

Fourteenth Lok Sabha**Session : 11****Date : 30-08-2007**

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Title: Discussion on the motion for consideration of the Inland Vessels (Amendment) Bill, 2007 as passed by Rajya Sabha (Bill Passed).

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R. BAALU):

Sir, I beg to move :

“That the Bill further to amend the Inland Vessels Act, 1917, as passed by Rajya Sabha, be taken into consideration.”

The Inland Vessels Act, 1917 (1 of 1917), is an Act consolidating the enactments relating to inland vessels. It is a comprehensive Central legislation with all aspects concerned therewith, namely, inland water limits, registration, survey, certificate of competency, licensing of masters and crew, investigation into casualties, protection and carriage of passengers, insurance against third party, etc. The State Governments are vested with executive powers under the Act.

The Inland Vessels Act, 1917 (1 of 1917), was last amended in the year 1977, and since then several major developments have taken place in the inland water transport sector. Some of the important developments are declaration of the three National Waterways, and constitution of the Inland Waterways Authority of India. The three National Waterways that were declared are :

(i) Allahabad-Haldia stretch (1,620 kms) of the Ganga-

Bhagirathi-Hooghly river system in 1982;

(ii) Sadiya-Dhubri stretch (891 kms) of the Brahmaputra river in 1988; and

(iii) Kollam-Kottapuram stretch of the West-Coast Canal along with Champakara Canal and Udyogamandal Canal (205 kms) in 1992.

Three more waterways are under consideration of being declared as National Waterways. There are some other waterways being developed by the State Governments.

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The Inland Waterways Authority of India is constituted for development, maintenance and

regulation of the National Waterways for shipping and navigation. The Government, having recognized the need to actively promote the inland water transport sector so that it has a reasonable share in the inter-modal mix of transport, is giving the much needed thrust to revive this neglected mode of transport. With the likely increase in inland water transport system in the country, a review of the existing statutory provisions relating to inland vessels was considered necessary.

A Committee under the Chairmanship of the Joint Secretary (Transport) was set up in August 1991 for the purpose. The Committee comprised Members representing, among others, concerned State Governments, namely West Bengal, Kerala, Bihar, etc. In all, 128 amendments to the Inland Vessels Act, 1917 were recommended by the Committee with a view to updating it having regard to the present day operational developments. The recommendations of the 1992 Committee were reviewed by a Group constituted in 2002 with the IWAI and representatives of the State Governments of Kerala, West Bengal and Goa. The Group suggested deletion of 36 amendments proposed by the 1992 Committee, and recommended 92 amendments. These were further reviewed by the Ministry and the primary 68 amendments in 14 categories are covered in the present Bill.

The Inland Vessels (Amendment) Bill, 2005, to amend the Inland Vessels Act, 1917, was introduced in the Rajya Sabha on 8th December 2005. The Bill was referred to the Department-related Parliamentary Standing Committee on Transport, Tourism and Culture by the hon. Chairman of the Rajya Sabha for examination and report.

The Department-related Parliamentary Standing Committee submitted its report as the 100th Report on the Inland Vessels (Amendment) Bill, 2005, in which it has recommended certain amendments to the Bill. The Department has considered the recommendations of the Parliamentary Standing Committee, and agrees with the recommendation with regard to the increase in the period of validity of temporary permit as per clause 5 of the Bill which is proposed to be increased from 30 days to 45 days.[\[r24\]](#)

As regards other recommendations of the Parliamentary Standing Committee, the Department of Shipping feels that these recommendations are not acceptable at present.

The salient features of the proposed amendments in the Bill are:-

- Extension of inland water limits to include smooth and partially smooth waters and waters up to maximum significant wave height of two metres. This will result in extensive use of inland waters by inland vessels which otherwise are not permitted to go beyond prescribed limits.
- Inclusion of dumb barges to be towed by the mechanically propelled vessels in the definition of mechanically propelled vessels, which are currently outside the ambit of the Inland Vessels Act, 1917.

- Dividing the inland water area into three zones based on maximum significant wave height criteria through notification by the respective State Governments to facilitate safety of vessels by providing suitable construction and manning norms based on operating conditions and also to provide for flexibility of classification of inland waters into different zones.
- Extending the validity of certification of registration, competency or licence or crew of land vessels issued by one State Government to the States in order to provide relief to the vessel owners and crew and issuance of temporary permit by the surveyor pending the issue of the certificate survey in the interest of overall development of inland water transport sector.
- Liberalizing the criteria of transfer of certificate of registration to avoid hassles to the owners carrying out inter-State operation.
- Making provision for induction of suitable trained manpower of Army, Navy and the Coast Guard into inland water transport fold to address the problem of shortage of manpower in the inland water transport sector.
- Amendment of Section 54C so as to make Section 134 and Chapters X, XI, and XII of the Motor Vehicles Act, 1988, applicable in relation to mechanically propelled vessels with certain modifications and also to provide insurance of vessels against third party risks, compensations for accidents and Claims Tribunal, etc.

MR. CHAIRMAN : Has the Amendment of Section 54C been passed by Rajya Sabha?

SHRI T.R. BAALU: It has been passed by Rajya Sabha. The other salient features are:-

- Empowering the State Governments for prescribing the requirements of (i) hull, equipment, machinery in respect of inland mechanically propelled vessels, (ii) life saving appliances and (iii) apparatus required for communication and navigation in the interest of enhanced safety.
- Providing for prohibition of discharge oil, oily mixture, hazardous chemical or obnoxious chemical at inland port, power of entry and inspection and power to the Central Government for making rules for prevention and control of pollution, punishment for contravention of the provisions of this Chapter and rules made thereunder.

The Bill with the amendments has already been passed by the Rajya Sabha.

This august House will appreciate that the amendments in the Bill are required for the smooth operation of inland vessels in the context of overall development of the inland water transport sector, which, I hope will be accepted by this august House.

MR. CHAIRMAN: Motion moved:

“That the Bill further to amend the Inland Vessels Act, 1917, as passed by Rajya Sabha, be taken into consideration.”

... (*Interruptions*)

श्री राजनारायन बुधौलिया (हमीरपुर, उ०प्र०) : महोदय, मैं आपके माध्यम से माननीय मंत्री जी से कहूंगा(व्यवधान)*

MR. CHAIRMAN: It need not go on record. There is no provision for you to speak now. It is for discussion. How can you make a mention?

SHRI KHARABELA SWAIN (BALASORE): He is making a mention about the previous thing concerning the Railways and not to the present hon. Minister.

MR. CHAIRMAN: All these matters can be referred to when you speak. There is ample time and opportunity. Nobody is denying you any opportunity.

SHRI KHARABELA SWAIN : He is not mentioning anything about this Bill. He is mentioning about something else.

MR. CHAIRMAN: That is not the matter under discussion now.

*Not recorded.

प्रो. महादेवराव शिवनकर (चिमूर): सभापति जी, मुझे ऐसा लगता है कि यह अंतर्देशीय जलयान विधेयक जल्दबाज़ी में लाया गया है। इसमें बहुत सी त्रुटियां अभी भी बाकी हैं। इस देश में जो आवश्यकता थी, उसके अनुसार हमने पिछले 60 वर्षों में नए जलमार्ग नहीं खोजे हैं। [H25] इस देश में बड़े प्रमाण में नये जलमार्ग हो सकते हैं। 1955 में डा. के.एल. राव ने जो नदियों को जोड़ने का कार्यक्रम दिया था, वह अगर हमने किया होता तो इस देश में बड़े प्रमाण में नये जलमार्ग हो जाते, लेकिन केन्द्र सरकार ने उस पर कोई ध्यान नहीं दिया और परिणामस्वरूप वही घिसे-पिटे पुराने जलमार्गों के संबंध में इस बिल में कानून का प्रावधान करने का, 1917 के कानून में दो-तीन बार थोड़ा परिवर्तन किया गया। तीन जलमार्गों को राष्ट्रीय जलमार्ग कहा गया - गंगा, भागीरथी और हुगली नदी का इलाहाबाद हल्दिया क्षेत्र, राष्ट्रीय जलमार्ग संख्या-एक, ब्रह्मपुत्र नदी का सादिया घुबरी क्षेत्र, राष्ट्रीय जलमार्ग संख्या-दो और पश्चिमी तट नहर और चम्पाकारा तथा उद्योग मंडल नहरों का कोलम-कोटापुरम क्षेत्र, राष्ट्रीय जलमार्ग संख्या-तीन। इनकी घोषणा स्वागत योग्य है। मगर इसके साथ-साथ क्या देश में ऐसी बारहों माह बहने वाली नदियां, जिससे यातायात हो सकता है और जिससे मालवाहकों का प्रयोग आज भी होता है, मगर वह किसी के नियंत्रण में नहीं है, उसका विकास नहीं हुआ है। आज हम अगर यूरोप की तरफ देखें तो पता चलता है कि उन्होंने अपने देश में कई नदियों को अंतर्राज्यीय जलमार्ग के भीतर उन नदियों को लाकर यातायात की सुविधाएं उपलब्ध कीं। इसलिए मैं सरकार से चाहूंगा कि इस देश में जो नये जलमार्ग आवश्यक हैं और जो ऑलरेडी एगजिस्ट हैं, उन जलमार्गों को इस बिल के भीतर लाकर, इसमें नियंत्रित करके यातायात और मालवाहकों की सुविधाएं उपलब्ध करनी चाहिए। समुद्र के किनारे जो पोत रखने की जगह है, मैं सिक्योरिटी के संबंध में कहना चाहता हूं, हालांकि वहां सेना एवं सेना के अधिकारी हैं, मगर उनका नियंत्रण पूरी तरह से नहीं है। मुंबई में जो बम ब्लास्ट हुआ था, सारे के सारे एक्सप्लोसिव और पदार्थ के बारे में सारे विश्व को मालूम हो गया, वे कहां से आए। वे अंतर्राष्ट्रीय जलमार्ग से, बाद में निकल कर खाड़ियों के द्वारा मुंबई शहर में गए। मतलब जो इंटरनल मार्ग है, उसके द्वारा मुंबई शहर में गए। क्या उन्हें नियंत्रण करने की या ऐसे जो जलमार्ग हैं, मतलब समुद्र की जो खाड़ियां हैं, उन्हें नियंत्रित करने के संबंध में क्या हम इस कानून के भीतर नहीं ला सकते?

महोदय, इसके संबंध में एक विचार यह करना चाहिए था और वह नहीं हुआ, इसलिए मैंने कहना चाहा कि इस बिल में थोड़ा-थोड़ा परिवर्तन करके लाया गया, केवल इतना करने से कुछ नहीं होगा, क्योंकि परमिट पहले भी मिलते थे, इसके संबंध में कुछ विशेष प्रावधान किए जाएं। इस देश में बीमा और मुआवजा देने के संबंध में अलग-अलग कानून हैं। अगर किसान आत्महत्या करते हैं, महाराष्ट्र और आंध्र में दो लाख रुपए मिलते हैं, रेलवे में एक्सीडेंट में कोई व्यक्ति मरता है तो पांच लाख रुपए मिलते हैं। अगर जंगल में किसी को शेर खा जाता है तो उसे दो लाख रुपए मिलते हैं। मुआवजे के संबंध में ऐसा कानून, आप इसमें कितना देना चाहते हैं, यह बताएं? क्या मानव का मूल्य देश में अलग-अलग रूप में है, व्यक्ति के मरने के बाद हम उसके परिवार की विशेष रूप से मदद नहीं करते हैं, मगर क्या हम बीमे के संबंध में कमप्लसरी कर सकते हैं कि जैसे पांच-दस लाख का प्लेन में बीमा होता है, उस प्रकार का आप कितना मुआवजा देंगे? मुआवजा देने के संबंध में इस बिल में कुछ नहीं कहा है।

[rep26]

सभापति महोदय, मैं विनती करना चाहता हूं कि केवल नियम बनाने से काम नहीं चलेगा, बल्कि इसमें लिखना पड़ेगा कि हम 10 लाख रुपए मुआवजे के रूप में प्रति परिवार देंगे। क्या मंत्री जी इस प्रकार का परिवर्तन इस विधेयक में करना चाहते हैं? मुझे लगता है कि बार-बार परिवर्तन करने के बजाय बिल में समग्र और पूर्ण रूप से एक बार परिवर्तन करना चाहिए और उसमें ये सभी बातें आनी चाहिए।

महोदय, मैं माननीय मंत्री जी से एक बात और पूछना चाहता हूं कि जो कमेटी इस बिल पर विचार करने के लिए बनी थी, उसकी समीक्षा करने के लिए फिर एक कमेटी बनाई गई। मैंने कमेटी रिपोर्ट नहीं देखी, यदि देखी होती, तो मैं शायद और अच्छी तरह विश्लेषण कर पाता, लेकिन जो सारी की सारी कलमें थीं, जिनके ऊपर उस कमेटी ने विचार किया था, उनको आपने क्यों नकार दिया, क्या कारण था, उसका आप समावेश क्यों नहीं कर पाए? क्या कमेटी ने उस पर गम्भीर रूप से विचार नहीं किया था? अगर कमेटी ने गम्भीर रूप से विचार किया था, तो आपने उसे डिलीट क्यों किया?

महोदय, मैं यह मानता हूँ कि पश्चिम बंगाल सरकार ने इस पर विचार किया, लेकिन भारत सरकार तो पूरे देश की है। केवल एक राज्य सरकार ने इसे देखा। ऐसा लगता है कि जो लोग आपके साथ बैठते हैं, उन्हें खुश करने के लिए आपने ऐसा किया है। मैं बता रहा था कि अपनी बाजू के लोगों को खुश करने के लिए, पश्चिम बंगाल सरकार का नाम बता दिया, मगर फिर यह भी बताते कि उस समिति ने जो रिपोर्ट दी, उसे आपने किस कारण से डिलीट किया, क्यों उसका इसमें समावेश नहीं किया?

महोदय, मैंने इस बिल को पूर्ण रूप से पढ़ा है। एक्सीडेंट बहुत होते हैं। इसमें यांत्रिकी बोट चलाने की बात कही गई है, यांत्रिकी को बढ़ाने की बात की गई है, यह ठीक है, लेकिन मैं कहना चाहता हूँ कि इसके लिए देश में विशेष रूप से कोई ट्रेनिंग नहीं है। देश में केवल सीमेन्स के लिए, मुंबई में ट्रेनिंग दी जाती है और कोई ट्रेनिंग इनके लिए नहीं है, जैसे हवाई जहाज चलाने के लिए पायलट तैयार करने की ट्रेनिंग दी जाती है। क्या उस आधार पर हम इनके लिए कोई स्पेशल ट्रेनिंग देने की व्यवस्था क्या कर सकते हैं? यदि नहीं कर सकते हैं, तो इस प्रकार के एक्सीडेंट तो देश में होते ही रहेंगे। हमें इनके लिए देश में एक ऐसी ट्रेनिंग की व्यवस्था करनी चाहिए जो टैक्नीकली साउंड हो।

महोदय, मैं आपको बताना चाहूँगा कि सड़क पर बस चलाने के लिए लाइसेंस दिया जाता है। दिल्ली में तो ब्लू लाइन बसों ने कहर मचा रखा है। रोजाना इतने एक्सीडेंट होते हैं कि अखबार उन खबरों से भरे रहते हैं। ऐसा लगता है कि ड्राइवर्स को लाइसेंस देते वक्त न तो उनकी क्वालीफिकेशन और न ट्रेनिंग देखते हैं। मैं पूछना चाहता हूँ कि क्या ऐसा इस विभाग में नहीं होगा? लाइसेंस देते समय इन बातों का ध्यान रखना चाहिए। मैं आपको बताना चाहता हूँ कि सालभर का लाइसेंस, मैं देश के किसी भी राज्य से लाकर दे सकता हूँ। यह हालत है इस देश में। इसलिए मैं कहना चाहता हूँ कि जो लाइसेंसिंग प्रणाली आप इसमें लगाएंगे क्या उसके संबंध में आप स्पेशल प्रावधान करने वाले हैं, इसका खुलासा करने की आवश्यकता है।

महोदय, इसकी एक धारा में 25 हजार रुपए से आपने बढ़ाकर 50 हजार रुपए कर दिए और धारा 2 के खंड (ख) में 12500 रुपए से बढ़ाकर 25 हजार रुपए कर दिया। मोटर दुर्घटना दावा अधिकरण को बदलकर अन्तर्देशीय जलयान दुर्घटना दावा अधिकरण कर दिया है। यह बहुत वेग है। इसलिए केवल शब्दों के फेर और रुपयों की संख्या को डबल करने से यह काम नहीं होगा। इसमें विशेष रूप से एक्ट के लिए जो प्रावधान करना चाहिए, वह नहीं किया गया है।

महोदय, प्रदूषण के संबंध में, मैं एक मुद्दा बताकर अपनी बात समाप्त करूँगा। इस समय देश में प्रदूषण सबसे महत्वपूर्ण विषय है। यहां जो जलमार्ग है, इसमें गंगा में बहुत ज्यादा प्रमाण में प्रदूषण है। इसी प्रकार जमना में बहुत बड़े पैमाने पर प्रदूषण है। यमुना तो दिल्ली में जलमार्ग के रूप में काम में आ सकती है। गंगा और यमुना की गंदगी की सफाई के लिए हमने करोड़ों रुपए खर्च किए, मगर कुछ नहीं हो पाया। इसीलिए मैं कहना चाहता हूँ कि नए जलमार्गों के संबंध में शोध और विचार करना पड़ेगा और पुराने जलमार्गों के प्रदूषण को रोकने के संबंध में विशेष उपाय करने होंगे। हमारे देश में प्रजातंत्र का विकृत रूप, प्रदूषण के रूप में देखने को मिल रहा है। इसे ठीक करने के लिए क्या यह सरकार कुछ करने वाली है, अगर सरकार कुछ करना चाहती है, तो माननीय मंत्री महोदय को इस बिल को पारित करने से पहले इस बारे में स्पष्ट रूप से खुलासा करना चाहिए। ...[\(व्यवधान\)](#)[\[r27\]](#)

MR. CHAIRMAN : Please conclude. You have covered all the points.

PROF. MAHADEORAO SHIWANKAR : Yes, Sir, I am concluding.

महोदय, मैं प्रदूषण पर अपनी बात कहकर समाप्त कर दूँगा।

इन सारी नदियों का आप उपयोग करेंगे, लेकिन बाढ़ को नियंत्रित करने के संबंध में आप कुछ नहीं करना चाहते हैं। क्या इसके लिए भी इसमें प्रावधान हैं या नहीं? प्रदूषण और बाढ़ के संबंध में आप कह सकते हैं कि यह मेरा डिपार्टमेंट नहीं है, लेकिन केवल ऐसा कहने से काम नहीं चलेगा। यह मंत्रिमण्डल की सामूहिक रिस्पॉन्सिबिलिटी है। इसलिए बाढ़ को नियंत्रित करने के लिए, चाहे वह ब्रह्मपुत्र हो, चाहे गंगा के तटवर्ती क्षेत्रों की बाढ़ हो या बिहार की बाढ़ की हो, इसके लिए आपको कुछ करना चाहिए। साथ ही साथ प्रदूषण को हटाने के लिए आप क्या करने वाले हैं? क्योंकि आने वाले समय में प्रदूषण बढ़ेगा। यह ठीक है कि

आप रसायनों पर प्रतिबन्ध लगा देंगे, लेकिन यान्त्रिक बोटों के चलने से जो प्रदूषण होगा, उसके लिए आप क्या करने वाले हैं? आजकल डीजल में कैरोसीन की मिलावट भारी मात्रा में की जाती है, जिस पर कहीं कोई रोक नहीं है। इसलिए प्रदूषण को रोकने के संबंध में आप क्या विशेष करने वाले हैं, इस संबंध में माननीय मंत्री जी अवश्य खुलासा करेंगे, यही मेरी अपेक्षा है। अन्यथा इस बिल को संसद की कमेटी बनाकर उसके पास जांच के लिए भेजें ताकि एक विस्तृत बिल तैयार हो सके। इतनी ही मेरी विनम्र प्रार्थना है।

SHRI K.S. RAO (ELURU): Sir, I am very happy that the hon. Minister has brought this Inland Vessels (Amendment) Bill, which was first brought in 1970 and later amended in 1977. Already, 30 years have passed. We all are witnessing that the conditions are changing too fast, particularly in the last two decades. Fortunately or unfortunately, the Standing Committee has also submitted its Report early and the moment the Report was submitted the Minister has brought this Bill into the House.

The constraint of availability of oil in this country has made the transport cost exorbitantly high. It has been made clear time and again by the Minister of Petroleum that we are short of Hydrocarbons in this country and we have to necessarily depend on imported oil for transport. So, the cost of transport, both personal and cargo, is increasing not only outside the country but also within the country. It is our duty to utilize the inland waterways which are available in abundance in this country. There are perennial rivers which can be connected and the inland waterways can also be taken up. This way we can reduce the cost of transport, save foreign exchange, improve tourism and provide rural employment. This will also give impetus to the tourism industry.

MR. CHAIRMAN: Have you gone through the Standing Committee Report?

SHRI K.S. RAO : Yes, Sir. It will give impetus to the industry engaged in the manufacture of vessels, floating jetties, small boats and small vessels. All these things can also be manufactured. Today, even the fishermen who were earlier engaged in this business are devoid of employment. They are now jobless. If we give them an opportunity to make investment at the lower rate of interest, they will jump into this business and manufacture these vessels in the country itself. We do not then need to import these vessels. There are a lot of people who can make these vessels.

I am happy that at least now this Bill has been brought before the House. My only worry is the Minister has stated in a reply before the House that subject to availability of funds he will take up those three waterways which were earlier declared as National Waterways and then think of other things. Where is the shortage of funds in this country today? Days are gone when Ministers used to reply, "We appreciate the suggestion made by Shri Radhakrishnan or some other Member. It is a

very good suggestion. It is a very good project but I regret to say that the funds are not available". This was the usual reply in the earlier days. But the Ministers cannot take shelter under that now. Any amount of fund is available internationally. We have now agreed for globalization.[\[R28\]](#)

How many crores of rupees are required by the Minister? The money is available. If it is not available with the Government, let him take assistance of the private sector. There are people who are prepared to take up projects under BOT, under annuity, under joint venture, and under public-private partnership. All that they have to do is to apply their mind. They must be committed and devoted. It does not require years. I was seeing the statistics which he gave. He said that 2.82 billion kilometres of transport was done in 2005-06. Now he proposes to increase it to five billion kilometre tonnes by the year 2011-12. He further proposes to increase it to 20 billion kilometre tonnes by 2025. But he has said that it is all subject to availability of funds. Tomorrow, he could say that he wanted to increase it to five billion kilometre tonnes but unfortunately the Finance Minister did not allow as the funds were not available. That is not the solution. The hon. Minister is also an experienced, learned and a young man who can understand the international situation. My humble request to him is that the money is available in plenty at lesser rate of interest and it is highly workable. It would also reduce inflation. The Government is breaking its head due to inflation. The Opposition is criticising the Government day-in-and-day-out on the price increase. All this can be curbed by his Ministry by encouraging the inland waterway and by making it national waterway. For example, in Andhra Pradesh, Godavari and Krishna are perennial rivers. Buckingham canal is also a perennial river which is connecting Kakinada to Pudducherry. Since my childhood, I have been hearing that the Buckingham canal is going to be an inland waterway. But till today, it has not been done... *(Interruptions)*

MR. CHAIRMAN : What about the inland traffic?

SHRI K.S. RAO : What he was telling is that it has to start from Kakinada and it must go to Vijayawada and from there it must go to Tamil Nadu and from there to other places. My other colleague is apprehensive that the hon. Minister will start it from Pudducherry instead of starting from Kakinada... *(Interruptions)*.

Sir, my humble request to him is that please remove that condition of availability of funds. Let him plan how much money is required to make more and more waterways. He has said that he has proposed to the Standing Committee to make the Buckingham canal a national waterway. But we do not know how much time the Committee will take and how much he will take to make it a national waterway. But I think all this is not required. It can be done overnight. He must have the determination to do it. It is not in his interest. It is in the national interest and it is in the interest of everybody. Today, suppose Krishna-Godavari basin is a bowl for paddy, rice, fruits, vegetables, palm oil, sugar and many other things. All this can be brought to Kerala at a lesser cost. Today, Kerala is importing a lot of rice from Andhra Pradesh. You can get it at a very cheap transport cost through Buckingham canal. So why should we increase the prices? Why should we delay the

project? It must be taken up immediately. I would request the hon. Minister not to keep in his mind that the funds are not available. Funds are available in plenty. If they are not available through budgetary support, let him raise bonds or let him take money from international sources and let him start the work immediately.

Similarly, many other Members have got good rivers in their respective States also. For example, Brahmani and Barrack in Orissa and West Bengal respectively can be connected immediately without any delay. So, all of us must bring pressure on him or the Government to see that not only these two rivers but many other rivers are developed as national waterways. He could bring this into its purview because he is amending the Act to provide all those facilities so that it can go on smoothly.[\[R29\]](#)

The hon. Minister has stated that he is amending the Act in order to provide for the same insurance facilities that are being provided to the transport sector. That is an excellent idea. If tomorrow some mishap happens, then both the parties as well as the third party that is being transported in the vessel, be it cargo or men, would get the compensation. In the absence of such a provision this cannot be a progressive law. This is an excellent move.

I would like to suggest that not only within the country but the inland waterways must be connected to the ports as well wherever it is feasible so that this transport can go in bulk to other countries as well. They can go to the ports and from there they can re-load and transfer it to the international ships; not that these vessels would go into international waters. If necessary, the hon. Minister may make the necessary amendments in the law to give effect to this provision so that this could be brought under its purview. He may initiate steps in this regard immediately. However, I would like to commend him for all the other provisions in the Bill.

My next point is about road traffic. My hon. Colleague was mentioning about this. Nowadays travelling by road is terrorising oneself and this is because road accidents are too many. The television channels are flashing news of road accidents day in and day out. Hundreds of people are dying because of road accidents. Why is this happening? It is because of heavy road traffic and even because of the changing habits of people. Earlier we did not think of coming to Delhi but today the youngsters are coming to Delhi just for pleasure trips. They are getting habituated to it. Earlier we could not think of going beyond our districts. But today there is no limit and restriction to moving out of our towns and going anywhere. Such a situation leads to heavy traffic congestion and consequently the number of road accidents also is increasing. If one were to improve upon this situation, then waterways can serve as a good mode to reduce this congestion. It would not only help in earning revenues but also help in reducing road congestion and consequent road accidents. This has to be encouraged. From every angle, be it for reasons of reducing road accidents, or reducing cost of transportation, or saving foreign exchange, this needs to be given encouragement.

Let us take for example the Buckingham canal. Once it is constructed, we can plant trees on both the sides of the canal. This will help improve our environment. My humble request to the hon.

Minister is that he should think big. This amending Bill would help a few problems. I appreciate this move. But I would also like to tell him that he should not be limited in his approach; he should not be contended about the fact that he has brought this Bill which his predecessors did not think of bringing forward. He should move forward.

The hon. Minister in the Bill has made provisions for changing the definition of inland vessel and inland water so that it helps the internal situation. This is another appreciable move. Similarly, this can be made inter-State. The certificate need not be limited to one State. A certificate given by one State must be acceptable to other States also. Let him make whatever provision is required to be made in this regard. He can also work on a formula as to how revenue between the different States would be shared. This should not become a point of dispute between the States.

The next point is about pinpricks. That has to be reduced. The time period for issuing licences, certification, survey and all those things would have to be reduced. The hon. Minister, in the Bill, has suggested another good thing. There are a lot of people working in the Army who are acquainted with running these inland water vessels and he proposes to seek the services of these personnel employed in the Coast Guard and all, to begin with, to train more and more people in the villages for doing these things. I am happy about that fact. This is a very encouraging thing.

My last point is about pollution control. The hon. Minister has made a provision for strict rules in regard to environmental violations. The punishment should be substantial to see that inland water is not polluted at any time. If one were to be liberal and the punishment is made nominal, then people will not care for it.

MR. CHAIRMAN: What about pollution?

SHRI K.S. RAO : Sir, I have already mentioned about it. I appreciate the move of the hon. Minister for bringing forward this Bill immediately after the Report of the Standing Committee was submitted. I only wish that he would put his mind into this aspect and include all other things to make it work better.

SHRI C.K. CHANDRAPPAN (TRICHUR): Sir, I support the Bill. While supporting the Bill, I would like to remind the House that there was a Review Committee constituted by the Government which has gone into the entire aspect of the inland waterways development. It is a Committee in which Governments of Goa, Kerala and West Bengal were represented. That Committee recommended a comprehensive legislation to be brought about in place of the present legislation which was originally formed in 1970. Of course, the Minister had incorporated good amendments.

But I would like to remind the House that what is required is probably a comprehensive legislation dealing with the entire aspect of the problems of inland waterways.

Secondly, that Committee has again recommended for a National Maritime Policy. This Committee was constituted probably two decades before. In reply to the other House, the hon. Minister said that the UPA Government is considering a National Maritime Policy to be pronounced as soon as possible. That is a welcome step. But before the National Maritime Policy is pronounced, I would like that policy to be discussed. An opportunity should be created so that the policy will be widely discussed all over the country. It would help the whole purpose for which it is brought. If that is done, the whole purpose will become fruitful.

MR. CHAIRMAN : He has not announced the policy so far.

SHRI C.K. CHANDRAPPAN : He has not announced but he has promised in the Rajya Sabha that such a policy is coming. I am only saying that such a policy should be put before the country for a greater discussion among the people.

As I am supporting this Bill, I would not go into the details of it. There is one new aspect in the present amendment which is about pollution control which the Chair has also mentioned.

MR. CHAIRMAN: When the traffic becomes heavy, pollution will be natural.

SHRI C.K. CHANDRAPPAN : But the new amendment says that pollution control measures should be taken. Oil spills and waste water should be controlled.

MR. CHAIRMAN: The Bill has taken some measures.

SHRI C.K. CHANDRAPPAN : That should be taken seriously. Probably, when they are making the rules, he may go into that aspect in more detail but this is one of the problems. If not controlled in the context of greater development of inland water transport, probably it will lead to the death of rivers, backwaters and lakes. It is likely to happen if we do not control pollution. Pollution control measures are to be properly taken. I think the Bill has noted that problem which I appreciate.

Let me come to the problem of Kerala. It is one of the three proposed waterways. Since 1977 when the first amendment to the Bill was passed, three important developments took place. Three national waterways were declared. The third one was Kottapuram-Quilon National Waterways. I have seen the reply laid by the Minister in the [MSOffice30](#) other House.

Now, there are lot of problems. Whatever is the problem, we have to take sufficient steps not only to complete this National Waterway No. 3 but also work on Kollam to Kottappuram is to be completed. But Kottappuram to Kasargode, namely, to the northern end of Malabar and then Kollam to Kulachal, probably beyond Kerala's border are traditional waterways that we have. Somehow we are moving at a snail's pace in this. I do not blame the Centre. The State has to share the responsibility. I do not say that it does not take action. But some more interest should be taken by

the Centre in providing money. I think the last Finance Commission has provided more than Rs. 300 crore to Kerala for the development of inland waterways. Here I might remind this House and since you are in the Chair, it is all the more reasonable to remind that in our younger days probably there was much more inland waterways transport in Kerala. Most of the river systems were utilized. In Varkala that tunnel was utilized and you could go to Parvathiputhanar and beyond. Now all that is silted. No effort is made to desilt it. So what I am suggesting is that it is possible now also. The hon. Minister has taken, I am sorry to say, a very pessimistic view. He went to Kerala three times. It is true. He met three Chief Ministers and probably they did not cooperate. But whatever it is, you may have to go fourth or fifth time. I do not say that you do not do that. You go and discuss with the Government and also as you wanted to discuss with the people, that opportunity can be taken. But one thing, when these national waterways are made, the problem of fishermen is a real problem. Some rehabilitation package should form part of it. If some rehabilitation package is offered and they are given sufficient other opportunity to do their work, I do not think they will stand in the way of building National Waterways in Kerala.

Sir, to this northern part from Kottappuram to the northern end of Malabar, the old British time 'Cannoly' canal is there. That was constructed by the British. Without spending much money, just making it at the national standard, you can build most of the canals, cutting a few portions. There are backwaters to connect it. So, if we all take interest, it is possible. When the hon. Minister was there, he was kind enough to make an announcement in the meeting with the MPs. Sir, you were also there. He announced that the Government of India would like to announce new waterways if that is offered to Nedumbassery airport, that is Cochin airport. At that time, we offered, and you promised that it would be done. But now I am sorry to say, you wrote a letter saying that unless and until the other impediments are removed, this will not be announced. Please do not take that attitude. Simultaneously, let us do that; otherwise, some impediments will be there and the entire system will get affected. So, I think, more liberal attitude should be there wherever it is possible. It is not a small stretch. If some 60 kilometres of national waterways from Kottappuram to Kalady is made, the port connectivity will be done. If port connectivity is done, all the important tourism centres including Kumaramkom and Alleppey etc. will be connected by waterways. ...
(Interruptions)

Sir, I will take two more minutes. Kerala has another importance. Probably, it is one of the States where tourism has been declared as an industry and tourism has been very highly developed. So if these waterways are developed, I am sure that it will be a great boon to Kerala to develop further in big strides in the tourism industry.[\[a31\]](#)

I hope the Minister will take a little more liberal view. Do not insist that everything should be complete before taking the next step. We will help to get it completed whatever is not complete so far. But, let us go ahead with the new proposals, then, probably we will be able to make a breakthrough. Sir, what I would like to say is that in today's context when oil crisis is gripping the entire world and retarding the growth of economy, this national waterways' proposal will help

immensely for the transport of goods, for people to go from one place to another; for tourism and all that. Taking all this into account, I wish that the Government go ahead giving more attention to this project. This is all wholeheartedly wish to submit.

SHRI P. KARUNAKARAN (KASARGOD): Sir, I support the Inland Vessels Amendment Bill, 2007. This is very happy to note that the Government is taking some interest to promote our inland navigation. Sir, the first Act came in the year 1917. Sir, between 1917 and 1977, there were a number of amendments incorporated in this Bill. Sir, it means that the inland navigation needs intensive study, especially in the wake of scientific and technological development that has taken place. The Standing Committee has made such a criticism that the Government or the Minister is coming with piecemeal amendments. You see that within the short period of time, this Act has had to witness a number of amendments. It means that the potential requirements or all the needs of the day were not intensively studied by the Ministry. It was the criticism made by the Standing Committee.

MR. CHAIRMAN : Most of the amendments were accepted.

SHRI P. KARUNAKARAN : Only a few amendments were accepted. But there were a number of amendments that the Standing Committee had put forward. During British rule, there was a much significance, as far as the inland navigation were concerned. It may be due to the lack of road facilities.

MR. CHAIRMAN: You were saying that the hon. Minister was telling that the recommendations were accepted.

SHRI P. KARUNAKARAN : But, now there is very fast development in the field of the transport facilities. This may be one of the reasons for the slow progress in the case of the inland navigation and waterways. In order to protect and strengthen the inland navigation, it is glad to note that the Government has decided and declared three inland waterways. I am thankful to the Minister that three more waterways are going to be announced. Sir, the main objective that the Minister has pointed out in the Statement of Objects and Reasons is the extension of the inland waterways. Of course, it is very essential in the day to day working. It is only on the basis of classification that we can use the vessels and also the extension or the validity or the certification of the registration. It is also without the certification, without the registration, there are a number of vessels that are

functioning. There is also the induction of the suitable tradesmen power from other sectors. There is a very important provision made here for the pollution control. Sir, the very important issue that Raoji and others have mentioned is the investment. So, we have mentioned the objectives clearly. But, the Budget proposal or the allocation for the promotion of the sector is very important. [\[MSOffice32\]](#) So, the Government has to allocate more funds for this. Otherwise, it will not be possible to develop inland waterways as this has to compete with other transport facilities. As has been mentioned by other hon. Members, it is not only the question of developing transport facilities, but it is also connected with promoting tourism in the country.

For example, take the case of Goa, which is a very good example as far as tourism is concerned. Then, inland waterways can be used fully to promote tourism in Kerala also. So, by using inland waterways, we can develop transport facilities and also promote tourism in the country. The Transport Ministry and the Tourism Ministry have to work together to make this possible.

With regard to the definition of inland waterways it is true that there are some positive changes compared to the earlier Bill. But still it needs more attention because more waterways can be included. There is a suggestion that the waterways nearer to sea mouth can be included in the list of inland waterways. I do not know whether they are included or not. Then, fishing vessels are not included. It is true that the functions of the fishing vessels are different. At the same time, fishing vessels can function smoothly through inland waterways. So, they can also be included.

With regard to inland waterways, the main issue as far as Kerala is concerned is dredging. Most of the rivers in Kerala are not fit for running of vessels or boats due to various reasons and the most important reason is dredging. Then, there are also objections for this from fishermen in some areas. A large number of fishermen depend on the sea and also rivers for earning their livelihood and there are a large number of fishing nets along the waterways. So, a proper rehabilitation scheme has to be announced before carrying out dredging. In Kerala, we face many problems and Shri Chandrappan has pointed out some of the issues. I would request the Government that they should take up both dredging and rehabilitation together.

Another important issue is the reduction of pollution. Now-a-days, most of our rivers and waterways are polluted. This will affect our environment very badly. The ships or vessels discharge oil and other extracts into the sea and rivers and this affects our environment. So, a clause for preventing pollution of our rivers is required to be included in this Bill. Pollution of rivers is not the only issue here, but pollution has become a major problem for human beings also. The other most important issue is issuing of certification. Then, monitoring has to be done with utmost care. Of course, that provision is already there in this Bill.

14.59 hrs.

(Shri Mohan Singh *in the Chair*).

Sir, though it is not directly connected with this Bill, I would like to point out that there was an accident in Kumarakom Waterway in Kerala in the year 1995 in which 32 persons have lost their lives. In the year 2007 itself there was an accident in Thattacaud Waterway in which 30 students have lost their lives. The Government of Kerala has set up an Inquiry Commission and that Inquiry Commission has submitted its Report. It stated that there was no licence for the vessel which carried the students and the condition of the vessel was not at all good. So, the certificate has to be issued with utmost care. Then there should be proper monitoring of the vessels. If the officers concerned do not perform their duties of monitoring, then action has to be taken against them.

I would like to suggest that the harbour waterways should also be included in the list of waterways in some specific areas. For this, a modification in the definition of waterways may be required. As far as Kerala is concerned, Kollam-Kottapuram Waterway has been included as the third waterway.[\[R33\]](#)

15.00 hrs.

[\[r34\]](#)In the earlier days, this was fully utilised, but now it is not possible to utilise it because of so many reasons. The State Government is taking steps, but I am sure that the Central Government and the State Government can deal with the issue sitting together. The hon. Minister has come there to discuss the issue.

Sir, the Government of Kerala has given some suggestions, especially, with regard to the inland navigation, that is, excavation of Vadagra-Mahi Canal, which is most important in the development of the northern part of Kerala. Then, there is a suggestion for the development of 12 feeder canals in the Kottayam district. Kottayam district is the most important place where Kumaram is there and where so many tourists come. So, that also has to be taken up. Then, there is a suggestion with regard to improvement of the feeder canals to Vembannad Lake. Sir, the hon. Prime Minister and many others have come there because they knew the investment is very important. So, that also has to be taken up.

The improvement of Kochi sea port and airport waterways is important as far as the airport and sea port and other development of Kochi in particular and Kerala in general is concerned.

I once again support this Bill with these suggestions.

श्री शैलेन्द्र कुमार (चायल) : माननीय सभापति महोदय, श्री टी आर बालू साहब, जो हमारे जल-परिवहन मंत्री हैं, जिन्होंने अंतर्देशीय जलयान अधिनियम, 1917 में संशोधन करके अंतर्देशीय जलयान संशोधन विधेयक, 2007 अभी संसद में पेश किया है, मैं उसके पक्ष में यहां पर खड़ा हुआ हूं। जैसे देखा गया है कि इसमें अंतिम संशोधन 1977 में किया गया था और तब से अब तक बहुत विकास हुआ है। जैसा अभी माननीय मंत्री जी ने तीन राष्ट्रीय जल मार्गों से परिवहन प्रचालन की सुविधा का ऐलान किया है, उससे देश को बहुत लाभ मिलेगा, जिसकी दूरी केवल 2716 किलोमीटर है। हमें खुशी है कि इलाहाबाद से हम लोग आते हैं, इसमें आपने गंगा, भागीरथी, हुगली से इलाहाबाद और हल्दिया प्रखंड को राष्ट्रीय जलमार्ग संख्या (एक) से जोड़ने की बात कही है। इसमें हल्दिया, कोलकाता, फरक्का, पटना और भागलपुर, वाराणसी, इलाहाबाद शामिल है। इस कदम का मैं स्वागत करता हूं क्योंकि जिन तीन जलमार्गों की आपने घोषणा की है उनमें यह भी एक शामिल है।

सभापति महोदय : यह तो पहले से है, घोषणा कोई नयी नहीं है।

श्री शैलेन्द्र कुमार : आपने यह भी कहा कि वहां पर जो टर्मिनल मौजूद हैं उनको भी विकसित किया जाएगा। इलाहाबाद में अक्सर देखा जाता है और इस बात को माननीय सभापति जी भी अच्छी तरह से जानते हैं कि जो हमारा यमुना का पुल है, कभी-कभी वहां बड़े जहाज आकर फंस जाते हैं, उस तरफ भी ध्यान दिया जाए। मैं चाहूंगा कि वहां बालू का कुछ खनन हो। वैसे तो खनन वहां होता है लेकिन पानी की मात्रा भी वहां अत्यधिक है। कुछ माननीय सदस्यों ने सुझाव दिये कि प्रदूषण रोकने के लिए जो नदी में गाद है या वहां मछुआरों के लिए अच्छी व्यवस्था होनी चाहिए और तट प्रदूषण रहित हों। वहां बहुत से ऐसे प्राकृतिक संसाधन भी हैं जैसे शिल्का सैंड और बालू की क्वालिटी भी वहां पर अच्छी है, इससे व्यवसाय का अच्छा मौका लोगों को मिलेगा। इलाहाबाद-वाराणसी के बीच में 237 किलोमीटर के जलयान क्षेत्र में 1.0 मीटर जो आपने त्रिवेणी और फरक्का के बीच फैले 374 किलोमीटर जल क्षेत्र को रात्रि में चलाने की मांग की है, उससे यात्रियों को भी सुविधा होगी और खासकर हमारे जो बड़े-बड़े माल वाहक जहाज हैं, ढुलाई से उसका लाभ भी हमारे विभाग को होगा। जहां तक देखा गया है कि इन जल मार्गों की घोषणा से अंतर्राष्ट्रीय जल सीमाओं का भी विस्तार हुआ है।[\[r35\]](#)

सभापति महोदय, जगह-जगह पर बंदरगाहों, टर्मिनल्स का सौंदर्यीकरण हो, जिससे कि हमारे पर्यटन को भी बढ़ावा मिले और साथ-साथ माल की ढुलाई भी हो सके। बीच के रास्तों में जो प्राकृतिक सम्पदा है, उसे एक जगह से दूसरी जगह ले जाने में सहायता मिलेगी और इससे उत्पादन भी बढ़ेगा। लोगों को इससे रोजगार भी मिलेगा। जैसा कि अन्य माननीय सदस्यों ने कहा है, वह सही बात है कि कहीं पानी कम है और कहीं पानी ज्यादा है और खास कर नदियों को जोड़ने की बात है, अगर ऐसा किया जाता है, तो यह भी एक महत्वपूर्ण कदम इस दिशा में माना जा सकता है। इन्हीं शब्दों के साथ मैं अपनी बात समाप्त करता हूं।

श्री राम कृपाल यादव (पटना) : सभापति महोदय, मैं आपका आभार व्यक्त करता हूं कि आपने मुझे इस विधेयक पर बोलने का अवसर प्रदान किया है। माननीय मंत्री जी ने अंतर्देशीय जलयान अधिनियम, 2007 को सदन में प्रस्तुत किया है, मैं इसका स्वागत और समर्थन करता हूं। निश्चित तौर पर देश के एक बड़े भूभाग में जल है। पुराने जमाने में जल मार्ग द्वारा ही सभी कार्य किए जाते थे। पहले न तो हवाई जहाज की व्यवस्था थी और न ही रेल मार्ग विकसित थे। यात्रियों के लिए और माल को लाने-ले जाने का काम जल मार्ग द्वारा ही किया जाता था, लेकिन धीरे-धीरे इसका प्रचलन खत्म होता जा रहा है। जो सरकारें सत्ता में आईं, उनका

ध्यान भी इस तरफ जाना कम होता गया। आज स्थिति यह है कि हम जलमार्ग व्यवस्था की तरफ बहुत कम ध्यान दे रहे हैं। हवाई जहाज ज्यादा विकसित हो गए हैं, रेल मार्ग ज्यादा विकसित हो गया है, पब्लिक ट्रांसपोर्ट ज्यादा विकसित हो गए हैं और जलमार्ग की बजाए लोग सड़क और रेल मार्ग से जाना ज्यादा पसंद करते हैं या हवाई जहाज से जाना पसंद करते हैं। यह अच्छी बात है कि इस तरफ सरकार का ध्यान गया है और स्टैंडिंग कमेटी की रिपोर्ट को इम्प्लिमेंट करने भी जा रहे हैं, लेकिन पूरे तौर पर उनकी अनुशंसा को नहीं मान रहे हैं। स्टैंडिंग कमेटी ने बहुत ठोस सुझाव दिए हैं, शायद सरकार पूरी तरह से उन्हें इम्प्लिमेंट नहीं कर रही है। स्टैंडिंग कमेटी ने कई तरह के सुझाव सरकार को दिए हैं, उन्हें सरकार को जरूर मानना चाहिए।

महोदय, हम विदेशों से तेल आयात कर रहे हैं। तेल के बारे में हम आत्मनिर्भर नहीं हैं। 75 परसेंट तेल का आयात हम विदेशों से करते हैं, इसलिए तेल महंगा होता जा रहा है। हमें तेल आयात करने के लिए बहुत बड़े पैमाने पर पैसा खर्च करना पड़ रहा है और हमारी अर्थव्यवस्था पर भारी चोट पहुंच रही है। मैं समझता हूँ कि यदि जल मार्ग में सुधार कर दिया जाए, उसे सुव्यवस्थित करके हम ज्यादा ध्यान आकृष्ट करें तो ज्यादा माल कम कीमत पर ढोने का काम कर सकते हैं और काफी पैसा हम बचा सकते हैं।

महोदय, हमारे इलाके में, जहां से हम आते हैं और आप आते हैं उत्तर प्रदेश और बिहार, यहां बहुत बड़ा भूभाग गंगा का है। जैसा कि मैंने चर्चा की है, छोटी दूरी और बड़ी दूरी के लिए तथा निजी स्तर पर भी जल मार्ग से ही आया-जाया करते थे। यात्री उत्तरी बिहार और मध्य बिहार के बीच में कम दूरी तय करने के लिए जलयान का ही इस्तेमाल करते थे। [R36] अब जहाज बंद हो गए हैं क्योंकि पुल बन गया है। बहुत आसानी से लोग आते-जाते थे, माल ढोने का भी काम होता था। उस समय और अब गंगा में काफी परिवर्तन हो गया है। पटना से सटी जो गंगा थी वह काफी दूर चली गई है। महोदय, आप पटना जाते रहते हैं। आपको नजर नहीं आएगा कि कभी वहां गंगा अवस्थित थी। गंगा के किनारे का शहर पटना जहां से मैं आता हूँ, उसकी खूबसूरती अलग थी। बड़े पैमाने में प्रदूषण की वजह से गंगा पर असर पड़ा है। देश में विभिन्न नदियों का जल सूख रहा है। इस पर बड़े पैमाने पर विचार करना चाहिए। हमें लगता है कि कुछ दिनों में गंगा का अस्तित्व ही खत्म हो जाएगा। कटाव उसी तरह हो रहा है, सारी गंदगी उसमें जा रही है। भारत सरकार ने गंगा को साफ करने की एक योजना चलायी थी। यह एक अलग मामला है। उसमें पानी होगा तो उसे जल मार्ग के रूप में इस्तेमाल कर सकते हैं। कुछ पार्ट में इसकी सफाई हुई है। कोलकाता से लेकर पटना तक जहाज का परिचालन हो रहा है लेकिन कारगर ढंग से नहीं हो रहा है। गंगा में बालू आने की वजह से आसानी से जहाज आते-जाते नहीं हैं। कहीं-कहीं अटक जाते हैं और दूरी तय करने में कई कठिनाइयों का सामना करना पड़ता है। अगर सरकार ने यह तय किया है कि जल मार्ग को ठीक से परिचालित करेंगे जिस के लिए आप राशि भी आवंटित करने जा रहे हैं तो उसे साफ करना पड़ेगा, रास्ता साफ करना पड़ेगा क्योंकि वह सिल्टिड हो गया, उसे डीसिल्ट करना पड़ेगा तभी आप अपने विचारों और सोच के अनुरूप जहाजों का परिचालन कर सकते हैं। सरकार को उसकी तरफ ध्यान देना चाहिए। इससे पर्यटन उद्योग का भी विकास होगा।

महोदय, मैं देश या दुनिया की बात नहीं कह रहा हूँ। मैं जिस प्रदेश से आता हूँ, वहीं उन्होंने इसका कार्यालय खोल दिया है, प्लेटफार्म भी बना दिया है लेकिन इसके लिए राज्य सरकार से बात करें क्योंकि इसमें राज्य सरकार का सहयोग चाहिए। यह बहुत बड़ी उपलब्धि होगी। इससे रोजगार के अवसर मिलेंगे। जिस तरह देश में बेरोजगारी है, गरीबी और फटिहाली है, उसमें यह बड़ा कारगर कदम होगा। अगर आप इसे कराना चाहते हैं तो इसके लिए कारगर कदम उठाने पड़ेंगे। नीतियां बहुत बनती हैं लेकिन नीयत में खोटा होगा तो कोई काम जमीन पर उतार नहीं पाएंगे। आपको इसके लिए उत्साहित करना चाहिए। आजकल ग्लोबलाइजेशन और प्राइवेटाइजेशन का समय है। दुनिया के देश यहां व्यापार करने के लिए आएंगे। उनको प्रोत्साहन देने का काम करें। सरकारी स्तर पर इसे चलाइए। बड़ी-बड़ी कम्पनियां जो हर क्षेत्र में प्रवेश करने का काम कर रही हैं, उनको भी अवसर प्रदान करिए ताकि अर्थव्यवस्था मजबूत हो, रोजगार के अवसर मिलें, पर्यटन उद्योग को भी बढ़ावा मिले, मगर जहां-जहां सिल्टिड नदियां हैं, उसे डीसिल्ट करिए, जो मार्ग अवरुद्ध हो गए हैं, उनको चलाइए, उनमें इनवैस्टमेंट करिए, वहां जहाज चलाइए। आप कम समय और खर्च में माल को लाने का इंतजाम करेंगे तो रेल मार्ग की जगह जल मार्ग से लोग माल लाएंगे।

सभापति महोदय: कम समय में ज्यादा बात कहने की आदत डालिए।

श्री राम कृपाल यादव : मैं ठोस बात कर रहा हूँ।[\[a37\]](#)

इससे रोजगार मिलेगा, रोजगार मिलेगा तो गरीबी हटेगी। पर्यटन को उत्साहित करने के लिए देश-विदेश से लोग आते हैं, इससे पर्यटन आकर्षित होगा। कई ऐसे राज्य हैं जिनकी पर्यटन से ही आमदनी होती है। इन तमाम चीजों पर विचार करते हुए ठोस बजट लाइए। इसके लिए दूसरे विभागों से बात करके इस पर ध्यान दें। इसके साथ मैं यह कहना चाहता हूँ कि प्रदूषण रोकने की भी आवश्यकता है ताकि गंगा नदी जैसी कई नदियों का बचाव किया जा सके। अगर नदी नहीं रहेगी तो आपकी परिकल्पना छाया में रह जाएगी, उसे सरजमीं पर लाने के लिए इसे कीजिए।

इन्हीं चंद शब्दों के साथ मैं इस विधेयक का समर्थन इस विश्वास के साथ करता हूँ कि माननीय सदस्यों और मेरे सुझाव पर ध्यान देंगे और कार्यवाही करेंगे। धन्यवाद।

सभापति महोदय : डिसिल्टिंग, प्रदूषण और पर्यटन, इन तीनों के लिए आपने पन्द्रह मिनट ले लिए हैं।

SHRI B. MAHTAB (CUTTACK): Mr. Chairman, Sir, I stand here to deliberate on the Inland Vessels (Amendment) Bill, 2007. Though belated, the decision to amend the Inland Vessels Act, 1917 is definitely very significant. I believe, this would steer the course of the near dormant yet high growth potential inland water transport sector.

As this House is aware that this Act was amended last time nearly 30 years ago in 1977. The changes to the Act from perspective of developing the sector, enhancing safety of the IWT operations and introducing measures to protect the environment, are the three major issues, which are before us and are addressed in this Bill.

However, development of the sector will ultimately depend on the flow of investment both public and private. Attracting investment is not a very easy task as there are certain interest limitations of inland water transport. As per the National Transport Policy Committee Report of 1980, our country's waterways including waterways navigable by country boats extend to 14,544 kilometre, out of which 5,685 kilometre is suitable for mechanized crafts.

The three national waterways, which are being developed by the Government, extend to a length of only 2,716 kilometre. Besides waterways of Goa and Mumbai are also used for navigation. In addition, country boats of various sizes, as in Kerala, our State of Orissa and also other parts of the country, use rivers, canals for navigation also. At present, only 2.82 billion tonne kilometre of cargo is being transported by inland water transport mode, and the Government intends to achieve 20 billion tonne kilometre of cargo transport by IWT mode by 2025. In the next five years, that is by 2011-12, it is estimated to reach a level of 5 billion tonne kilometre.

But to achieve this target, you need investment. Are you encouraging private investment or going in for joint venture or you are moving in both directions? Already three waterways, namely, Allahabad-Haldia stretch of the Ganga-Bhagirathi-Hooghly rivers, the Sadiya-Dhubri stretch of the Brahmaputra river, and the Kollam-Kottapuram stretch of West Coast Canal and Champakara and Udyogmandal canals, have been declared as national waterways and they have been notified.^[r38] These are the three National Waterways which have been notified and the Government is working on declaring the Kakinada-Puducherry canals integrated with rivers Godavari and Krishna in Andhra Pradesh and Tamil Nadu respectively. The East Coast canal integrated with river Brahmani in Orissa and Barak in West Bengal as national waterways which are in the pipeline, and the Bill is before the House for consideration. These are good projects.

There is a need to identify the inland water transportation as a thrust area. Unless you declare it as thrust area, you cannot develop different waterways in future. In the Tenth Plan, the budgetary provisions for the development of inland water transport infrastructure have been raised to Rs.636 crore. In the Ninth Plan, it was only Rs.150 crore. No doubt, the credit should go to the Minister. But my question is: how much is actually the expenditure? What is the outcome? That also should come before the nation.

Now, I come to the details. Currently, inland vessels are only allowed to ply on calm waters as it was not considered safe for them to enter tidal waters. However, tidal waters up to two metres of wave height have now been deemed fit for navigation by inland vessels.

It has been seen that inland vessels are capable of plying on some parts of the sea without compromising the safety of the vessel. There was a need to redefine inland water limit and it has been done so. All steps be taken to ensure the safety of human lives and also of the vessels.

The other important feature of this amendment Bill is the provision of compulsory third party insurance for inland vessels. I believe this provision will ensure that water vessels are treated on par with any motor vehicle on the road.

The new amendment would also make it mandatory for inland vessels to undergo regular pollution checks. Now, inland vessels registered in one State should now be allowed to operate in another State for three years as against the current period of one year after it was found that 12 months was too short a time. These are certain suggestions, which had come from the Standing Committee, which the Government has accepted.

During the British regime, the Act was enacted to consolidate—and this is really very interesting--the enactment relating to inland vessels. It was a Central legislation on regulation of inland vessels. It concerned with inland water limits.

MR. CHAIRMAN : Please conclude now.

SHRI B. MAHTAB (CUTTACK): It concerned with registration, survey, certificates of competency and licensing of Masters and Engineers, including Engine Drivers.

MR. CHAIRMAN: Please conclude.

SHRI B. MAHTAB : I have some more points to say. I need hardly two or three minutes' time. I will conclude.

The State Government is vested with the executive power. It was the railways, which first gave a major blow to inland vessels transport. Then, came the roads. Inland water transport is not only less pollutant but also cost saving. Therefore, modern waterways be developed and we should try to integrate it with the National Maritime Development Programme.

I would urge upon the Government to make a comprehensive review, and instead of bringing piecemeal legislation, the law should be commensurate with the requirements of inland water transport, its infrastructure and ultimately its overall development.

The earlier amendment of 1977 mainly pertained to providing for insurance of mechanically propelled vessels. The concept of national waterways was not envisioned prior to the commencement of the Constitution.[\[MSOffice39\]](#)

After Independence, the inland water transport has become a shared responsibility of the States and the Union. Many significant developments have taken place and there is a need to give more stress on pollution-free transport at a reasonable cost. The Inland Vessel Transport Bill will certainly play a greater role in it. There is a need to have a comprehensive national maritime development programme.

In clause 30, on insertion of new sections, there is a provision relating to punishment for offences relating to pollution. Here I would draw the attention of the House and also the hon. Minister. It has been very categorically stated – “Whoever contravenes any provisions of Chapter 6 (A)(B) of any rule made thereunder”. It is because the rules are to be framed by the Government here. In a proviso it is stated and I draw your attention to this also that – “Provided that nothing in this sub-section shall render any such person liable to any punishment provided in this Act if he proves that the offence was committed without his knowledge”. If this is there, it will create havoc because ultimately the person who is the owner of the vehicle should be responsible for the unlawful act which is there. I would request the hon. Minister to consider this and also try to have it linked with the Motor Vehicles Act and see how this contravenes it.

Lastly I would conclude by saying that a proper coordination is necessary between the States and the Union. In this Bill prevention and control of pollution and protection of inland water should be given more priority. With these words I support the Bill.

प्रो. रासा सिंह रावत (अजमेर): सभापति महोदय, मैं अंतर्देशीय जलयान (संशोधन) विधेयक, 2007 का समर्थन करता हूँ।...(व्यवधान)

सभापति महोदय : रेगिस्तान में दो साल से नाव चलने लगी है।

...(व्यवधान)

प्रो. रासा सिंह रावत : सभापति महोदय, मैं आपके माध्यम से सरकार से जानना चाहूंगा कि इस स्थायी समिति ने जो संसद द्वारा निर्मित होती है क्योंकि यह इसी भावना से निर्मित होती है कि वहां सभी दलों के लोग होते हैं और विचार-विमर्श करने के बाद एक कंसेंसस बन जाती है। इसके बाद अनुशंसाएं प्रदान की जाती हैं लेकिन माननीय मंत्री जी ने जैसा प्रारम्भ में कहा कि कुछ अनुशंसाएं स्वीकर की गई हैं और शेष को छोड़ दिया गया है। इसलिए मैं आपके माध्यम से जानना चाहूंगा कि किन कारणों से स्थायी समिति द्वारा सुझायी गयी अनुशंसाओं को छोड़ा गया है, क्यों छोड़ा गया है और यदि नहीं छोड़ा जाता तो निश्चित रूप से यह समग्र बिल हो जाता, काम्प्रीहेंसिव बिल हो जाता और बाद में बार-बार संशोधन नहीं करने पड़ते। **India is called the cradle of nature.** हिन्दुस्तान प्रकृति का पालना है। भगवान ने हमें नदियां दी, समुद्र दिया, पहाड़ दिया, सब तरह की जलवायु दी। जो इंग्लैंड वॉटर ट्रांसपोर्टेशन है, हमारे यहां इसकी बहुत संभावना है लेकिन प्रारम्भ से जैसा पूर्व साथी ने कहा था कि माननीय सिंचाई मंत्री श्री राव ने आज से कई वर्षों पहले नदियों को जोड़ने की बात कही थी। फिर एन.डी.ए. की सरकार माननीय अटल जी के नेतृत्व में आई, उस समय भी नदियों को जोड़ने वाली चर्चा चली, कुछ योजना भी बनी लेकिन यू.पी.ए. सरकार आने के बाद भूल गई। अगर नदियों को जोड़ने वाली बात आगे बढ़ती तो इससे जहां एक तरफ बाढ़ से बचाव होता, समुद्र में पानी बेकार नहीं जाता, वहीं दूसरी ओर अंतर्देशीय जलयानों का संचालन और हमारा नौपरिवहन भी बढ़ जाता।...(व्यवधान)

सभापति महोदय : राजस्थान में भी पानी पहुंच जाता।

प्रो. रासा सिंह रावत : हांजी, राजस्थान में भी पानी पहुंच जाता। आप बिल्कुल सही कह रहे हैं। हमारी बात की आपने पुष्टि की, इसके लिए मैं आपका बहुत आभारी हूँ। लेकिन इस सरकार का ध्यान इस ओर नहीं गया। मैं यह भी कहना चाहूंगा कि चाहे गंगा हो, ब्रह्मपुत्र हो, कावेरी हो, कृष्णा हो, गोदावरी हो, गोआ की मांडवी हो या ज्वारी नदियां हों या केरल की नदियां हों, इन सब नदियों के अंदर, जैसा उल्लेख किया गया है।

समुद्र से जाकर मिलने वाली जितनी नदियां हैं, वे नदियां मैदानी इलाकों में बहती हैं, उनमें नेविगेशन भली प्रकार से हो सकता है। उसमें चाहे माल ढोने का काम हो, चाहे मुसाफिरों को ले जाने का काम हो, यह काम सरलता से हो सकता है। सभापति जी, आप रामचरित मानस के अध्ययनकर्ता रहे हैं। मर्यादा पुरुोत्तम श्री राम के मुंह से केवट नाम निकला। इससे पता चलता है कि नदियों के द्वारा आना-जाना उस समय भी होता था। मैं मंत्री जी से कहना चाहता हूँ कि आज नदियों में काफी गाद जमा हो जाती है। राम तेरी गंगा मैली - गंगा के बारे में भी ऐसा कहा जाता है। ब्रह्मपुत्र या अन्यान्य नदियों में भी ऐसा ही है। गंगा में इलाहाबाद से हरिद्वार तक प्रयास किया जाये तो निश्चित रूप से राष्ट्रीय जलमार्ग घोषित किया जा सकता है। वहां पर नेविगेशन भली प्रकार से हो सकता है। ब्रह्मपुत्र नदी में पहले लकड़ी ले जाये जाने का काम किया जाता रहा है। प्राचीन काल से ही व्यापार उसी मार्ग से होता रहा है। इसलिये जलयान मार्ग को विकसित किये जाने की आवश्यकता है।

सभापति महोदय, गुजरात में नर्मदा नदी बांध से सरदार सरोवर नहर निकाली गई है जिसका पानी कच्छ तक पहुंचा है। इसी तरह राजस्थान में मरुधर इन्दिरा गांधी नहर काफी चौड़ी है जो भाखड़ा नहर से ली गई है। इसी प्रकार गंगा नहर हरिद्वार से

निकली है। इन नदियों में बड़ी तेजी से पानी प्रवाहित होता है। चूंकि यह नहर काफी लम्बी और चौड़ी है, उसमें अंतर्राज्यीय जलयान की बातें हो सकती हैं। लेकिन इसके लिये -दाम बनाये काम - देश को आर्थिक दृष्टि से समृद्ध कर जल, स्थल, वायु मार्गों के अंदर यातायात और माल ले जाने का ढांचा खड़ा करने की आवश्यकता है। मेरी सरकार से प्रार्थना है कि इस क्षेत्र को गौण और उपेक्षित न समझे। यह संशोधन बिल लाया गया है, इसके माध्यम से समुद्री व्यापार बढ़ाने की बात कर रहे हैं लेकिन अंतर्देशीय जलमार्गों के माध्यम से आंतरिक व्यापार को बढ़ाने और आंतरिक लोगों की ओर ज्यादा ध्यान दिये जाने की आवश्यकता है।

सभापति महोदय, इस बिल के माध्यम से बताया गया है कि भूतपूर्व सैनिकों को सर्विस मिल सकेगी, यह बहुत ही अच्छी बात है। हमारे भूतपूर्व सैनिक, चाहे नौसेना से हों, तटरक्षक रहे हों, वे काफी अनुभवी हैं। ऐसे अनुभवी लोगों को नाविक ले लिया, मछुआरों को ले लिया क्योंकि वे जलमार्गों से परिचित हैं लेकिन प्रशिक्षित हों तो और अच्छी बात है। उससे उन लोगों को रोज़गार मिलेगा, पुनर्वास मिलेगा, उन्हें वेतन-भत्ते मिलेंगे। आज मछुआरों और नाविकों की दशा दयनीय है, उनकी तरफ ध्यान दिया जाना चाहिये। ऐसा न हो कि इनको लेने के बाद वे बेचारे बोटमैन और कुलियों का काम करते रहें, वे लोग रोज़गार से वंचित हो जायें और उन लोगों के लिये रोज़ी-रोटी की समस्या खड़ी हो जाये। इस ओर ध्यान दिये जाने की आवश्यकता है।

सभापति महोदय, यहां केरल और गोवा की बात की गई कि वहां प्रतिनिधियों की एक कमेटी का गठन किया गया। गोवा में मांडवी और जुआरी नदियां हैं जहां पर्यटकों के लिये रात्रि में जलयान चलता है। वहां जलयान की परिवहन की दृष्टि से अगर उसे राष्ट्रीय जलमार्ग घोषित किया जाये, इस आशय का

प्रस्ताव राज्य सरकार से आये तो केन्द्र सरकार को उस जलमार्ग की महत्ता समझते हुये घोषणा की जानी चाहिये। इसी प्रकार से जितनी नदियां बची हुई है, उनमें से गाद निकालकर वहां अंतर्देशीय जलयान परिवहन किया जा सकता है।

सभापति महोदय, यहां प्रदूषण की बात कही गई। दिल्ली में यमुना नदी का पानी शुद्ध करने के लिये, गंगा का पानी शुद्ध करने के लिये तथा देश की अन्यान्य नदियों का पानी शुद्ध करने के लिये करोड़ों-अरबों रुपये खर्च किये गये। इस संबंध में कई योजनायें बनाई बनाई गईं लेकिन फिर वही प्रदूषण है। बिल में कहा गया कि जलयानों से तेल निकले, पेट्रोल निकले, डीजल निकले लेकिन वह गिरे नहीं, इस ओर ध्यान दिया जायेगा और आपने उसके जुर्माना लगाये जाने की व्यवस्था की है।[s40]

इसमें एक साल का कारावास लिखा हुआ है, अगर कोई किसी नियम का उल्लंघन करता है तो उसके लिए एक साल तक का कारावास और पच्चास हजार रुपए का जुर्माना रखा हुआ है, यह बहुत कम है। प्रदूषण जैसे मामले में, कोई जोखिम वाले पदार्थ या इस प्रकार की कोई चीजें ले जानी हों, उन पर भी प्रतिबंध लगाएं, इस बारे में भी ध्यान रखने की आवश्यकता है। इसके बारे में विशेष ध्यान दिया जाए। ...(व्यवधान) इसके लिए कठोर नियम बनाने की आवश्यकता है।

सभापति महोदय, आपने मुझे बोलने के लिए समय दिया, इसके लिए आपको बहुत-बहुत धन्यवाद।

SHRI ADHIR CHOWDHURY (BERHAMPORE, WEST BENGAL): Sir, I must appreciate the hon. Minister Shri T.R. Baalu for piloting this Bill under the nomenclature of Inland Vessels (Amendment) Bill, 2007.

Sir, over the years, it has been observed that the inland water sector has been treated as a neglected child in the developmental process. If we see the modal share of inland water transport, it is found that the share of inland water in the modal mix is really gloomy.

The UPA Government, especially hon. Prime Minister Dr. Manmohan Singh, has declared that inland water transport has to be given a thrust so as to increase the share of inland water transport in the modal mix of transport in our country.

Sir, the Government has already declared three National Waterways, namely, Allahabad-Haldia stretch of the Ganga-Bhagirathi-Hooghly river system, Sadiya-Dhubri stretch and Kollam-Kottapuram stretch of the West Coast Canal. From the statistics, it is found that over the years, especially in the last three years, the volume of the cargo transported through the National Waterways I, II and III has been decreasing. However, in addition to the present three National Waterways, the Government is pondering to declare three more Waterways as National Waterways, that is, Kakinada, Puducherry and Barak River on the East Coast corridor. I do not have any objection in declaring more National Waterways because the more the National Waterways, the more inland water transport will be taking place. But for the exploitation of the existing three National Waterways, it will require another two or three years time. If we add more National Waterways, where the funds will come from? There lies the question.

Sir, India is a country which has been bestowed with natural endowments like water wealth. Waterways extending up to 14,500 kilometres are very much in India, which are easily navigable. If we add all the routes in terms of kilometres, then it is clear that only a fraction of the navigable Waterways are now being exploited.[\[r41\]](#)

Over the years, this sector has been a victim of severe negligence and indifference. However, it is a well recognised fact worldwide that inland water transport system in contrast to other modes always bears fruit for the environment and also in terms of economy and fuel efficiency. One litre of fuel can carry more than 100 tonnes of cargo for a distance of one kilometre through waterways. In comparison with that, one litre of fuel can carry about 24 tonnes of cargo by roadways; and about 85 tonnes of cargo by railways. From this account it is easily conceivable that waterways always provide more fuel efficiency and less pollution. It is a less accident prone sector which needs to be given special emphasis. To this end, I think this Bill will help a lot.

As per the Statement of Objects and Reasons of the Bill, the Government is considering to increasing absorption of trained personnel for manning of vessels. On the one hand the Government says that the existing manpower has to be pruned, to be deflatted, has to be retrenched and they have been offered VRS; and on the other hand the same Ministry is now considering absorption of trained personnel for manning of vessels. It is incorporated in the Bill also. So, it really seems to me as self-contradictory because the existing manpower can easily be given priority, opportunity, to expand the capacity of inland water system.

The Inland Vessel Bill also devised a very innovative approach whereby they are incorporating the provisions of the Motor Vehicles Act 1988 for prevention and control of pollution in inland waterways. Henceforth, in place of 'motor vehicle' the 'inland vessel' will be construed as a mechanically propelled vessel. In place of public place in the Motor Vehicles Act, this Bill will

incorporate 'the inland water'. The reference of a public service vehicle will be construed as a reference to 'public service vessel'. Goods vehicle will be construed as 'goods service vessel'. State transport will be construed as 'state water transport'. Driver of a vehicle will be construed as 'master of a vessel'.

It is clearly indicated in this Bill that this Government is going to invest more funds to create more infrastructural facilities and give other incentives to give a fresh impetus to this sector. I would like to ask the hon. Minister as to why he is not bringing the Inland Vessel Act into the ambit of the tonnage tax regime. [\[KMR42\]](#)

If the inland vessels are brought into the tonnage tax regime, I think, the inland vessels owners would be benefited. They will be implicitly insensitised. This is true that the Plan allocation for this sector has not been utilised, and under-utilisation has become an Achilles heels as far as inland transport system is concerned. Hence, we need optimum utilisation of the Plan allocation. In addition to it, private sector investment should be made imperative because Government would provide infrastructural facilities, such as, fairway terminals Navigational Aids etc. But so far as the number of Vessels and other facilities are concerned, I think, the private sector should be encouraged. May I know from the hon. Ministers as to how much private investment has so far been made in this area.

I would also like to suggest that in the light of the other Department, like the National Highways Authority of India, why are you not considering the Maritime Authority of India so that more institutional mechanism could be provided to this sector. We know that in the present globalised scenario, Global Warming has also become an issue. But over the years the inland water transport is decreasing. In spite of its environment friendly potentialities, more funds, more institutional mechanism, more private investment and more incentives should be infused to this sector. With these words, I support the Bill.

श्री अनंत गंगाराम गीते (रत्नागिरि) : सभापति महोदय, मैं इस बिल के समर्थन में बोलने के लिए खड़ा हुआ हूँ। पूरी दुनिया में सबसे सस्ती परिवहन सेवा यदि कोई है तो वह जल परिवहन सेवा है। बदलते समय के साथ हमें भी बदलने की आवश्यकता है, समय के साथ चलने की आवश्यकता है। सौभाग्य से पूरे हिन्दुस्तान का बहुत लम्बा तटीय क्षेत्र है। मैं महाराष्ट्र का प्रतिनिधित्व करता हूँ। महाराष्ट्र के ठाणे, मुम्बई, रायपुर, रत्नागिरि और सिन्धु दुर्ग पश्चिमी तटीय क्षेत्र में आते हैं, वेस्ट कोस्ट पर आते हैं। इसकी कुल लम्बाई 570 किलोमीटर की है। इस बिल में नये तीन इनलैण्ड वाटर वेज़ का चयन किया गया है। इनलैण्ड वॉटर वेज़ की संख्या और बढ़ाने की आवश्यकता है। अभी जो मैंने 570 किलोमीटर का जिक्र किया, उस पूरे तटीय क्षेत्र में टूरिज्म को काफी बढ़ावा मिला है। दुनिया भर से पर्यटक वहां आते हैं। एक समय था जब पूरे देश में खास तौर पर तटीय क्षेत्र का आनन्द लेने के लिए पर्यटक गोवा आते थे, लेकिन आज धीरे-धीरे पश्चिम तटीय महाराष्ट्र के तटीय क्षेत्र में भी आने लगे हैं और पर्यटकों की संख्या दिन-ब-दिन बढ़ती ही जा रही है [\[r43\]](#)।

जो महाराष्ट्र के तटीय क्षेत्र हैं, जैसे केरल में बैकवाटर है और उसका पूरा उपयोग आज केरल की सरकार टूरिज्म के माध्यम से, पर्यटन के माध्यम से कर रही है। बैकवाटर के कारण देश भर और विदेश से पर्यटक केरल में जाते हैं। जो सागरीय पर्यटन का आनन्द है, वह आनन्द वहां उन्हें मिलता है। उस आनन्द के लिए वे वहां आते हैं। जैसी केरल की स्थिति है, लगभग वैसी ही स्थिति महाराष्ट्र के तटीय क्षेत्र में है।

वहां कुछ पुराने पोर्ट्स थे, लेकिन आज वहां पोर्ट नहीं रहे, लेकिन रेवस से दीघी, दीघी से दाभोल, दाभोल से जयगढ़ और जयगढ़ से मालवन जो पांच पुराने पोर्ट्स थे, पूरा प्रवासी यातायात इसी के माध्यम से होता था और माल का यातायात भी, माल की ढुलाई भी जल परिवहन के माध्यम से ही हुआ करती थी। आज वे सारे बन्द पड़े हैं। आज वहां पर किसी भी प्रकार का न प्रवासी यातायात है, न माल का यातायात हो रहा है। लेकिन यहां पर काफी अवसर हैं, हमें इसको बढ़ाना चाहिए और फिर से वहां पर प्रवासी यातायात को शुरू करना चाहिए, माल यातायात की शुरुआत वहां पर होनी चाहिए और जैसे आपने तीन इन्लैंड वाटर वेज़ का चयन किया है, इसको बढ़ाने की आवश्यकता है।

मैं आपके माध्यम से माननीय मंत्री जी से विनती करूंगा कि हमारे महाराष्ट्र के पश्चिम तटीय क्षेत्र पर वाटरवेज़ काफी जगह पर है, वहां पर बैकवाटर के माध्यम से टूरिज्म को भी बढ़ावा मिल सकता है और टूरिज्म के माध्यम से एम्प्लायमेंट जेनरेशन वहां पर हो सकता है, रोजगार के अवसर वहां पर मिल सकते हैं। सबसे ज्यादा रोजगार टूरिज्म में है और जब हम यहां पर प्रवासी यातायात शुरू करने जाएंगे तो निश्चित रूप से उस यातायात के माध्यम से, उस सेवा के माध्यम से, जल परिवहन सेवा के माध्यम से भी रोजगार के अवसर निश्चित रूप से मिलने वाले हैं।

महाराष्ट्र की सरकार ने इससे पहले ही कोस्टल हाईवे वहां पर बनाया है, उस कोस्टल हाईवे का काम अब लगभग पूरा होने जा रहा है। कोस्टल हाईवे के साथ-साथ यदि हमारे यहां जल परिवहन सेवा भी शुरू होती है तो निश्चित रूप से जो पूरे महाराष्ट्र का पश्चिम तटीय क्षेत्र है, जिसे हम कोंकण के नाम से जानते हैं, जिसमें पांच जिले आते हैं, ठाणे, मुम्बई, रायगढ़, रत्नागिरि और सिन्धुदुर्ग, इन पांचों जिलों का विकास निश्चित रूप से हो सकता है और सबसे अच्छी परिवहन सेवा का लाभ वहां की जनता को मिल सकता है।

आज हम लोग कॉमर्शियल या इण्डस्ट्रियल डैवलपमेंट जो करने जा रहे हैं, इस इण्डस्ट्रियल डैवलपमेंट के लिए भी माल यातायात में भी यदि जल परिवहन सेवा से होता है तो सबसे सस्ता होता है। जैसे कई प्रोजेक्ट्स अब वहां पर लगने जा रहे हैं। उसमें हमको जो भी रॉ मैटीरियल लाना है, वह विदेश से लाना पड़ता है और जब विदेश से हम कोई रॉ मैटीरियल यहां लाना चाहते हैं, हमारे देश में इण्डस्ट्रीज को बढ़ावा देने के लिए तो वह सारा रॉ मैटीरियल जो भी है, चाहे वह किसी भी इण्डस्ट्री में लगने वाला हो, वह सारा इस जल परिवहन सेवा के माध्यम से आता है, बड़े-बड़े जहाजों से आता है तो वही सस्ता हो सकता है, दूसरा कोई चारा तो है नहीं और इसलिए इस पूरे महाराष्ट्र के पश्चिम तटीय क्षेत्र को, विशेषकर इस तटीय क्षेत्र को बढ़ावा देने के लिए, उसके विकास में एक अहम भूमिका निभाने के लिए इस क्षेत्र के लिए भी, जैसे आपने तीन इन्लैंड वाटरवेज़ का चयन किया है, मैं चाहूंगा कि चौथा इन्लैंड वाटरवेज़ इस क्षेत्र में डैवलप किया जाये, यही विनती मैं माननीय मंत्री जी से करता हूं।

PROF. M. RAMADOSS (PONDICHERY): Respected Chairman, Sir, on behalf of the PMK Party and its founder President I rise to support the Inland Vessels (Amendment) Bill, 2007. Before I go

into the nitty-gritty of the Bill, I would like to convey our sense of appreciation to the hon. Minister on two counts. One, he was kind enough to connect Kakinada – Puducherry through inland waterways transport. This scheme would help the development of Kakinada and Puducherry and Yanam which is a part of the Union Territory of Puducherry. [R44] Therefore, we congratulate the hon. Minister for providing a stimulus to the industrial development of Puducherry.

Secondly, as far as this Bill is concerned, this Bill is in consonance with the changing times. It is a highly timely Bill which is required to accelerate the development of the inland waterways in the country.

As you know, the Government of India brought this Bill in 1917 which was amended in 1977. After this amendment, much water has flown. There has been tremendous development of the economy as well as on other fronts. For example, the Indian economy has been registering greater pace of progress. We are now in a higher trajectory of growth path of achieving an unprecedented rate of 9.2 per cent. If economy is like a body, then transport constitute the nerves of the body and without nerves, the body cannot survive and maintain itself. Therefore, transport system has to grow *pari passu* with the development of the Indian economy. It is in this context that the waterways transport which has become an essential transport system in the country has to be developed. So, transport development is an adjunct of economic development of this country.

It is not only that. Waterways transport helps in the transport of not only men and materials, raw materials and others, but it also accelerates the industrial development in different parts of the country and finished products from the industry are transported from the place of production to the place of export. Therefore, the contribution of waterways to export value is also greater.

The hon. Minister for Tourism is here. She would appreciate that if the Ministry of Transport, Ministry of Shipping and Tourism operate together, they would be able to exploit greater potential from the inland waterways because voyage in inland waterways helps the tourist inflow and attraction also.

So, on all these counts, the inland waterways have to be changed in accordance with the changing times and that is why, the Government of India has declared three National Inland Waterways and the other three are in the stages of consideration. We have also constituted Inland Waterways Authority. In consonance with all these changes, the statutory provisions have to be changed. That is why, the hon. Minister is before us with the changes in the form of the Inland Vessels (Amendment) Bill.

Now, the salient features which provide a lot of advantages to the development of this sector are as follows. It seeks to extend inland water limits. It seeks to amend the definition of mechanically propelled vessels. It makes certification of regulation issued by a State valued in other States. It provides for induction of masters and engineers from the Coast Guards, Navy and Army without examination. It applies certain sections of the Motor Vehicles Act. It provides for pollution

control of inland waterways. These are the six important features and all these features have tremendous merits and advantages on the economy.

For example, extension of inland water limits provides for extensive use of waterways and its potential. The definition of mechanically propelled vessels will help faster movement of goods and services and it provides for modernisation of the vessels that we are going to use. Providing certificate for engineers and others will overcome the shortage of engineers by inducting people from Army, Navy and others. Applying some sections of the Motor Vehicles Act will provide for the safety and security of the passengers who are travelling in these mechanical vessels.

Therefore, this Bill is absolutely significant and it has got tremendous value on the economy. At the same time, as a matter of suggestion, I would like to tell the hon. Minister that there is a lot of dredging work which has to be done in various waterways so that you are able to make the movement of goods and services fast.

There should be coordination between the Ministry of Tourism and the Ministry of Shipping through a Memorandum of Understanding which can be reached. I would also request the hon. Minister to assess the real contribution of the inland waterways to the gross domestic product of the country. As of now, we have statistics with regard to the length of the waterways and [\[MSOffice45\]](#) other things.

16.00 hrs.

But what is its contribution in terms of income, in terms of employment and in terms of exports etc., so that we would be able to relate this contribution to the investment?.... ..
(Interruptions)

MR. CHAIRMAN : Please conclude now.

PROF. M. RAMADOSS : One of the hon. Members had mentioned that the investment in this sector is lagging and it is not coming back. I should tell him that it was during this UPA Government that the investment in the inland waterways has been stepped up from Rs. 150 crore to Rs. 650 crore. Of course, this investment is not enough and there should be more investment and I hope that in the Eleventh Plan it will come. The National Maritime Policy, which is on the anvil, must devote some concentration on the aspect of the waterways. There is an apprehension, as is expressed by one of the hon. Members, whether the extension of inland water limits would affect fishing operations of the inland fishermen. I would request the hon. Minister to evaluate the impact of this on the fishermen community and if they are likely to be affected by these far-reaching changes, I would request him to work on a rehabilitation plan. I also would request him to examine the feasibility of running a waterway transport system from Chennai to Velanganni *via* Pudducherry and Karaickal which is the need of the hour and it would augment the transport facility of the people and it would also augment tourism potential of Pudducherry.

Sir, with these few words, I once again compliment the hon. Minister and support this Amendment Bill.

सभापति महोदय : अभी और भी विधेयक हैं और मंत्री जी को जवाब भी देना है। तरीका यह है कि जिन वक्ताओं को अपनी राय रखनी है, उन्हें बहस शुरू होने से पहले अपने नाम दे देने चाहिए। लेकिन जब लिस्ट खत्म होने लगती है, तब कई माननीय सदस्य नाम दे देते हैं। यह कोई तरीका नहीं है। बहस का समय खत्म हो गया है, फिर भी दो नाम बाकी हैं। मैं आपसे निवेदन करूंगा कि आप दो-दो मिनट में अपनी बात खत्म करें।

DR. K.S. MANOJ (ALLEPPEY): Sir, I rise to support the Inland Vessels (Amendment) Bill, 2005. I would like to request the hon. Minister to take steps to expedite the completion of National Waterways No. 3, namely, Kottappuram to Kollam waterways in Kerala.

I would also like to request the hon. Minister to extend the National Waterways No. 3 to Neeleswaram and also to Trivandrum. There is a request from the State Government in this regard. I have some apprehensions also. I come from Alleppey which is considered as the rice bowl of Kerala. The paddy fields in Alleppey are very low-lying, namely, 1.5 to 2 metres below sea level. So, in order to ease the voyage in waterways, there will be dredging of the waterways. The farmers in Kuttanad have the apprehension that if the dredging of the waterways is done, there is chance of the inclusion of salt water into this paddy field which is below the sea level. So, adequate measures should be taken to limit the dredging of the waterways in order to prevent the seepage of saline water into the paddy fields.

Sir, another thing is in the National Waterways No. 3 at Tannurmukkam and Triknopura. There are salt water barrages to control this saline water inclusion. This salt water barrage will be closed during three months in a year. When it is open for the continuous voyage of the container traffic, there is also a chance for the seepages of salt water.

Along the size of the waterways, there are large paddy fields. The banks of the waterways are not properly protected.[\[a46\]](#)

When the movement of the containers in the lake occurs, because of the waves in the waterways, there will be breakage of the banks and the chances of leakage of water, and it would damage the crops. So, these things should be taken into consideration while the Minister expedites the opening of the waterways.

There is one more thing. Even though there are measures to prevent spillage of oil and to prevent pollution of the waterways, there is enough chance for spillage or leakage of oil into the

waterways. Where the width of the waterways is narrow, the chance is more. So, adequate measures should be taken to prevent the pillage of oil.

There is an Inland Cargo Terminal at Allapuzha. The proposed site is the site where the famous Nehru Trophy Boat Race is taking place. Also, Alleppey is now emerging as a backwater tourism destination and house boat tourism. The site proposed for the Inland Cargo Terminal at Alleppey is the same site where the famous Nehru Trophy Boat Race is taking place and also it is the site for the house boat terminal. There was a request from the State Government and also from the local people. We also met the hon. Minister several times. But still the site is not trans-located. There are other sites which are suitable near the current site for the cargo terminal. So, I would also request the hon. Minister to kindly consider the request of the State Government as well as the people of Alleppey to trans-locate the terminal.

With these words, I support the Bill.

SHRI BIKRAM KESHARI DEO (KALAHANDI): Sir, at the very outset, I would like to say that I gave my name late because I was in the constituency.

Coming to the Bill, I would like to say that this is an archaic law which is being amended today making it more stringent, more environment friendly and making the inland waterways more effective. Here, my contention is that there were natural waterways in 1917. But, after Independence, a lot of big water bodies and big dams have been built like Balimela, Upper Indravati Projects which comprises 110 sq. kms or 200 sq. kms. Take the example of Hirakud dam. So, these dams are there. A lot of villages are not commutable because of the water bodies. So, the only way to commute is through boat. There are dams like Upper Indravati, Rengali. The only way to commute is through boats because all the roads have been cut-off. I have already mentioned about Balimela.

There is an example in Balimela where three blocks of Koraput district in the Chittrakonda area are there. They want to go and join Andhra Pradesh because there is no communication facility from Orkel to Chittrakonda. So, the three panchayats want to join Andhra Pradesh because they are not getting the Government facilities there. So, I would like to urge upon the hon. Minister, through you, Sir, that these big water bodies which have been created after Independence should be taken care of. A lot of villages are beyond road communication or rail communication. The only way for communication is through boats. Therefore, I urge upon the Minister that if the Ministry comes up and gives good boats, Government facilities could reach the poor people.

Orissa is a maritime State full of waterways and dams. The Mahanadhi and Brahmani deltas are there. They are old waterways there. Today also, they are there. So, it is high time that certain waterways in Orissa declared as national waterways. An Inland Waterways Regional Office may be located in Bhubaneswar or in any part of Orissa, preferably in Bhubaneswar or Cuttack. This is very essential. These are my few demands.

It is a very good law which he is piloting today because it is very environmental friendly. It will check pollution. New engines will be put; outboard machines will be put for running the boats. So, it is a very welcome Bill. There is nothing to oppose it. But here again I would like to say that today in my constituency Kalahandi, in Koraput and all places, there were boats which were giving health services to people.

MR. CHAIRMAN : They are famine-prone areas and drought is there.

SHRI BIKRAM KESHARI DEO : [\[MSOffice47\]](#) वहां पर इंद्रावती डैम बना है, जहां आपकी 110 क्यूबिक मीटर पानी रहता है और 45 गांव बांध की दूसरी तरफ हैं जिनके बीच कोई कम्युनिकेशन नहीं है। पहले जो मोटर-बोट चलती थी, जो वहां मेडिकल सर्विसेज पहुंचाती थी, अब खराब हो गयी है। आपकी हैल्थ मिनिस्ट्री की रिपोर्ट में भी बताया गया है कि इसकी वजह से वहां सैकड़ों आदमी कॉलरा और डायरिया से पीड़ित हैं। इसलिए मैं चाहता हूं कि वहां इमीडिएटली इनलैण्ड वाटर कनेक्टिविटी की सुविधा प्रदान की जाए।

सभापति महोदय : कृपया कालाहांडी में पानी पहुंचाइए।

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R. BAALU):
In fact, I have to thank all the Members of Parliament who have participated in this discussion and who have given valuable suggestions to this enactment, Sir.

First of all, why is this amendment necessary? What is the reason for this amendment to this Act of 1917? First of all, this amendment needs to meet the challenges of changing world economy and the changing needs. Sir, rivers and other water bodies, everything is there. Suppose, if a particular river falls in the sea. River system is there, the tidal waves are there and in the sea, smooth and partially smooth sea will be there.

So far, the inland vessels are not allowed in the smooth and partially smooth sea. But, they can sail in river and upto the tidal waves, and beyond that, we will not allow the vessels to sail in smooth and partially smooth sea. Just like that for this matter we want to have this enactment and not only that, it needs a lot of changes particularly in the field of control of pollution in inland water and compatibility of insurance of vessels against risks and also access to Indian water limits to cover smooth and partially smooth waters. It helps divide the inland water into three zones so that if a particular vessel has to sail in a particular zone, the construction material will be something else. If it is an appropriate zone too, the construction material will be something else. If it is zone 3, the construction material will be compatible with the sailing in the particular zone. And, exceeding the validity of certificate and such things of competencies, licence and survey of inland vessels are approved by one Government to other State Government and it also helps induction of the trained manpower from Army, Navy and Coast Guard. It will facilitate provisions for the insurance of vessels against the risk compatible with Motor Vehicles Act, 1988. We are also inserting a new chapter in the Act for prevention of pollution in the inland waters by Indian vessels. For these purposes, this Act is being amended. After so many of years, we have come forward with a limited purpose. It is not a comprehensive Bill. Many friends have said that a comprehensive Bill should be there. But, it is only for limited purposes. It is because of the experience we have gained so far, we have got this up.[\[MSOffice48\]](#) It is not that overnight we have brought this Bill. It was put in the web site, it was in the public domain and we consulted the State Governments also and then we have brought this Bill. I would also like to inform that it is not that it cannot be amended. As and when it is required, definitely it will be amended. Then, suggestions made by hon. Members would be taken into consideration when they are to be considered.

I would like to reply to the specific points raised by hon. Members. Prof. Mahadevrao Shivankar asked about new waterways that are to be developed. I would like to inform him that new waterways are under consideration. I will come back to Parliament as soon as it is approved by the highest authority. Then, he wanted to know about the safety and security of international waterways. I would like to inform the House that to enhance safety and security, the Merchant Shipping Act is being amended to include ISPS also. Then, he raised a point about training issues. There is a National Inland Navigation Institute at Patna and we are training people in that institute.

Then, he wanted to know as to why all the recommendations of the Parliamentary Standing Committee have not been accepted. We have accepted some of the recommendations which warranted immediate attention and other recommendations are not acceptable at present. When necessity arises, we will take up other amendments also. He wanted the Government to adopt

uniform criteria for declaring inland waters. I would like to submit that adopting uniform criteria is not feasible as conditions vary from place to place. He raised a point about Buckingham Canal. I would like to inform that Buckingham Canal is being declared as National Waterway No.4 and we will come back to Parliament very shortly after the approval of the highest authority.

Then, Shri K.S. Rao also asked about the Buckingham Canal. I would like to give the same reply to him also. Then, he raised a query regarding Krishna-Godavari Waterway also and said that it is pending for a long time. I would like to inform him that the delay is due to the process which is followed. We will definitely bring an enactment before the Parliament.

Sir, most of the hon. Members have asked similar questions. Shri Chandrappan said that some of the pressing issues have not been addressed. He said that there is a need for bringing a comprehensive legislation to deal with all the issues. I would like to state once again that this is not a comprehensive Bill and I would like to inform that we will definitely bring a comprehensive legislation in due course of time.

He said that there are a lot of problems in the development of Kollam-Kottapuram waterway as the National Waterway No.3. He is well aware that we discussed this matter with the hon. Chief Minister also many times. He also said that I should visit Kerala. I am prepared to visit Kerala even 30 times because it is 'God's Own Country'. I would like to request all the hon. Members of Parliament to prevail upon the State Government to see that the social problems are solved amicably. [\[R49\]](#)[\[R50\]](#)

It is not like that the Minister cannot deal with the subject matter, but the matter pertains to a social problem which has to be addressed very cordially and in a peaceful atmosphere. This is what I would like to tell Shri Chandrappan. He has also raised a matter of Kochi Port to be connected. We are ready to connect it, but the particular issue should be solved.

SHRI C.K. CHANDRAPPAN (TRICHUR): In that sector, that is, Kottapuram to Karen, I think, there is no problem.

SHRI T.R. BAALU: I have already promised in the meeting with the Members of Parliament, it will definitely be considered. For that matter, if you want, I can go in for a DPR. We will take up the issue after the other issue is settled.

Shri Karunakaran has raised an issue of more funds allocation for development of inland waterways as this will boost tourism. I agree with the hon. Member that this will definitely boost tourism and to increase the allocation of funds.

The next issue was with regard to the monitoring and safety regulations to avoid boat tragedy in waterways. Under the present Highway Act, this responsibility rests with the respective State Governments, so the State Government has to look into the matter.

The next issue is regarding excavation of Vadagra-Mahi Canal. I have already stated that a kind of further extension will be considered only after the settlement of the particular issue... (*Interruptions*) Whether it is Tamil Nadu or Pudducherry, the same answer is there.

Next issue was raised by Shri Shailendra Kumar regarding need for periodic dredging of sand from the bed of the river at Allahabad and Varanasi. We are planning to procure a low draughted dredger so that dredging can be done in the shallow area. This will be done as quickly as possible.

Everybody has said about the linking of rivers. It is in my friend's domain. I think, the hon. Minister of Water Resources will take up the matter.

Shri Ram Kripal Yadav has said about gradually shifting of cargo. Yes, gradually it will be shifted whether it is rail, road or other modes as it concerns the Railway Board and Civil Aviation Departments.

MR. CHAIRMAN: He is sleeping.

SHRI T.R. BAALU: He has said that we have to retrieve it. Yes, we have to retrieve this system. But unless we improve this system, it cannot be done and at the same time, this is environment free and cheapest mode of transport. Definitely, the Government of India will take care of it.

Shri Mahtab has observed that adequate development of inland waterways all over the country be taken up. We are addressing the system, that is why, we have come forward for and are going in for another three waterways to be declared as national waterways.

The next issue was with regard to steps taken to ensure safety of inland vessels. We have considered it and it is in the Bill. I would request my friend to go through the Bill.

Shri Rasa Singh Rawat has asked why the suggestions made by the Parliamentary Committee were not included. I have already answered it.

The next issue is regarding linking of rivers. I have already answered that. Another issue is regarding the gradual siltation of important rivers and that it needs to be arrested and dredging needs to be carried out. Dredging is an important issue. Definitely, periodically National Waterways I & II are being taken up.[\[r51\]](#) We will improve the situation further.

For inclusion of Mandovi and Zuari rivers of Goa in National Waterways, I think a proposal has come from Goa Administration. Definitely this will be considered during the course of time.

In his eloquent speech, Shri Adhir Chowdhury has mentioned something that all the three waterways should be fully functional. Till such time, we should not go for declaration of other water basins. There should be more waterways. Then only, comprehensively we should carry on; the

system will be workable and viable. That is why, we will also consider it. Simultaneously we will go for new systems to be declared as well as the existing ones should be maintained properly.

A question was asked as to why the Government was not bringing inland vessel under tonnage tax regime. This is under consideration for some time. Inter-Ministerial consultation is going on. I will give a proper reply very shortly. I think it is at the advanced stage of consideration.

A question was asked as to why National Maritime Authority of India is not being formed. Inland Waterways Authority has already been established.

My friend, Shri Anant Geete, said about Maharashtra about Rewas, Deeghi, Jaigarh and Mavlan. This particular system was under the domain of the Maharashtra State. We have already extended Rs. 10.38 crore for the past three or four years. If any assistance is needed, they should send us a proposal.

Prof. Ramadass has raised the issue about urgent requirement of giving priority to the existing ones. I have already replied it. Need for development of Chennai-Telangani waterways, it is under the domain of the State Government. This has to be done by the State Government.

Dr. K.S. Manoj said that adequate measures should be taken during drudgeing to prevent seepage of saline water. He is correct. This aspect will be fully taken care of. About the issue of shipping near the Nehru Trophy Boat Race, it is a site-specific location. I do not think it will in any way confront with your Nehru Trophy Boat Race. I have also seen that the other day about two weeks back. I do not think it will in any way confront with your Nehru Trophy Boat Race. World over, people are coming and they are appreciating this Race. ... (*Interruptions*)

MR. CHAIRMAN : Mr. Minister, address to the Chair.

(SHRI T.R. BAALU): The particular project which you are raising, it is not confronting the existing system of Nehru Trophy.

SHRI VARKALA RADHAKRISHNAN (CHIRAYINKIL): Inland water should not be polluted.... (*Interruptions*)

SHRI T.R. BAALU: We will take care of it. If there is any pollution, we will try for prevention of pollution.

Sir, the last speaker, said something about urgent need for development of Orissa. We have already included it in the last set of this one. We will take care of it. I can only request all the hon. Members.... (*Interruptions*)

सभापति महोदय : श्री राम कृपाल यादव जी, जब मंत्री जी आपके प्रश्न का उत्तर दे रहे थे, तब आप सदन में सो रहे थे।

... (*Interruptions*)

MR. CHAIRMAN: Mr. Reddy, your name was here but you were absent from the discussion.

SHRI T.R. BAALU: Kakinada to Elluru, Tamil Nadu, Pondicherry, this particular canal has formed part of more than 1000 kilometres. It will be considered very shortly and it is in the advanced stage.
... (*Interruptions*)

SHRI N. JANARDHANA REDDY (VISAKHAPATNAM): Sir, it was done by him three years back.... (*Interruptions*)

MR. CHAIRMAN: Now the discussion is over. Please take your seat. Your name was here but you were absconding. What can I do? You are a senior Member of the House. Please take your seat.

... (*Interruptions*)

MR. CHAIRMAN: No further query is allowed. He has already replied to all the queries.

... (*Interruptions*)

सभापति महोदय : कुछ भी रिकार्ड में नहीं जाएगा।

(*Interruptions*) *[r52]

सभापति महोदय (श्री मोहन सिंह): जवाब हो गया है। कोई क्वैरी नहीं है।

... (व्यवधान)

*Not recorded.

सभापति महोदय: आपका कुछ भी रिकॉर्ड में नहीं जा रहा है।

... (व्यवधान)*

सभापति महोदय: आप प्रोफेसर हैं। बैठ जाएं।

...(व्यवधान)

सभापति महोदय: आप क्या वहां सत्याग्रह करने जा रहे हैं।

...(व्यवधान)

MR. CHAIRMAN : The question is:

“That the Bill further to amend the Inland Vessels Act, 1917, as passed by Rajya Sabha, be taken into consideration. ”

The motion was adopted.

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

The question is:

“That clauses 2 to 14 stand part of the Bill.”

The motion was adopted.

Clauses 2 to 14 were added to the Bill.

Clause 1, the Enacting Formula and the Long Title were added to the Bill.

MR. CHAIRMAN: Now, the hon. Minister may move that the Bill be passed.

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

“That the Bill be passed.”

MR. CHAIRMAN: The question is:

“That the Bill be passed.”

The motion was adopted.

16.32 hrs.