of Kakinada canal, Eluru Canal, Commamur canal, Buchingham canal and the Kaluvelly tank, Bhadrachalam-Rajahmundry stretch of rivers Godavari and Wazirabad-Vijayawada stretch of river Krishna in the States of Andhra Pradesh and Tamil Nadu and the Union Territory of Pondicherry to be a national waterway and also to provide for the regulation and development of the said stretch of the rivers and the canals for purpose of shipping and navigation on the said waterway and for matters connected therewith or incidental thereto, be taken into consideration. "

*The motion was adopted.*

MR. DEPUTY SPEAKER: The House will now take up clause-by-clause consideration of the Bill.

#### Clause 2

#### Declaration of certain stretches of rivers and canals as National Waterway

*Amendment made:*

Page 2, line 3, —

for "Pondicherry", substitute "Puducherry". (5)

(Shri T.R. Baalu)

MR. DEPUTY SPEAKER: The question is:

"That clause 2, as amended, stand part of the Bill."

*The motion was adopted.*

*Clause 2, as amended, was added to the Bill.*

### Clause 3

Declaration as to expediency of control by the  
Union of certain stretches of rivers and  
canals as National Waterway

*Amendment made :*

Page 2, line 8, —

for "Pondicherry", substitute "Puducherry". (6)

(Shri T.R. Baalu)

MR. DEPUTY SPEAKER: The question is:

"That clause 3, as amended, stand part of the Bill."

*The motion was adopted.*

*Clause 3, as amended, was added to the Bill.*

### The Schedule

*Amendments made :*

Page 3, line 3, —

for "PONDICHERRY, substitute "PUDUCHERRY".

(7)

Page 3, line 6, —

for "Pondicherry", substitute "Puducherry". (8)

(Shri T.R. Baalu)

MR. DEPUTY SPEAKER: The question is:

"That the Schedule, as amended, stand part of the  
Bill."

*The motion was adopted.*

*The Schedule, as amended, was added to the Bill.*

### Clause 1

#### Short title and Commencement

*Amendments made :*

Page 1, line 3, —

for "Pondicherry", substitute "Puducherry". (3)

Page 1, line 5, —

for "2006", substitute "2008". (4)

(Shri T.R. Baalu)

MR. DEPUTY SPEAKER: The question is:

"That clause 1, as amended, stand part of the Bill."

*The motion was adopted.*

*Clause 1, as amended, was added to the Bill.*

#### Enacting Formula

*Amendment made :*

Page 1, line 1, —

for "Fifty-seventh", substitute "Fifty-ninth". (2)

(Shri T.R. Baalu)

MR. DEPUTY SPEAKER: The question is:

"That the Enacting Formula, as amended, stand part  
of the Bill."

*The motion was adopted.*

*The Enacting Formula, as amended,  
was added to the Bill.*

#### Title

*Amendment made :*

Page 1, in the Long Title, —

for "Pondicherry", at both the places where it occurs,  
substitute "Puducherry". (1)

(Shri T.R. Baalu)

MR. DEPUTY SPEAKER: The question is:

"That the Long Title, as amended, stand part of the  
Bill."

*The motion was adopted.*

*The Long Title, as amended, was added to the Bill.*



SHRI T.R. BAALU: I beg to move:

"That the Bill, as amended, be passed."

MR. DEPUTY SPEAKER: The question is:

"That the Bill, as amended, be passed."

*The motion was adopted.*

ग्रामीण विकास मंत्रालय में राज्य मंत्री तथा संसदीय कार्य मंत्रालय में राज्य मंत्री (श्रीमती सूर्यकान्ता पाटील): उपाध्यक्ष महोदय, हम आपसे निवेदन करते हैं कि एम्प्लॉयर्स स्टेट इंश्योरेंस (अमेंडमेंट) बिल की बजाए सेंट्रल यूनिवर्सिटीस लॉज (अमेंडमेंट) बिल को लिया जाए, क्योंकि आनर्बेल ह्यूमन रिसोर्स डेवलपमेंट स्टेट मिनिस्टर सदन में उपस्थित हैं।

श्री संतोष गंगवार: अब आप कौन सा बिल लेंगे?

SHRI VARKALA RADHAKRISHNAN (Chirayinkil): Sir, I have a very serious preliminary objection. So, please hear me first. ...*(Interruptions)*

उपाध्यक्ष महोदय: मंत्री जी राज्य सभा गए हुए हैं, इसलिए आज यह बिल नहीं होगा।

श्री संतोष गंगवार (बरेली): अब आप कौन सा बिल ले रहे हैं?

उपाध्यक्ष महोदय: आइटम नम्बर 35 ले रहे हैं।

SHRI VARKALA RADHAKRISHNAN: Shri Gangwar, you can speak after my preliminary objection. ...*(Interruptions)*

MR. DEPUTY SPEAKER: Now, the House is going to take up Item number 35.

...*(Interruptions)*

SHRI VARKALA RADHAKRISHNAN: Let me see. I have already filed a preliminary objection under Rule 76 for not having filed any statement along with the ...*(Interruptions)* I have already filed it and that is why I am raising the objection; otherwise, I would have been in my seat. ...*(Interruptions)*

MR. DEPUTY SPEAKER: Shri Varkala Radhakrishnan, we are going to take up Item no. 35.

...*(Interruptions)*

SHRI SANTASRI CHATTERJEE (Serampore): Your Bill is not coming up as it will come later on. ...*(Interruptions)*

SHRI MADHUSUDAN MISTRY (Sabarkantha): There is another Bill which is coming up and not this one. ...*(Interruptions)*

16.45 hrs.

## CENTRAL UNIVERSITIES LAWS (AMENDMENT) BILL, 2008

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI D. PURANDESWARI): Sir, on behalf of Shri Arjun Singh, my senior colleague, I beg to move:

"That the Bill further to amend the Banaras Hindu University Act, 1915, the Delhi University Act, 1922, the Jawaharlal Nehru University Act, 1966, the North-Eastern Hill University Act, 1973 and the University of Hyderabad Act, 1974, as passed by Rajya Sabha, be taken into consideration."

MR. DEPUTY SPEAKER: Motion moved:

"That the Bill further to amend the Banaras Hindu University Act, 1915, the Delhi University Act, 1922, the Jawaharlal Nehru University Act, 1966, the North-Eastern Hill University Act, 1973 and the University of Hyderabad Act, 1974, as passed by Rajya Sabha, be taken into consideration."

श्री संतोष गंगवार (बरेली): उपाध्यक्ष महोदय, वैसे यह बिल बिलकुल छोटा-सा है और इस बिल में यह कहा गया है कि विश्वविद्यालय की वार्षिक रिपोर्ट कार्य परिषद के निर्देशों के अधीन तैयार की जाएगी और विचार करेगी। इसमें लिखा है कि अब तक यह रिपोर्ट शायद संसद के सदन में नहीं आती थी, अब इन सभी विश्वविद्यालयों की रिपोर्ट सदन में प्रस्तुत की जाएगी, ऐसा इसमें बताया गया है। इसमें हमारा कहना यह है कि इन विश्वविद्यालयों की कार्य परिषद और कार्य के विषय में भी विचार करना चाहिए कि अगर इसमें कोई सुझाव हो, अन्य कोई बात करने की हो तो उस पर भी विचार करना चाहिए। यह जो एक लाइन का विधेयक है, ये सब विद्यालयों पर लागू हो, यह हम लोगों की समझ में आता है। हमारा आग्रह है कि कल इन विश्वविद्यालयों में शिक्षा के स्तर में भी और अन्य व्यवस्थाओं के अनुसार भी बहुत सी